

FLEET MANAGEMENT IN NIGERIA: ROAD SAFETY PERSPECTIVES

A COLLECTION OF PAPERS PRESENTED AT THE
FEDERAL ROAD SAFETY CORPS ORGANISED COURSES FOR SAFETY MANAGERS
UNDER THE ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME (RTSSS)

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I List of Registered Fleet Operators as at March, 2010

FOREWORD

In April 2010, the Federal Road Safety Corps (FRSC), the lead agency in road safety management and administration Nigeria activated the United Nations Decade of Action on Road Safety 2011-2020. The activation was through a stakeholders forum because we are strongly of the considered and widely accepted view that road safety is a collective responsibility of all citizens. Our action was thus influenced by the realization that no single institution of government has adequate capacity to successfully fight and win the battle against road carnage alone without support from other stakeholders.

The Global Ministerial Conference on road safety which was earlier held in Moscow, Russia in 2009 recognized this when as part of the resolutions at the end of the conference it adopted the need for road safety lead agencies to collaborate with and encourage non-governmental organizations, civil society groups and private individuals engaged in road safety practices with a view to harmonizing their efforts toward ensuring functional road safety campaign that could effectively deal with the challenges of road carnage.

It is with this spirit of collective responsibility and public enlightenment as effective tools for road safety campaign that I see the book, **Road Sense** put together by Kayode Olagunju (Ph.D) as a welcome development. His effort in coming out with the book especially, at this critical period of our campaign no doubt signifies the centrality of education as a weapon for crash-free roads and the need to demystify the myths surrounding road traffic crashes in the country. I therefore wish to commend Olagunju for this painstaking endeavour that will hopefully complement road safety campaigns in the country.

As has been repeatedly stressed, and which I am restating here, "road traffic crash has no spiritual or predestined dimensions over which we have no control". Rather, what we believe to be true and which the book underscores in its presentation, is that "it is caused by certain identifiable factors, and can therefore be prevented if consciously guided against through appropriate measures by road users". And part of those measures is proper knowledge of road safety procedures, which the book highlighted in several of its chapters.

As a serving officer of the Corps, the Author, Kayode Olagunju who has been an active participant in the Corps' operational and administrative reforms, employs his vast knowledge and experiences in dealing with a variety of topics that would no doubt aid the understanding of road safety and its procedures. I describe the book as a worthy road safety material and one that would contribute immeasurably to the ongoing campaign against road carnage and recommend it to all those interested in road safety education.

It is my hope however, that readers would make efforts to understand the book in its educative and behaviour modification perspective and translate its content to practice through obedience to all traffic rules and regulations to guarantee crash- free roads, which is the essence of road safety.

Osita Chidoka
Corps Marshal and Chief Executive,
Federal Road Safety Corps

INTRODUCTION

The FRSC approach to fleet operation is with regards to that of quality management of the transport Safety component of the enterprise, (whether governmental or private). Quality assurance of transport, aims at ensuring that people and goods arrive at the right places at the right time and in the right way. That is, without danger of serious injury or damage to the goods or the environment in connection with the transport mode.

The focus of the fleet managers training is geared towards motivating Companies, Ministries, Departments, Agencies and Organizations to undertake road safety programmes that will increase their knowledge on implications of crashes as well as prevention strategies. The ultimate goal is road safety, which entails preservation of lives and property on the road.

The FRSC has undertaken various measures to improve road safety within companies and organizations. These include series of trainings for operators on better and safer fleet management as well as engage in drivers training to improve the skills and competence of fleet drivers, to enhance road safety. These of course are expected to guarantee safety of lives and property and also promote increased patronage, hence positive returns on investments. It is hoped that as operators fulfill certification requirements, promotion of road safety is enhanced and entrenched.

This book, a compilation of lectures is broadly grouped into five chapters of related topics. Chapter 1 deals with the Concept of the Road Transport Safety Standardization Scheme (RTSSS). Dr. Kayode Olagunju, introduced the scheme and the implementation strategy while an experienced Safety Manager from a reputable transport company, Regha, VT addressed the issue of administration of Safety Unit. A Deputy Commissioner of Police, Adam Audu peeped into the Safety and Security of people and goods in transit. Omidiji A. (DCM) Also dealt with Crime and Road Crashes Prevention in Public Transportation System in Nigeria, using Kwara, Kogi and Ekiti States as Case Study. Now that the world is going green, you will find the lecture on "Strategic Approach to Reducing Vehicle Emissions in Nigeria: Role of Fleet Operators, by Engr. BG Ibrahinm, fwc, an Assistant Corps Marshal (DCM) rewarding. Section 51 of the National Road Traffic Regulations (NRTR, 2004) makes Passenger Manifest compulsory for certain categories of vehicles. The National Union of Road Workers (NURTW) has been at the vanguard of documenting information on Passengers of commercial vehicles. Dr. JA Olaoye who represented the NURTW at the gathering of Safety Managers shared the Union

experiences with us. A piece on Passenger Manifest was also contributed by Olagunju K. Barrister Chidi Nkwonta looked into the causes of Road Traffic Crashes and prevention while Eng. CN Njoku journeyed with us on Road Traffic Collision Investigation and Analysis: Key to Safer Roads in Nigeria. It is believed that investigating collisions could assist in preventing future occurrences. Obayemi S. A. Discussed the public enlightenment strategies in fleet management. You will also find this quite revealing.

Chapter 2 basically concerns laws and enforcement. MM Maliki took us through the Nigerian Highway Code, Barrister Chidi Nwachukwu (ACM) looked at the driver and the law while Boboye Oyeyemi, (DCM) mfr, led us into the FRSC enforcement strategy. Vehicle inspection is a vital requirement of safety. Pam SA, a vehicle Inspection officer, discussed vehicle inspection principles and practice. Licensing is also of paramount importance in road Safety. Hamisu Haruna (ACM) explained the procedures for drivers and vehicle licensing in Nigeria.

Fleet operators and safety managers will find Chapter 3 very interesting and useful in improving their activities. This chapter focuses on effective fleet management. Anosike Kingsley from a private Sector background lectured on private sector perspective in fleet management. Sina Olusakin, a Senior Executive of a reputable Insurance Company discussed the role of insurance in motor fleet management while MK Usman, an expert in fleet management looked at managing government vehicular fleet. Dotun Onifade, another safety expert wrote on public private partnership strategies in fleet management. As we are in the era of information technology, Keneth Nwaegbe, mni, did justice to the topic, "Information Technology in Vehicle Fleet management" just as Kingsley Agomoh delved into the issue of vehicle maintenance.

Kayode Thomas, a tyre consultant considered tyres as the most overlooked safety feature. Yomi Fawehinmi, a Planning and Safety analyst called for corporate support for road safety as Alex Opene, a Certified Safety professional, a professional of international repute brought his experiences to the fore as he discussed the fleet management experience in an oil and gas industry.

When we discuss transportation in Nigeria, especially as it concerns freight movement, Alhaji Lawal Isa, the National Operations Co-ordinator of the Nigerian Association of Road Transport Owners (NARTO) is a credible and respected voice. He wrote on private sector strategies in Fleet Management. An occupational health and safety expert, Ehi Iden lectured on journey management. Architect Michael Pam Dung, Director of Fire,

Plateau State addressed the issue of prevention and combating automobile fire. This will be found quite interesting and useful.

Chapter 4 addressed issues pertaining to articulated vehicles. Osita Chidoka, the Corps Marshal and Chief Executive, FRSC made a pictorial presentation on the menace of articulated vehicle operators and FRSC efforts. The unsafe operations of articulated lorries (tankers and trailers) in Nigeria has become worrisome, requiring knowledgeable dissect, hence the choice of Otunba Toyin Abass, an expert of many years, to discuss the issue. Otunba Abass lectured on Fuel Tankers/Trucks Operations in Nigeria: Safety/Transport Managers Perspective. He also shared his experience in "Standard for Fuel Tankers Sensitization." Readers will find his contributions quite rewarding. Engr. Terry Mene (PhD), an expert on traffic Engineering Project Management wrote a technical Paper on Rationale Axle Load Control. This is reductive and useful.

Transport operators and safety managers need to possess certain driving skills and understand the Psychology, Conduct and Comportment of their drivers, their training needs as well as certain basic responsibilities. In Chapter 5, Baffa DH (ACM) revealed driver training techniques. You will also find some other topics such as, Introduction to Driving; Qualities and Responsibilities of a good Driver; and Causes, Effects and Prevention of Road Traffic Crash, all from the FRSC National Drivers' Training manual quite useful. Kehinde Adeleye briefly discussed the Concept of Defensive Driving Techniques while Magaji OE, looked at the psychology of drivers and other road users.

Topics such as the Defensive Driving Techniques; Safety Guidelines on Special Driving Conditions; Road Surface Markings; Sharing the Road with others, Basic First Aid and Cardio- Pulmonary Resuscitation (CPR); and Automobile Fire Prevention were also extracted from the National Drivers' Training Manual for better understanding of the Safety Managers and Fleet Operators.

Section 115 (2) of the National Road Traffic Regulations, NRTR, 2004 states that "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." Samples of some of these forms required in the implementation of the RTSSS are contained as appendixes. You will also find list of registered transport operators and those of already trained safety managers.

The Safety Managers course is expected to result in having better fleet managers that are competent, confident, safety conscious and effective system administrators. This of course will lead to lowering of operational costs through culture of maintenance, adherence to safety standards, reduction in crash records and profits on investments. The training forum also provided opportunity for interaction and sharing of information and experiences for the entrenchment of safety consciousness in fleet management in Nigeria.

By and large, the fleet operators, especially the safety managers/officers, have a large burden regarding ensuring that their operations meet their clients expectations and are in compliance with the set standards. The successful implementation of the Road Transport Safety Standardization Scheme, which is a collective responsibility, is sure to change the story of road transportation in Nigeria. You are all welcome on board. Let us be safety conscious always.

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Chapter 1

Regulating Road Transportation in Nigeria, There is the need to ensure safe and standardized fleet transport operations in order to entrench a culture of safety consciousness.

1.1 REGULATING ROAD TRANSPORTATION IN NIGERIA THROUGH THE ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME (RTSSS)

- OLAGUNJU, K. (Phd)

A. INTRODUCTION

The Road Transport Safety Standardization Scheme (RTSSS) was officially launched on 11th September, 2007 by the President and Commander in Chief of the Armed Forces, Federal Republic of Nigeria Alhaji Umaru Musa Yar'Adua (GCFR). Lack of standards and professionalism in the road transport sub-sector in Nigeria compelled the emergence of the scheme.

B. THE PROBLEM

This is better captured with an excerpt from the Corps Marshal and Chief Executive, Federal Road Safety Corps. Chidoka (2008) observes that "while seeking to meet the challenges of human movements and freight haulage, fleet operators acquire a plethora of vehicles which are loosely managed without the required safety standards and control. This lack of professionalism by owners and the absence of proper regulation of fleet operators have over time resulted in poor management of fleet operations in Nigeria. Thus, road transportation became the engagement of all-comers. This situation led to lack of a common front for a national road transport policy that could have substantially eradicated some of the numerous problems encountered daily on our roads today."These lack of standards and non-adherence to safety procedures have led to the wanton killings on our roads as depicted below.

Dr. Kayode Olagunju, is a Corps Commander and the Corps Transport Standardization Officer of the Federal Road Safety Corps, Nigeria

LACK OF STANDARDS AND PROFESSIONALISM RESULT IN SCENES LIKE THESE…..



Plate 1.1 Avoidable waste of resources



Plate 1.2: Completely burnt Tanker



Plate 1.3: Lost in a Road Crash

Plate 1.1 - 1.4 Pictures from an accident that occurred in Lagos on Thursday 24th July, 2008. Eight (8) vehicles, including two tankers were involved, nine (9) persons killed and seven (7) others injured. Seven (7) houses were also burnt.

NIGERIA ROAD TRAFFIC CRASHES 1960 -2007

TOTAL REPORTED CASES	FATAL CASES	SERIOUS CASES	MINOR CASES	NO OF PERSONS KILLED	NO OF PERSONS INJURED	TOTAL CASUALTIES
971,304	153,719	416,120	401,465	297,376	884,733	1,182,109

SOURCES: NPF / FRSC

Please note that these are reported cases only. Several other happened unnoticed hence unrecorded.

C. STANDARD SETTING

The Road Transport Safety Standardization Scheme (RTSSS) is a road transport regulatory policy which stipulates minimum safety requirements for fleet operators (organizations, companies and road transport owners) with at least 5 vehicles in their fleet.



Plate 1.4: Non-compliance with loading regulations

RTSSS is being implemented by the FRSC through the Corps Transport Standardization Office. The RTSSS is a regulatory policy which prescribes minimum safety requirements for Fleet Operators with at least five (5) Vehicles in their Fleet. The minimum safety requirement is for all i.e companies, government establishments, road transport owners, Military and Para-military etc.

D. THE CONCEPT

The concept of the RTSSS is to:-

a. Regulate road transportation
b. Ensure safe and standardized fleet transport operations
c. Check the excesses of transport operators

d. Entrench a culture of safety consciousness in organizations and companies with Fleet of vehicles

Every operator is expected to establish a Safety Unit and appoint a competent Safety Manager to head the Unit.

E. REGISTRATION

Section 115 (2) of the National Road Traffic Regulations (NRTR), 2004, made in pursuant to Sections 5 and 10 (10) of the Federal Road Safety Corps (Establishment) Act, 2007, mandates FRSC to "maintain a databank of all Transport Operators having up to five (5) Vehicles in their Fleet and 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."

F. ESTABLISHMENT OF SAFETY UNITS

Section 115 (1) of the NRTR (2004) provides that "all Transport Operators who engage in inter-state road transport services shall establish a Safety Unit, appoint a Safety Officer as the head of the Unit, who shall ensure that Operational Standards are maintained as prescribed in these regulations." Section 115 (3) provides that "any Transport Operator or Safety Manager that fails to comply with the regulation shall be liable to a fine of fifty thousand (N50,000.00) naira or imprisonment for six (6) months."

The FRSC implements RTSSS through strategies such as public education, inspection of vehicles terminals and other infrastructures, assessment of records and compliance levels, certification and decertification based on the operators, drivers and vehicles standard, as well as enforcement of the set standards and relevant laws.

We are to avoid the pitfall of the past when there was absence of database of Fleet Operators which led to in-effective planning for efficient road transport standardization in Nigeria.



Plate 1.5: Inspection of vehicles is of great importance.



Plate 1.6: Continuous appraisal of operators is a must.

G. CERTIFICATION REQUIREMENTS

The certification requirements include:-

a. Registration of Fleet Operators (forms are available in all FRSC formations nationwide and also on FRSC website ww.frsc.gov.ng). Operators that have not registered should do so immediately.

b. Establishment of Safety Units;

c. Appointment of competent Safety Officers (Managers), to head the Safety Unit.

d. Ensure that competent drivers are recruited and such drivers are well trained by competent authorities;

e. Provision of Standard Terminus/registered Office in locations that will not lead to traffic problems like congestion;

f. Ensure provision of Road Safety Policy.

g. Operate comprehensive vehicle maintenance policy. Only certified roadworthy Vehicles of the operators will attract the "RTSSS compliant strikers" and all Passengers are enjoined to look out for these before boarding any vehicle when the scheme is fully operational. Once passengers shun vehicle without the stickers, the level of patronage will drop. This will force the operators to put the vehicles in good shapes or withdraw them from the road.

h. In line with the Section 51 (5) of the NRTR 2004, the operators are to also operate approved Passengers Manifest on inter-state journeys.

i. Operators are 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.



Plate 1.7: Fleet of vehicles at Jabi Park, Abuja

H. FLEET OPERATORS' SPECIFIC MANDATES

Fleet Operators have some specific mandates as listed below:

a Establish Safety Units to be headed by qualified safety managers.

b. Conducive terminals/offices

c Standard recruitment policy of qualified drivers (Section 23 52 NRTR 2004)

d Training and re-training of drivers

e Comprehensive vehicle maintenance policy

f Implement approved Passengers' Manifest (Section 51 (5) NRTR 2004)

g Maintain records on drivers, vehicles and road traffic crashes and submit same on regular basis to FRSC/Nigeria Police.

h Provide recovery vehicles and well designed emergency evacuation plan.

i Entrench security plans.

j Engage in fleet operators' forum in order to share beneficial experiences.

K Meeting clients' expectations of comfort and safety (safe and stress-free arrival)



Plate 1.8: A recovery vehicle:
Recovery plan is very vital to safe operations

I. ROLES /FUNCTIONS OF SAFETY MANAGERS

The general roles of the Safety Mangers include

a. Risk assessment
b. Driver assessment
c. Route assessment
d. Vehicle assessment

The specific functions include:

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
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 investigation techniques
f. Enforcement of maximum driving period, rest hours and ensure drivers have adequate rest before commencing a journey i.e 8 hours rest within a 24hour period, and that no driver is engaged more than 24hour period.
g. Ensure periodic certification pre-requisite for drivers is met.
h. Assess and determine accident-prone routes periodically and develop defensive driving strategies to ensure safety.
i. Maintain a logbook for each vehicle.
j. Ensure the use of passengers' manifest for every trip.
k. Submit duplicate of passengers' manifest periodically and on demand to FRSC.
l. Ensure that appropriate road worthiness certificate is obtained.
m. Send safety reports on quarterly basis to FRSC using approved format.
n. Observation/vetting of the driver's temperament and criminal record(s) before employment. Behavioural 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 driver's performance.
r. Keep general records of drivers' activities.

J. ROLES OF DRIVERS

The roles of drivers include:

a. Possession of valid driver's licence.
b. Drivers must pass driver certification programme.
c. Familiarization with the company's safety policies eg vehicle safety standards and prohibition of use of drugs / alcohol.

d. Familiarization and obedience to the traffic rules and regulations.
e. Understanding different driving conditions.
f. Periodic medical / health examinations including eye tests.
g. Use of log book.
h. Knowledge of vehicle working system and pre-trip / post-trip inspections.
i. Familiarization with transit system policies (route, fire and first-aid facilities and emergency evacuation plan).
j. Proper use of communication systems (HF/VHF radio and GSM) to aid emergency processes.

K. THE ROLE OF PASSENGERS

These are:

a Report driver's misbehaviour/misdemeanor
b Comply with provisions of the passengers' manifest scheme (section 51, NRTR, 2004)
c Confirm that the operation of the company is RTSSS compliant.
d Conform to the provisions of NRTR, 2004 on expected passengers' behaviour.



Plate 1.9: Checking Passengers Manifest to ensure compliance.



Plate 1.10: Overloading - RTSSS is to curb excesses of vehicle operators

L. PASSENGERS' PROHIBITIONS

The following shall not be engaged - in by passengers while in transit:

a. Use of any obscene, indecent, offensive language/behaviour on any other person;
b. Willfully interfere with the conduct of any other passenger.
c. Spit upon or out of, or willfully soil, damage or deface any part of the vehicle or equipment.
d. Willfully do or cause to be done with respect to any part of the vehicle or equipment anything calculated to interfere or cause injury or discomfort to any other passenger;
e. Willfully obstruct or impede the driver or conductor in the exercise of their duty;
f. Enter into conversation with the driver of the vehicle while in motion
g. Smoke or carry a lighted pipe, cigar or cigarette in any part of the vehicle .
h. Sell or offer for sale or distribute any goods or any printed matter of any description;
i. throw any article from any part of the vehicle ;
j. Refuse to pay his fare when lawfully demanded (in case of commercial vehicle);
k. 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

L. GROUPING AND CATEGORIZING STANDARDS

There are three groups and in each group, 3 classes of standards:

a GROUPS

- GROUP A - From 100 vehicle fleet and above
- GROUP B - Between 25 and 99 Fleet of Vehicles
- GROUP C - Less than 25 Vehicles

b. CATEGORIES / CLASSES

In each group, there are three classes/categories based on standards compliance levels arrived at on measurable and verifiable parameters, for example:-

CATEGORY A - Those that have at least 80% compliance level
CATEGORY B - At least 60% compliance level
CATEGORY C - Between 50 and 59% level

Each operator will be assessed and classified yearly.



Plate 1:11: Enforcement is a major aspect of the RTSSS.
(FRSC Marshals ready for operation)



Plate 1:12: FRSC Marshals on enforcement patrol

M. PATRONAGE

It is believed that, for patronage or economic or status reasons, many operators will aspire to be in A- category. Some will even inscribe their category such as "FRSC RTSSS safety standards category A award" on their vehicles or in their promotional materials. These will also enhance safety.

No serious operator will want to be in category C, as this may affect its patronage.

N. TRAINING OF DRIVERS

There is already an aggressive pursuit of drivers training. All operators are required to forward their training returns for both the drivers and safety managers to FRSC on regular basis. This forms part of the certification criteria.

O. MASSIVE MOBILIZATION FOR REGISTRATION

The FRSC has commenced aggressive mobilization of transport operators to register with the scheme. As at March, 2010, we have 1,786 registered operators. Also, 7,174,098 vehicles were reported to have departed terminals with 46,871,914 passengers on Manifest as at March, 2010 FRSC presently collate daily information in about 500 major parks / terminals. Non-registered operators will be prosecuted and blacklisted in line with the National Road Traffic Regulations 2004 and the FRSC Act 2007.



Plate 1.13: FRSC has embarked on massive public enlightenment to mobilize operators.

P. PASSENGERS MANIFEST

a The Corps is also embarking on aggressive public enlightenment on the RTSSS Programme and its components, such as the Passengers Manifest.

b It is compulsory in accordance with Section 51 of the NRTR 2004, while travelling in or upon a stage carriage or omnibus (intercity trips) to provide requisite particulars about themselves and persons to be contacted in case of crashes or emergencies.

C This provision of the law is currently being enforced by the FRSC. It carries N10,000.00 fines or six months imprisonment



Plate 1.14: A Stakeholders forum used in educating operators.

d We will continue to sensitise the road users on safety consciousness

Q. INSPECTION / ASSESSMENT

• We have started to verify the claims of already registered operators on Compliance to standards on:-

- Vehicles
- Terminals
- Drivers



Plate 1.15: Where will the loads be? Visits to terminals of the operators for inspections will be a continuous process.

R. ENFORCEMENT OF STANDARDS

a The FRSC will work in collaboration with other Security Agencies to enforce the already set standards.

b Identified violators of standards will be targeted in the enforcement and this will be given adequate publicity.



Plate 1.16: Arresting erring drivers to serve as deterrence.

S. CERTIFICATION OF DRIVING SCHOOLS

Presently, the driving schools in Nigeria are being certified by the FRSC to ensure they comply with the set standards under the Driving School Standardization Programme (DSSP).



Plate 1.17: Operational equipment - FRSC to ensure enforcement of set standards



Plate 1.18: Operational men to enforce compliance

T. COMMENCEMENT OF FULL IMPLEMENTATION OF RTSSS

The FRSC commenced full implementation of the RTSSS Scheme from 1st of January, 2010. So far many transport operators have subscribed to the scheme as mandated by the relevant regulations.

Q. CONCLUSION

The RTSSS is a laudable project.

Let's join hands to ensure safe road culture in Nigeria through compliance to best practices on road transportation, as it is the case in the civilized world.

You are all welcome on board!

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1.2 SAFETY UNIT ADMINISTRATION IN FLEET MANAGEMENT

- REGHA, VERERE TESMAN

INTRODUCTION

Every Road Transport organization with fleet of vehicles has their different ways of fleet administration. Fleet administration depends on the vision and structure of the organization. It also depends on the type of operational mode of the organization. For example, some operators specialize on passengers' movement while others are on cargo movement (Haulage). Safety administration focus vary according to the nature of operation. It is pertinent to mention here that safety is a conscious precaution which is taken against any danger that has been pre-determined to occur. The precaution is deliberately done and not an accidental precaution against the danger. There is the awareness against danger, hence we must take precaution. The danger we are talking about is Road Traffic Accident in particular. Accident is a very big threat to the image and integrity of any transport industry. It is also a threat to the survival of any transport industry. Without much emphasis, it's known that safety is the LIFE of any transport industry.

SAFETY UNIT ADMINISTRATION

Every transport industry must have a safety policy which helps to guide its operational direction. A safety policy is a written document or laws of safety developed by individual transport organization. It spells out the dos and don'ts of safety rules and regulations of the company. It is a safety administrative instrument which throws light on how the Company is expected to have a safety direction that is peculiar to its mode of operation, making use of the existing national traffic laws and regulations to formulate the policy. Policy tells every staff of the Company their roles in making sure that all operations are safe. In the policy, every department and unit, even individual office has a role to play. These roles range from the Managing Director and Chief Executive to the lowest

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transport clerk. The primary task of the Safety Manager is to make sure everybody in the Company plays his or her part. Failure to play departmental, Unit or individual role should have SANCTIONS. These sanctions are designed to ensure compliance. The safety policy must be uniform and not discriminatory in all the terminals for it to be effective.

After the employment of any staff, the Company Safety policy is to be given to the staff to study and during orientation, or training, the policy is made as one of the priority curriculum for proper awareness.
Safety issues do not entertain ignorance. In the safety policy, apart from general safety statement which involves every staff irrespective of the department the staff belongs to, there are specific safety policy statements/actions for every department/unit or individual member of the company. The policies are interwoven for general safe operation of the company. It will be necessary to mention some of the Departments, Unit or individual roles here for proper understanding. As mentioned earlier, this may vary from one company to the other.

SAFETY PERSONNEL

Usually, the Head of Safety Unit is responsible for overseeing, implementing and monitoring the safety policy. There should be safety officers responsible for supervision of safety matters in terminals and on the highways. For example, in my company we have the following structure on ground.

(1)	Mega Terminals	-	We have appointed Safety Officers
(2)	Non-Mega Terminals	-	Station Heads as Safety Officers
(3)	Headquarters/Zonal Hq.	-	Admin Officers as Safety Officers
(4)	Highways	-	Patrol Team/Drivers safety committee
(5)	Workshops	-	Vehicle Inspection Officers or Workshop Safety Officers

Some of their responsibilities which are not exhausted are as follows:

(a) Monitor the drivers at the various terminals and bus dumps or parks, to make sure drivers who are to travel for both day and nights are fit enough, by making sure drivers have enough rest.
(b) Must ensure all speed tracking machines are functioning.
(c) Making sure Passenger Watch (PAWA) Cards are distributed before any journey commences and staying to receive PAWA cards. The PAWA Cards provide a feed back mechanism from the passengers.

(d) As a compulsory daily routine, the safety officer checks all vehicles scheduled to travel to make sure that basic safety requirements are available and that the vehicles are fit for the trips.
(e) Making sure all fire fighting equipments are available and functional in vehicles, terminals, workshops, fuel-dumps etc.
(f) Must display safety campaign memo for driver's and staff attention and action.
(g) Listening to drivers mechanical complaints and making sure that they are attended to especially those that can cause accidents on the road e.g. brakes and suspension etc.
(h) Take charge of accident investigation/management within their zone.
(i) Must constantly have safety pep-talk with drivers as reminder.
(j) Must ensure cargo items are properly handled and secured in trucks/trailers.

Please note that the above list is not exhausted. These are mentioned to throw some light on some of the safety officers' functions. We want to emphasis here that safety officers must be fully trained to supervised safety matters. Safety Managers are to send monthly reports. They should meet every quarter of the year to discuss and review issues bothering on safety generally. New ideas are proposed during such meetings for approval and implementation.

DRIVERS

Drivers are the raw materials (Human Element) needed to bring into focus the actual safety standards required in any Road Transport Company. Drivers must be literate enough to understand and obey the "dos" and "don'ts" of the safety policy. Drivers who cannot read and write will definitely find it difficult to flow along with the safety vision of the Company. In the safety policy, there are specific qualities drivers must possess and actions expected from them. Some of such qualities required from drivers are among others:-

(a) They must be literate
(b) Must undergo the various Company training stages before he is allowed to handle vehicles independently.
(c) Must be the type that has vehicle sympathy.
(d) Must be knowledgeable in the vehicle faults.
(e) Must be proficient in Highway Code
(f) Must be healthy and have good sight.
(g) Must be disciplined and cool headed.

Note again that this list is not exhaustible but those mentioned are to throw lights on drivers' qualities.

TECHNICAL STAFF (BASIC SAFETY RESPONSIBILITIES)

Staff working in the maintenance unit are very vital to safety. Non-challant workshop staff who do not repair faults properly in vehicles scheduled to travel are potential saboteurs and then actions coved result in road accidents. There are areas of faults in vehicles that can not be ignored. Job cards written by drivers are not enough. Every workshop staff is expected to go beyond job cards written by drivers by calling the attention of the Workshop Manager to other faults not reported. Workshop Managers must ensure that mechanics under them attend appropriately to all faults. The vehicle inspection officers who are under the safety unit but attached to the workshop must ensure compliance. The following which are not exhaustive must be treated with all seriousness before a vehicle is certified to travel.

(a) Fault discovered in vehicles must not be postponed especially those that carry high risk e.g brakes, suspension systems, wipers, headlights, steering etc
(b) Ensure that inferior spare parts are not used.
(c) Tyres must not be over or under inflated and, bad ones replaced.
(d) The vehicle inspection officer must test vehicles repaired and certify them fit. The workshop manager and VIO must endorse before a vehicle is released for traveling.
(e) The vehicle inspection officer must take record of all dents or damages to all vehicles brought to the workshop, investigate the cause (s) of the dents/damages, get the name of the driver and attendant who operated the vehicle for further action.

NON-TECHNICAL STAFF (MANAGERS AND OTHER STAFF)

Non-technical staffs are not left out in the administration of fleet management. Infact, the cooperation of all category of staff as mentioned earlier makes it possible for safety policy to succeed in any transport organization. The safety manager cannot be every where at the same time. The Safety Managers must carry along everybody. They must be made to realize that the security of their jobs lies in the safety of crew, passengers, cargoes, machines (vehicles) engaged. Non-technical staff are expected in the safety policy to carry out the following among others:

(a) They assist in distributing PAWA cards promptly.
(b) They contribute to safety pep-talk to drivers.
(c) They are expected as a matter of love for the Company and their job report any observed unsafe act or condition promptly without sentiments.
(d) Must ensure that drivers observe adequate rest by making sure that driver's guest houses are conducive.
(e) Must not use stepped down, suspended or drivers involved in accidents for trips unless cleared by the safety unit.
(f) Must not allow cargo items to be loaded in buses.
(g) Must endeavour to create a friendly relationship with drivers so that they can be in a good frame of mind before embarking on trips.
(h) Ensure all safety notices and reminders are promptly placed for drivers/employees attention.
(i) Must endeavour to take passengers complaints about drivers' driving behaviour on the road serious, and such complaints should not be kept away.

THE SAFETY POLICY should also entail the following:

(1) Safety equipment maintenance
(2) Sanctions for different safety offences like speed and reckless driving, etc
(3) Conductor or Attendant safety offences e.g not taking proper care of safety equipment etc.
(4) Safety Training procedure and guidelines for crew and other staff etc
(5) Accident investigation, report and recommendation
(6) The type of safety equipments to be provided and the training of staff for its use
(7) The training requirements of crew from time to time. This is usually done through the TRAINING UNIT.

CONCLUSION

Safety Unit Administration in Fleet Management is wide and challenging. It is the livewire of any Road Transport Industry. The Safety Manager coordinating safety activities must be ready to swallow lots of pains because he/she is like the law enforcement agent in the organization and most people, especially drivers do not like to be monitored. He or she must be a strict and comported person.

1.3 SECURITY OF PEOPLE AND PROPERTY IN FLEET MANAGEMENT

- AUDU A. (DCP)

The Wikipedia free encyclopedia defines fleet management thus: - it is the management of a company's vehicle fleet. Fleet management includes commercial motor vehicles such as cars, vans and trucks. Fleet management can include a range of functions such as vehicle financing, vehicle maintenance, vehicle tracking and diagnostics (Telematics), driver management, fuel management and health and safety management.

Security comprises activities involved in protecting a person, people, property, building or a nation against attack or danger. It is a condition that provides safety and freedom from danger and anxiety. A secured person, place or thing is that which is primarily free or not exposed to threat of any form to either his or its condition of natural liberty or ultimate existence.

By statute, the police, the Military and also Para-Military organizations are the institutions trained and equipped to deal with the safety and protection of lives and properties.

Security being a condition that provides safety and freedom from danger and safety. And since a secured person, place or thing is that which is personally free or not exposed to threat of any form to either his or its condition of natural liberty or ultimate existence, it is a priority for every person as it ensures his survival, therefore "Security is everybody's business."

This paper looks at the Security of people and properties as part of health and safety in fleet management.

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In developed countries, there are vehicle tracking equipments (GPS based) which can, at any given time, give vehicle location, direction and speed. One can also take details such as vehicle mileage and fuel consumption to form a profile for any given driver.

Fleet management software is available and this enables management to accomplish a series of specific tasks in the management of any or all aspects relating to a company's fleet or vehicle. These tasks encompass all operations from vehicle acquisition to disposal e.g driver behaviour, trip profile, cargo dispatch and vehicle efficiency. However, in this part of the world we may not have such systems. In order to ensure the security/safety of persons and properties in fleet management the following cardinal principles must be adhered to:-

a. Always keep your vehicles in good condition and pay particular attention to lights, brake and tyres;
b. Always use your mirror before moving off, overtaking and turning, slowing or stopping.
c. Always ensure the functioning of your signal indication (trafficator) before executing them to indicate your intentions.
d. On the highway, keep well to your lane and do not wonder from the lane or change suddenly;
e. Always obey traffic officers;
f. Do not reverse into a major road and do not reverse for more than necessary;
g. Know your traffic signs and road markings and obey them.
h. Park where you will not obstruct other road users or be a danger to them. But if you have a break-down get your vehicle off the road so that it does not cause obstruction on the highway.
i. Do not drive while under the influence of alcohol or drugs
j. Be polite and courteous to other road users

THE MAJOR CAUSES OF CRASHES

DRIVING AFTER HEAVY DRINKING

a. Driving with hang-over from excessive drinking;
b. Driving when tired
c. Driving immediately after a hot argument or quarrel when nerves are not settled
d. Driving a vehicle that is not road worthy
e. Over-taking on the brow of the hill and overtaking at a corner or bend

f. Speeding on a road that is under construction
g. Over-speeding when the road is wet
h. Waving pedestrian to cross the road when not sure that the vehicles behind will stop
i. Non-adherence to roundabout rules to give way to traffic on the left. Allow Vehicles already using the roundabout even when there is no road sign indicating that
j. Driving too close to the vehicle in the front and not giving enough space for sudden halt, especially when the roads are wet;
k. Reversing from a minor road to major road
l. Recklessness on the road especially when crossing narrow bridges
m. Keep a safe distance between you and the vehicle in front of you
n. Always give way to ambulance, fire brigade, police and other official vehicles when blue/red lights are flashing and the horns or siren are sounding
o. In built-up areas, watch out for children or pedestrians who may come on the road suddenly
p. In traffic hold-ups, do not jump the queue by cutting into other lanes or by over-taking the vehicles waiting in front of you
q. Do not accelerate when you are being overtaken (allow to be overtaken)
r. At road junctions obey "stop" sign, then look left, look right and then left again before crossing or turning
s. And to conclude always show consideration to other road users. Be careful, cautious, courteous, sensible and patient while driving.

1.4 CRIME AND ROAD CRASHES PREVENTION IN PUBLIC TRANSPORTATION SYSTEM IN NIGERIA: THE CASE STUDY OF KWARA, KOGI AND EKITI STATES - OMIDIJI, A. A

1. INTRODUCTION

The increasing loss of lives on the road in Nigeria has become a worrisome experience. In 2006, about 4, 944 deaths occurred in 9,114 road crashes with 17,390 persons injured. The situation in 2007 was that 4,673 persons were killed in 8,477 cases leaving 17,794 injured. In the three (3) states covered by this study, a total of 498 and 391 people were killed in the year 2006 and 2007 respectively. This resulted from 402 and 413 crashes respectively. The injured persons for the same period were 1,142 and 1,486 respectively.

(See Table 1) Road Traffic Records in Kogi, Kwara & Ekiti States

State	Cases		Killed		Injured	
	2006	2007	2006	2007	2006	2007
KWARA	107	170	195	188	387	603
KOGI	221	113	230	103	562	418
EKITI	74	130	73	100	193	465
TOTAL	402	413	498	391	1,142	1,486

Source: Federal Road Safety Corps, Nigeria - (Policy, Research and Statistics Department) 2007

This situation is peculiar in the states located along the transit corridors in the country. Major roads originating from the Northern and Southern parts of the country traverse these states. These states are Kwara, Kogi and Ekiti states. And since most vehicles merely traverse these states, the transit vehicles are in a hurry, the states are vulnerable and a breeding ground for many criminal cases, particularly traffic related, with the consequential loss of lives and property. (See Table 2)

Omidiji, Adeyemi Ayodeji, Assistant Corps Marshal is the Corps Planning Officer of the

Table 2: Crash along the Selected Routes 2006-2007

No	Routes	2006 Crash Cases	2007 Crash Cases	Total	No. Of Crime Related Crashes	Distance in Kilometer
1.	Ilorin Ogbomosho-Ibadan-Lagos	58	49	117	48	291
2	Ilorin-Lokoja-Abuja	72	88	160	25	482
3.	Lokoja-Ibadan-Lagos	78	101	179	21	531
4.	Lokoja Abuja	62	91	153	31	193
5.	Ekiti Ibadan Lagos	49	57	106	38	401
6.	Ekiti Lokoja Abuja	51	81	132	41	480

Sources: Nigeria Police Force, Lagos (2007) and Federal Office of Statistics, Lagos, (2008)

Apart from the familiar causes of many road crashes, there were numerous intractable security challenges along all highways in the country which have direct bearing on the high rate of road traffic crashes in Nigeria. Therefore, the study seeks to investigate and establish a synergy between crime and criminalities as a key ingredient of road crashes and the twin relationship between safety and security in road traffic administration in the country.

2. REVIEW

Evidence abound of increasing incidents of crime and road crashes in the public transportation system in Nigeria. The country has lost colossal bulk of her productive population to the incidences of crime-on-board public transportation, in most time culminates to road crashes. Ordinarily, the nation is still grapping with the scourge of road crashes related death, which is soaring geometrically by the day. Worse still, this wanton destruction on the roads is compounded by the activities of men of the underworld whose aim primarily is to cart away valuables items of commuters. Their actions inadvertently cause death of innocent citizens, most times not through the bullets of the guns used, but through various means of carrying out their operations. Experience has it that some hoodlums hijack vehicles and drive to nearby bush to unleash terror on the helpless victims, while in some cases stones, tyre rims and woods are used to stop vehicles. According to Idowu, (2006) "oranges and foam balls have been at various ugly times laced with nails and set on roads as traps to deflate the tyres that ran over them. Tyres have been shot on motion as well as direct attack on the drivers and passengers. Many lives have been lost at different times when buses were attacked on the highways". Some board vehicles as passengers and along the way arrest proceedings in the vehicles and rob people of their valuables. Sad to state that some make away with valuables of the people, while some make their ways into the vehicles as "gospellers" who are piously devoted to spread the gospel but under their garments are sophisticated guns and robbery apparatus used to rob innocent passengers.

At the end, the result of the actions of these unwanted people on board the passenger vehicles is always better imagined. This, most times, lead to vehicle summersault, head on collision, vehicles entering the ditch, and gun shots killing passengers in the vehicle.

The combination of the nature of Nigeria roads and the driving culture of the driver, unexpected behaviour of other road users, road engineering and crime at various points during the journey has affected the high rate of death on our roads. It is premised on this that this study looked at crime and road crashes prevention in Public Transportation System in Nigeria.

According to a survey conducted by Newsweek Magazine in 2006, the incidences of high rate of crimes were ascertained by the presence of road blocks mounted by the men of the Nigeria Police. Tables 1-4 show the routes covered by the survey in the South-East, South-West and South-South Zone of the Federation. Figures 1-4 show the explanation of the increase in Police checkpoints as related to time by the day. These checkpoints are identified, increase with time by the day on these road networks, hence, confirming increase in crime rate on these highways and consequently resulting in road crashes.

Table 3: Police checkpoints on some major Highways in Nigeria

Points/Time	Distances	6am 9am	10am 12noon	1pm 4pm	5pm 10pm
Enugu Onisha Highway	92km	8	5	4	12
Asaba-Benin Road	133km	7	4	3	15
Benin-Ondo-Lagos	322km	9	7	6	17
Benin-Akure-Ibadan	300km	6	5	7	14

Source: Newsweek Magazine (2006)

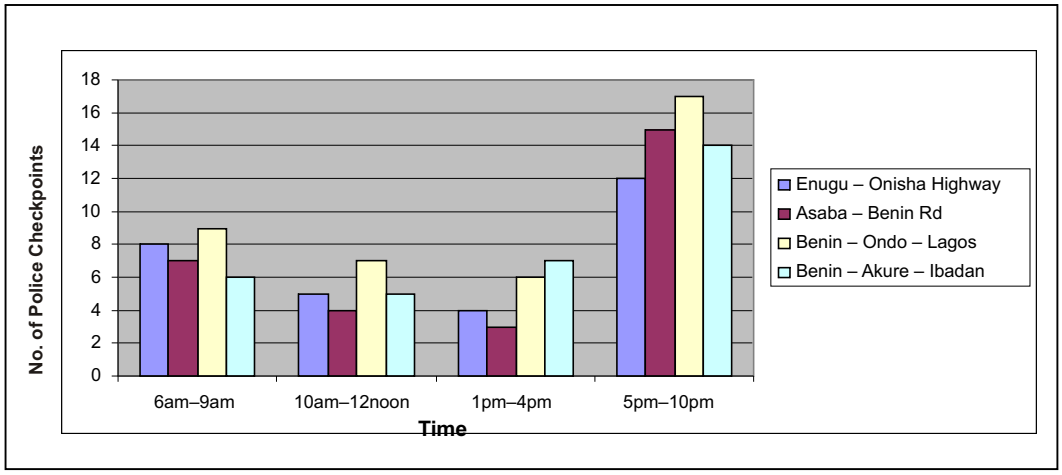

Figure 1: Chart showing Police Checkpoints on some major highways in Mid-West Nigeria

Table 4: Police checkpoints on some major Highways in Eastern Nigeria

Points/Time	Distances	6am 9am	10am 12noon	1pm 4pm	5pm 10pm
P/Harcourt-Aba	48km	5	6	4	16
Aba-Owerri	94km	4	5	6	12
Aba-Umuahia	86km	3	6	5	15
Umuahia-Enugu	118km	6	7	5	10

Source: Newsweek Magazine (2006) and Federal Office of Statistics, Lagos 2008

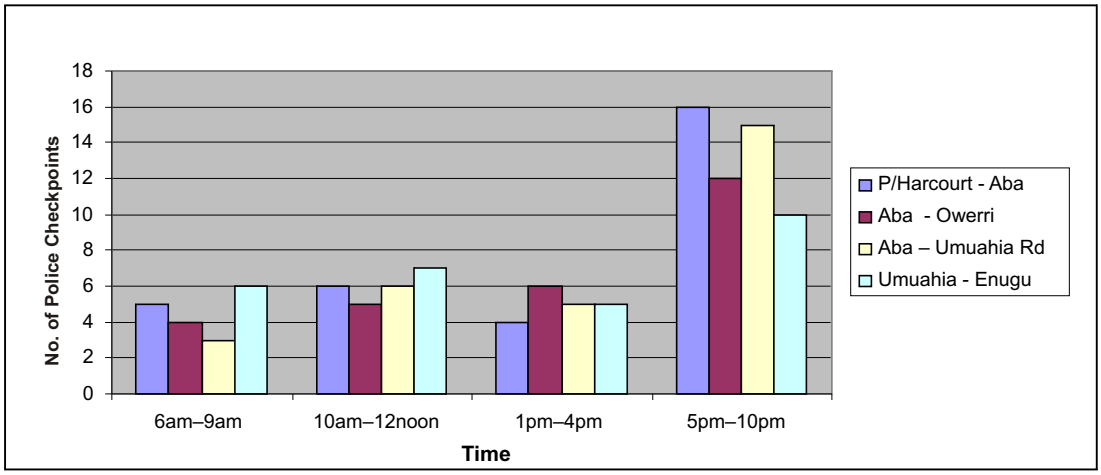

Figure 2: Chart showing Police Checkpoints on some major highways in Eastern Nigeria

Police Checkpoints

Table 5: Police checkpoints on some major highways in Central Nigeria

Points/Time	Distances	6am 9am	10am 12noon	1pm 4pm	5pm 10pm
Abaji-Lokoja	193km	8	4	6	10
Abaji-Kaduna	186km	7	3	8	12

Source: Newsweek Magazine (2006)

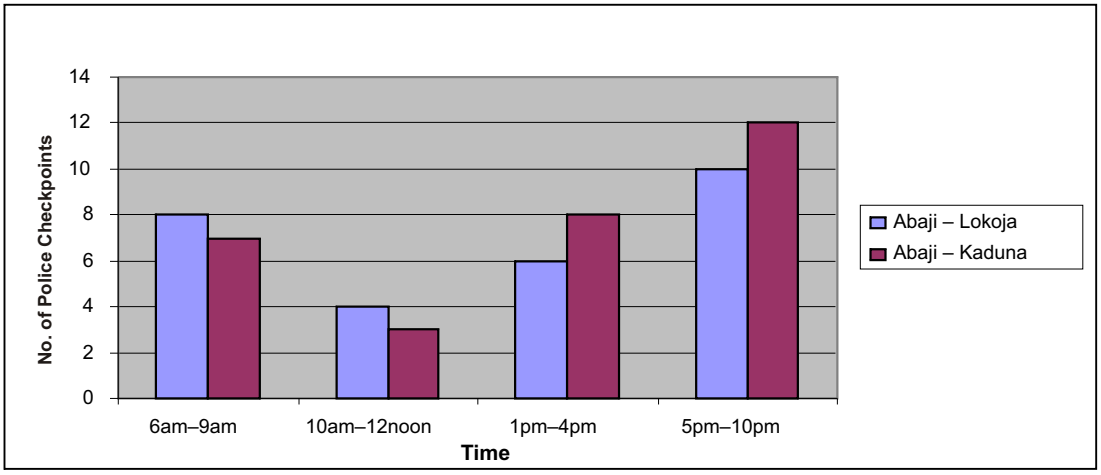

Figure 3: Chart showing Police Checkpoints on some major highways in Central Nigeria



Figure 4: Police Checkpoint on Abaji - Lokoja Road

Table 6: Police checkpoints on some major highways in South Western Nigeria

Points/Time	Distances	6am- 9am	10am- 12noon	1pm- 4pm	5pm- 10pm
Ondo-Shagamu	308km	8	5	5	12
Shagamu-Abeokuta	52km	7	4	3	15
Shagamu-Lagos	45km	9	7	6	17
Ibadan-Lagos	132km	6	5	7	14

Source: Newsweek Magazine (2006)

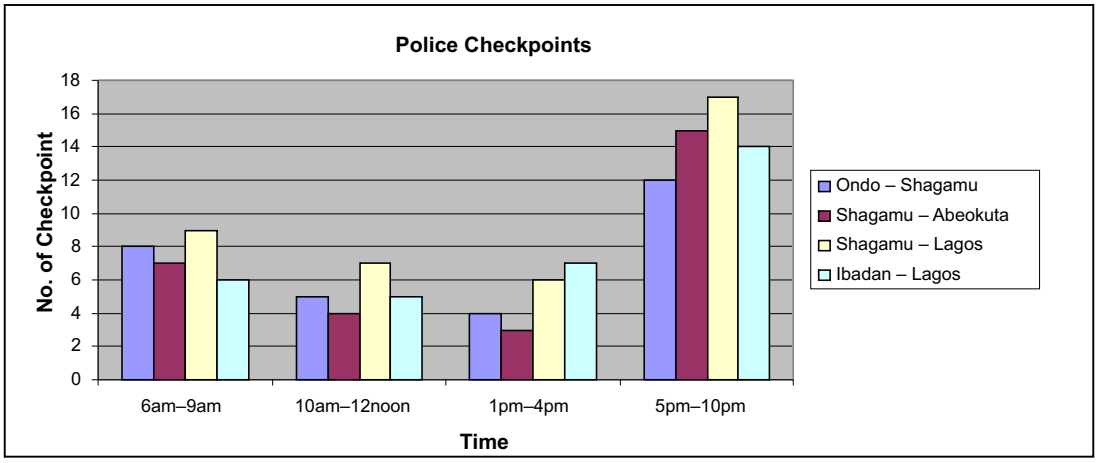

Figure 5: Chart showing Police checkpoints on some major highways in South Western Nigeria

Also, the Lagos-Ibadan-Ogbomosho-Ilorin; Lagos-Ibadan-Ekiti-Lokoja-Abuja and Ilorin-Lokoja-Abuja routes have been so famous on death of road users. However, efforts are very scanty in research to proffer functional solutions to these problems especially on those that border on crime on board public transportation in Nigeria.

It is premised on this that this study goes into finding out how crime and criminal tendencies are causing road traffic crashes in public transportation system in Nigeria. It also goes further to recommend ways possible in checkmating such ugly trend.

3. OBJECTIVES OF THE STUDY

Generally, this study endeavoured to find out how crime and criminal tendencies cause road traffic crashes in public transportation in Nigeria

Specifically, this study endeavoured to identify the following;

- Various criminal activities causing road traffic crashes in Nigeria
- How neglect of road safety precautions has facilitated crime and criminal tendencies in public transportation as well as increase the index of road traffic crashes
- Various precautions to reduce crime on board public transportation and subsequently, road traffic crashes.

4. METHOD

This is a transversal and descriptive project. It focuses on crime and road crashes prevention on public transportation system in Nigeria. The study made use of Questionnaire to elicit information which were used in answering the research questions raised. Data on accident and road traffic crashes were collected from relevant agencies, such as the Police, Federal Road Safety Corps and National Bureau of Statistics. The study used responses generated between November 2007 and July 2008.

The population of the study includes public transportation industries in Kwara, Kogi and Ekiti States. The respondents to the instrument were the drivers and their passengers. On average, using passengers manifest in Kwara, Kogi and Ekiti States, about 250:200 and 140 people travelled respectively on daily basis on the routes identified for this study. The questionnaires were administered on the respondents travelling between 6:00-9:00am, 12:00noon-2:00pm, 6:00pm-9:00pm.

This was done to relatively cover all the travelling periods assumed to be prone to crime on board public transportation and road crashes. The study therefore

systematically used the average number of travellers as respondents to the instruments. The instruments were validated by experts in the Nigerian Police, Federal Road Safety Corps and the Vehicle Inspection Officers.

The responses were rated using Likert-like rating scale; that is, Strongly Agree (4), Agree (3), Disagree (2), and Strongly Disagree (1). The data analyzed using simple percentages, table and graphs:

- Ilorin-Ogbomosho-Ibadan-Lagos axis
- Ilorin-Lokoja-Abuja axis
- Lokoja-Ibadan-Lagos axis
- Lokoja-Abuja axis
- Ekiti-Ibadan-Lagos axis
- Ekiti-Lokoja-Abuja axis

The limitation of the findings of this study could be hinged on the area covered, the instrument used, sample and sampling technique as well as time-frame. For instance, the instrument of the passenger manifest forms covered only the State Capitals.

a. RESEARCH QUESTIONS

- How are crimes and criminal tendencies contributing to increased road traffic crashes in Nigeria?
- What are the causes of road traffic crashes in Nigeria?
- How can crime on public transportation and other causes of road traffic crashes be reduced in Nigeria?

b. RESULTS

The results of the study are presented below and grouped accordingly to the research questions earlier stated.

Question One

How are crimes and criminal tendencies contributing to increased road traffic crashes in Nigeria? The answers to this question are presented in Figure 6.

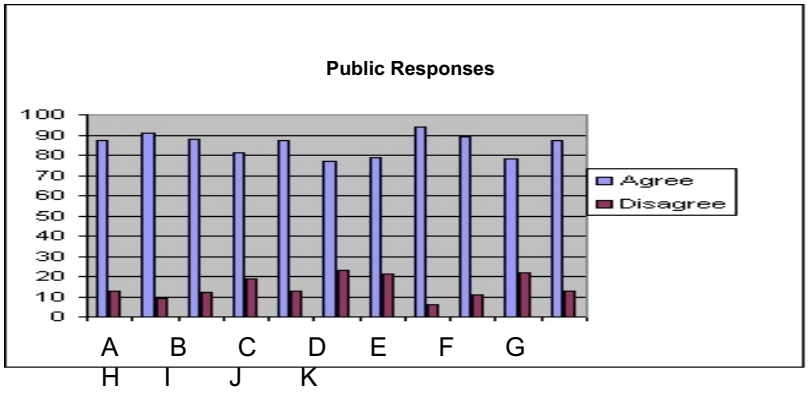

Figure 6: Graph showing crime and criminal tendencies contributing to increased Road Traffic Crashes in public transportation

LEGEND

A. Crime anxiety while driving is a major cause of road traffic crashes
B. Armed robbers frequently strike during journey to cause road traffic crashes
C. Armed robbers do board public transport at times to strike and consequently cause road traffic crashes
D. Armed robbers disguise as religious/clergymen preaching the gospel before attack on board public transportation usually causes road traffic crashes
E. Pick-pocketing recorded on board public transportation
F. Snatching of vehicles by armed robbers which usually causes road traffic crashes
G. Loss of bags and baggages on board public transportation
H. Relics of armed robbery blockage causes road traffic crashes
I. Hoodlums often throw sticks, stones and tyre rims at moving vehicles to cause road traffic crashes so as to rob passengers of their belongings
J. Confusion is deliberately created at motor parks by pick-pockets and armed robbers in order to carry out their operations
K. Night journey is hazardous mainly because of armed robbery which causes road traffic Crashes

The following references can be drawn from the responses of the participants in Table 7 The majority of the drivers and passengers believe that crime anxiety while driving is a major cause of road traffic crashes on public transportation in Nigeria (87% indicated this). Most of the drivers and passengers are of the strong conviction that armed robbers frequently strike on their routes during journey to cause road traffic crashes (91% supported this view), while 88% concluded that armed robbers do board public transport at times to carry out their nefarious activities and consequently causing road traffic crashes on the road. Surprisingly, 81% of the participants agreed that armed robbers disguise as religious people, preaching the gospel before unleashing havoc on innocent passengers on board public transportation which worse still cause road traffic crashes. Pick-pocketing was believed to be recorded often on board public transportation with 87% responses by the participants. About 94% of the drivers and passengers had the view that relics of armed robbery blockage cause road traffic crashes, while 94% also agreed that hoodlums often throw sticks, stones and tyre rims at moving vehicles to cause road traffic crashes so as to rob passengers of their belongings. Additionally, 87% of the participants supported the fact that night journey is hazardous mainly because of armed robbery which causes toad traffic crashes.

Question Two

What are the causes of road traffic crashes in Nigeria?

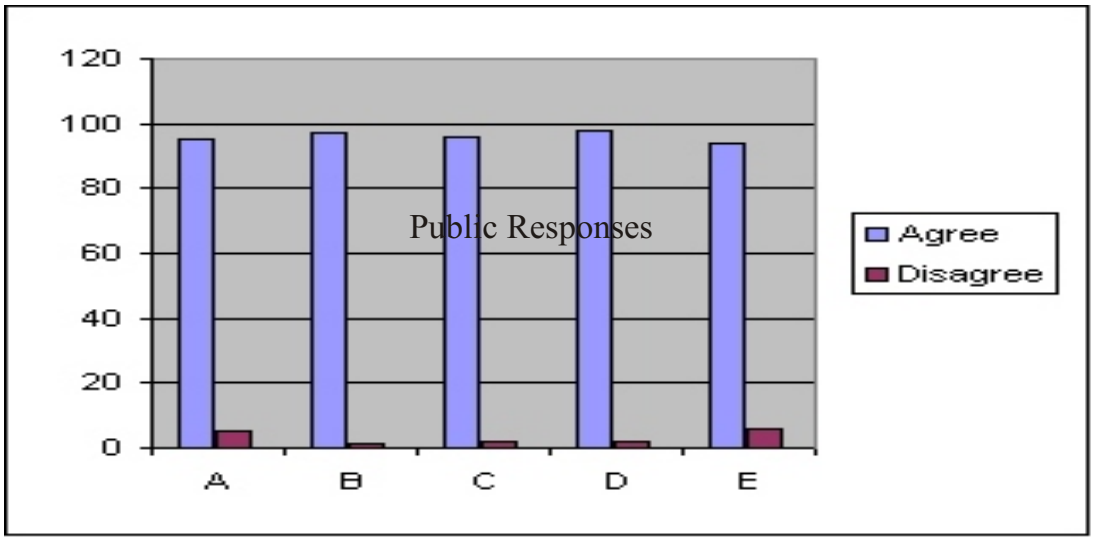

Figure 7: Causes of Road Traffic Crashes

LEGEND

A. Potholes and bridges on the road enhance armed robbery attack and cause road traffic crashes

B. Sharp bends and other hazardous locations on the road, apart from causing road traffic crashes are areas used by armed robbery attack on passengers-on-board public transport

C. Alcohol/drug intake by drivers is a major cause of road traffic crashes

D. Visual acuity is reduced in the night, therefore, passengers on night journeys are prone to road traffic crashes than those who travel during the day

E. Vehicles having mechanical fault, apart from causing road traffic crashes easily fall prey to armed robbery attack.

The following interpretations can be made from the responses in table 7/8. The majority of the participants agreed that potholes and ridges created on the road enhance armed robbery attack and cause road traffic crashes (95% response rate). In the same vein, many of the respondents (97%) supported the view that sharp bends and other hazardous locations on the road, apart from causing road traffic crashes, are areas used by armed robbers to attack passengers on board public transport. Intake of alcohol and drug by drivers is a major cause of road traffic crashes (96% indicated support). Also vehicles with mechanical deficiency, apart from causing road traffic crashes, easily fall prey to armed robbery attack with 94% of the respondents concurring to this assertion.

Question Three

How can crime on public transportation and other causes of road traffic crashes be reduced in Nigeria?

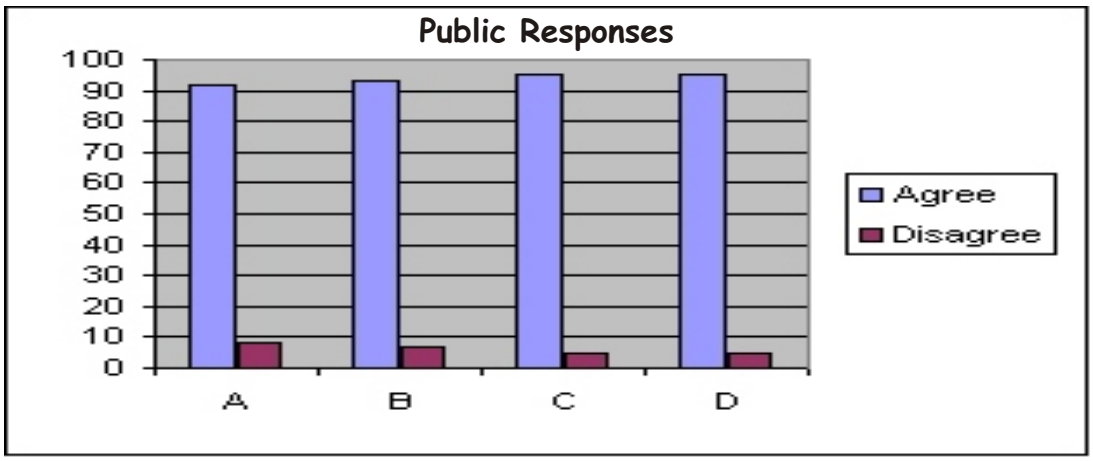

Figure 8: Prevention of crime and other causes of road traffic crash on public transportation

LEGEND

A. Rehabilitation of roads is a good measure to curb crime and road traffic crashes

B. Transport companies/unions should engage armed security men at the point-of-entry, during journey, and at the point of exit on board public transportation

C. Night journeys by public transportation should be discouraged to reduce incidence of crime and road traffic crashes

D. Surveillance camera should be installed in public transportation premises to identify criminals for possible arrest and prosecution.

5. SOLUTIONS TO CRIME RELATED CRASHES

Most of the drivers and passengers (92%) agreed that the rehabilitation of road is a good measure to curb crimes and road traffic crashes, while 93% of the participants believed that one of the best strategies to prevent armed robbery on public transportation is for transport companies/unions to engage armed security men at the point of entry. The participants (95%) also agreed that night journies by public transportation should be discouraged to reduce incidence of crime and road traffic crashes. Ninety-Five percent (95%) of the respondents concurred that surveillance camera should be installed in public transportation premises to identify criminals for possible arrest and prosecution.

6. IMPLICATIONS FOR ROAD SAFETY AND SECURITY IN NIGERIA

The result of this study indicated that majority of the drivers and passengers

agreed that armed robbers frequently strike on their routes during journeys to cause road traffic crashes. In doing this, many of criminal board vehicles with the unsuspecting innocent passengers, while in other instances men of the under-world disguise as religious /clergy men, preaching the "word of God" before unleashing havoc on passengers on board. Consequent upon this, the respondents agreed that commotion is usually caused in the vehicle and ultimately the occurrence of road traffic crashes occasioned by loss of control. This supports the findings of Pearlstein et al (1982) that crime on transit has increased about in proportion to transit ridership and that is concentrated in both space and time, while the rates of occurrence are disproportionately high during the evening hours, bus drives experience much higher rates of exposure to criminal incidents than transit passenger drivers. This view was corroborated by the findings of Moeketsti, et al (2001) that robbery and theft were the major on board criminal acts and that these dastardly act did happen from time to time.

The study also revealed that potholes and bridges on the road enhance armed robbery attack and cause road traffic crashes. The responses of the participants support the fact that sharp bends and other hazardous locations on the road apart from causing road traffic crashes are areas used by armed robbers to attack passengers on board public transport.
It was also discovered that intake of alcohol/drugs by drivers cause road traffic crashes, while mechanically deficient vehicles, aside from causing road traffic crashes, easily allow occupants to fall prey to armed robbery attack. Badejo (1998) supported this when he opined that of all the factors which contribute to the alarming occurrence of road traffic accident, the human factor is the most very significant. He further outlined issues identified as human factor in accident causation to include; bad drivers; drunken drivers, drugs and driving; deliberate criminals on the road; mal-functioning engine; tyre burst and brake failure among others. WHO (2003) corroborated this while declaring that road traffic collisions kill nearly 1.2 million people around the world every year due to speeding, driving under the influence of alcohol, poor road design; poor enforcement of road traffic regulations and unsafe vehicle design.

Apart from this, rehabilitation of the road is a good measure to curb crime and road traffic crashes. Hoodlums most times lurk around the bad portion of the road to carry out nefarious activities enhanced by the condition of the road. This supports the "broken windows theory" as explained by Moeketsi et al (2001) that, "when something is broken, e.g a broken window on a bus, and is not subsequently repaired (resulting in a dilapidated environment) criminal activity is encouraged. The neglect

of repair of bad portions of the road would definitely lead to creation of havens for criminals. In establishing self-defence and security on board public transportation, transport companies and unions should employ security men at the point of entry, during journey and at the point of exit on board public transport. Accenting to this is the statement of Omar (2002), while responding to crime and crime prevention on public transportation, that security force would be made available at airports, taxi ranks as well as at bus and train stations.

In reducing the soaring rate of crime and road traffic crashes on board transportation, it is very expedient to discourage night journeys. In this regard, Agunloye (1990) found that night-time road traffic movement takes place at night between 6;30 pm and 6;30am, 60% of which comes between 6:30pm and 9:00pm and between 5am and 6:30am. He discovered further that traffic is light but fast flowing long distance vehicle drivers are more fatigued (having more alcohol in blood) than during the day, drivers are unable to see beyond few metres thereby causing collision with stationary objects or running off track. Balogun (2003) supported this while he declared that night travel accident is peculiar in severity and there is less help to victims.

It is very evident that Nigeria has lost, to a great extent, colossal human capital to road traffic crashes and crime on the road. There is no nation that can withstand the destruction of her human capital without taking necessary step to remedy the situation. Human capital drives technological, economic and social development. This study has revealed that crime is one of the major causes of road traffic in Nigeria. It also established that armed robbers board public transport at times to strike and consequently cause road traffic crashes. Some armed robbers also disguise as religious men before unleashing havoc on innocent travelers. The study also found that night journey is highly very hazardous in Nigeria considering the fact that safety factors are at the lowest ebb at night and armed robbers always have an almost free time during night journey.

With this pathetic situation at hand, night journey is expected to be discouraged to avert unnecessary deaths on the road. The governments and her agencies should also step up advocacy against night journey, while the security agencies should do more on patrol and surveillance at parks. Apart from this, bomb and metal detectors should be used on prospective passengers as done in the banking sector and other institutions. The use of surveillance camera in vehicles (public transport) should be encouraged. Considering the harrowing experience of travelers on the roads, the repair of roads and regular road safety audit should be embarked upon.

Governments should not wait until deaths and injuries are recorded at alarming rate before situations are remedied. Road blocks and Police check points should be well marked out on the road in a more scientific method. The Federal Road Safety Corps should also be legislatively empowered to declare a road safe or unsafe for travelers and as a result, ban vehicles from plying such roads until appropriate repair is done and safety needs provided. As majority of the participants (96%) subscribed at alcohol/drug intake by drivers as a major cause of road traffic crashes, both advocacy drive by the FRSC and enforcement on drunk driving are expected to be geared up to reduce deaths on the road. Government and the private sector should also encourage the use of armed security men to keep surveillance on passengers who might want to turn to criminals on board public transport and those criminals who are on the road to carry out deliberate criminal activities. Hence, the paper recommends the use of Road Travelers Card, which is another form of identification to ensure security of all passengers on long distance buses.

Through these networking of activities, it is believed that the incidents of crime and road traffic crashes on board public transportation in Nigeria would be checkmated. Thus, the human capital in Nigeria preserved more than ever before, while fear of travelers is considered allayed.

For the Fleet Operators, the recommendations contained herein will enhance the safety and security of their clients and their fleets in line with the guidelines of the Road Transport Safety Standardization Scheme (RTSSS) which specifies the entrenchment of security plans as part of operator's safety standards for effective and efficient operations.

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1.5 STRATEGIC APPROACH TO REDUCING VEHICLE EMISSIONS IN NIGERIA: ROLE OF FLEET OPERATORS.

- IBRAHIM, B. G. (fwc)

INTRODUCTION

In developed and developing countries, the history of air pollution problem has typically been high levels of smoke and sulphur dioxide arising from the combustion of sulphur-containing fossil fuels such as coal for domestic and industrial purpose. Industrial development and the use of fossil fuels have affected the world climate adversely. In Nigeria epileptic power supply has brought about the use of diesel and petrol powered generators virtually in all homes

The transport induced environmental pollution in Nigeria, is further compounded by recent influx of motorcycles and tricycles, most of which have 2-stroke engines. Equally, the importation of used vehicles and lack of vehicular emission control also contributed to the high level of pollution in the atmosphere. Petrol and diesel engine motor vehicles emit a wide variety of pollutants, principally carbon monoxide (CO), oxides of nitrogen (NOx), volatile organic compounds (VOCs) and particulates, which have an increasing impact on air quality. In addition, photochemical reactions resulting from the action of sunlight on nitrogen dioxide and volatile organic compound from vehicles leads to the formation of ozone, a secondary long range pollutant, which impacts in rural areas often far from the original emission site. Acid rain is another long range pollutant influenced by vehicle nitrogen oxide emissions. That is why vehicle emission pollution problems are worsening in countries where there is no adequate legislation towards its control.

It is for this reason that this paper takes a look at types of vehicular pollutants, causes of pollutants in vehicles and their effects. The paper will identify methods of controlling vehicular emission, the economic and environmental advantages of controlling such emissions. Some challenges militating against vehicle emission control in Nigeria will be highlighted before finally stating the roles expected of fleet operators towards

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vehicular emission control in Nigeria.

TYPES OF POLLUTANTS IN VEHICLE

As the amount of vehicles on the road increases, so does the amount of vehicular pollution. There are four main types of air pollution and all of them are found in vehicle emissions. They are:

a. Carbon Monoxide (CO): This is a colourless, odourless poisonous gas produced by incomplete or inefficient combustion of fuel including 'cold ' or badly tuned engine. As traffic is a major source of carbon monoxide, ambient concentrations will generally be highest close to busy roads.

b. Hydrocarbons (HC): Hydrocarbons are released through the exhaust when fuel is unburned or incompletely burned. Considerable amounts also reach the atmosphere due to fuel evaporation. Hydrocarbons evaporate from fuel tank and other fuel feed elements such as the fuel line, carburettor, filter reserve canisters e.t.c. Hydrocarbons also vaporize when fuel station storage depots and motor vehicle tanks are filled.

c. Nitrogen Oxide (NOX): Fuel burning at high temperatures produces nitrogen oxide during the combustion process, this temperature can reach 2500 degree Celsius. At these temperatures nitrogen and oxygen from the air in the combustion chamber react to form nitrogen oxide

d. Particulate Matter: Vehicles will generate particles either from direct emissions from the burning of fuels (especially diesel powered vehicles) or from wear of tyres or vehicle generated air turbulence on roadways. Particles may be generated from the action of wind on the dusty materials that the vehicle may be carrying.

At a conference on clean air, clean fuels and vehicles in May 2006, the then Minister of Transport, Dr. Abiye Sekibo revealed that Nigeria's transport sector as a whole accounted for 83% of carbon monoxide, 41% of Carbon Dioxide, 59% of Nitrogen Oxide, 98% of Sulphur Oxides, 22% of volatile organic compounds and 98% of Particulate matter and Lead respectively in Nigeria's atmosphere. It was also revealed that in 1998, a single car in Nigeria emitted 29,600kg of hydrocarbons, 34,000kg of Nitrogen Oxides and 4,029 kg of different carbonated gasses over its average lifespan.

CAUSES OF POLLUTANTS IN VEHICLE

Motor vehicle use is now generally recognised as the source of more air pollution than any other single activity in cities around the world. The internal combustion engine of a vehicle produces power by burning fuel and changing the chemical energy of fuel into heat energy. The heat energy is then converted into mechanical power. Cars and trucks do not burn all of the fuel that goes into the combustion chamber. In fact, most vehicles only burn about

85% of the fuel and as the vehicle gets older less and less fuel is burned. It is this unburned fuel that produces some harmful products which are discharged from the engine and become air pollutants. Therefore, an engine's fuel system, and its emission controls are closely interrelated. That is why attention is given to the requirements of emission control in the design and operation of all parts of the fuel system in a vehicle.

EFFECTS OF POLLUTANTS IN VEHICLES

Adverse effects to human health include;

a. Reduction in the amount of oxygen that can be delivered to our body's organs and tissues, which can be life-threatening caused by particles of carbon monoxide. A mild poisoning of this toxic gas will result in headaches and dizziness.

b. Damage to lung tissue and other respiratory problems. Hydrocarbons react in the presence of nitrogen oxides and sunlight to form ground level ozone, a major component of smog. Such smog has become a problem in large cities, especially where there is a sunny climate.

   As a class of compounds, the oxides of nitrogen are involved in a host of environmental concerns that adversely impact human health. Nitrogen oxide has been linked with increased susceptibility to respiratory infection, increased airways resistance in asthmatics and decreased pulmonary function.

c. Nitrogen oxides also contribute to acid deposition, which damages trees at high elevations and increases the acidity of lakes and streams, which results in severe damage to aquatic life. When the amount of hydrocarbons in the air reaches a certain level, and also the ratio of nitrogen oxide to hydrocarbons reaches certain proportion, the two pollutants combine chemically to form smog. Their acidic properties can lead to the formation of acid rain.

d. Particulate matter can cause health problems. Exposure to particulate matter leads to increased use of medication and more visits to the doctor. Health effects include coughing, wheezing, lung damage (including decreased lung function and life long respiratory diseases) and aggravated asthma.

METHODS OF CONTROLLING VEHICLE EMISSIONS

The methods of controlling vehicle emissions are:

a. Effective Inspection and Maintenance programmes to ensure that motor vehicle emissions control systems operate properly throughout the life-time of the vehicle. They do so by identifying vehicles with higher than allowable emissions and requiring them to be repaired or removed from the fleet. Therefore, it is important for safety managers to understand the functions of the basic components of motor vehicle emissions-control system.

b. One method for controlling vehicle emissions include using cleaner burning fuels, using new engine technologies and improved traffic flow.
c. The installation of catalytic converters which have significant effects on reducing emissions such as carbon monoxide, nitrogen oxide, volatile organic compounds and sulphur dioxide.
d. Tuning the air/fuel mixture (high air- to- fuel ratio) and /or by retarding the ignition timing lowers the carbon monoxide and hydrocarbon levels.
e. Introduction of alternative fuel with environment friendly emissions
f. Advocacy for effective legislation to enhance the performance of regulatory agencies.
g. Effective air quality monitoring programmes
h. Introduction of adequate repair facilities
i. Provision of adequate testing facilities.
j. Adequate public awareness on the effects of vehicle emission and ways to mitigate.
k. Formulation of standards for new and in use vehicles.

ECONOMIC AND ENVIRONMENTAL ADVANTAGES OF CONTROLLING VEHICLE EMISSIONS

The economic advantage of vehicle emission reduction is the lowering of fuel consumption in vehicles and increased engine performance which in effect leads to resource savings from reduction in purchase of fuel and maintenance.

The environmental advantage includes:

a Health and productivity gains resulting from reduction in low birth weight infants, post-neo-natal mortality, asthma hospitalization in children, emergency department visits and adult mortality.
b. Reduction of acid rain and ground level ozone.
c. Reduction in cardio-vascular disease which leads to increased human maximal exercise performance.
d. Increased physiological responses such as increased coronary blood flow, cerebral blood flow and oxygen consumption in muscles.
e. Increased in concentration and coordination on the performance of critical tasks by operators of machinery such as transportation vehicle.
f. Reduces the risk of having lung tissue damage, respiratory illness, liver and kidney Failure.
g. Increased the immune capacity of the lungs and spleen

CHALLENGES IN VEHICLE EMISSION CONTROL IN NIGERIA

The challenges of vehicle emission in Nigeria involve:

a. Inadequate laws at both Federal and State levels.
b. Inadequate policy framework on desired contribution to air quality management.
c. Poor urban public transportation systems
d. Poor response to air quality, climate change, road traffic, congestion challenges resulting from increased motorization.
e. Poor coordination and cooperation with federal/state government agencies.
f. Transport operators and the populace are not exposed to the environmental issues, hence the social and economic consequences of harmful effects to the environment are not appreciated.
g. Lack of proper repair and service industry is a bottleneck for emission control.
h. Lack of enforcement machinery

ROLES OF FLEET OPERATORS IN REDUCING VEHICLE EMISSIONS

Fleet safety managers have limited policy programmes on vehicle pollution issues. Often companies are unconcerned of the health effects of the pollutants emitted by vehicles nor do they adopt a preventive measures to ensure the vehicles in their fleet do not emit smoke excessively. Therefore, safety managers would require adequate training to know the causes of emissions and how to reduce the occurrence. It is a fact that vehicles which are badly maintained or simply worn-out cause the majority of all vehicle pollution. Therefore, fleet operators should promote improved vehicle maintenance programmes.

Fleet operators should monitor fuel consumption of vehicles to ensure they are running as efficiently as possible. Any increase is not only wastage but might indicate a mechanical problem.

Fleet operators should endeavour to renew, as soon as feasible their fleets with clean of near-zero emission vehicles. They should also upgrade their vehicles by retrofitting with catalytic converters or by fitting new engines. Retrofitting is likely to prove viable and cost-effective for vehicles which have a long life such as buses, heavy duty vehicles etc.

Fleet operators should develop a detailed vehicle fleet emission control strategy. The purpose of this would be to characterise and quantify emissions from their vehicle fleet as a basis for emissions reduction.

CONCLUSION

The transport industry which is dominated by fleet operators is fingered to be contributing immensely to the rate of air pollution in Nigeria especially in urban areas. Vehicle emission has been proven to have adverse impact on human health and economy as well as environmental implications and these make the need to develop comprehensive measures to improve its control imperative.

The paper identified the critical pollutants and their causes in the Nigerian environment. The effects of such pollutants which are adverse to the necessity of clean air have been highlighted. The essence to mitigate and control the enormous amount of vehicle emissions was brought out while the economic and environmental advantage of controlling vehicular emissions was equally stated.

Some challenges confronting appropriate legislative and institutional framework which have been identified based on expected roles for the fleet operators have been stated with appropriate recommendations.

RECOMMENDATIONS

Recommendations for improved vehicle emission reduction are;

a. State Governments should be encouraged to have their own vehicle inspection and Maintenance facilities in order to ensure the roadworthiness of vehicles in their states.
b. There should be extensive awareness campaign on the adverse effect of pollution on the environment and the populace.
c. Need for appropriate legislation to enhance the performance of regulatory agencies.
d. A technical committee should be established to develop emission standards for Nigeria and a means for its implementation.
e. A steering committee made up of all stakeholders in the development and implementation of clean air policy for Nigeria. The key driver for this steering committee shall be the Federal Ministry of Environment with representatives from other stakeholders.
f. Ban of 2- stroke engines as a major source of air pollution in favour of 4-stroke engines.
g. Need for enhanced fuel quality and the emplacement of emission standards to mitigate the impact of vehicle emissions on human health.

1.6 OPERATING PASSENGERS MANIFEST - THE NURTW EXPERIENCE

- OLAOYE, J. A.

In presenting this paper I have to delve a bit into the corporate existence of the National Union of Road Transport Workers, which is one of the 29 Registered Industrial Unions under the Nigeria Labour Congress. The National Union of Road Transport Workers is a creation of the statute and Act of the Constitution of the Federal Republic of Nigeria in the second schedule as a Trade Union. The Union is for all workers engaged in the road transport industry in Nigeria. Its scope of coverage include the entire road transport industry whether private or public, operating in government owned motor parks and garages and government owned transport companies, as well as corporations and privately owned transport companies, throughout Nigeria. One of the aims of NURTW is to organize professional commercial drivers i.e. taxis, intra and inter state bus services, trailers, lorry drivers, motorcycle and tricycle operators that convey passengers, goods and foodstuffs, operating in the state and local government owned motor parks and privately owned motor companies.

Passenger Manifest in ordinary term means collection of basic information of passengers in written from Passengers before embarking on a journey either by road, air, rail or Sea. Such information include name, sex, destination and telephone numbers most importantly their Next of Kin. The main importance of this information especially on journeys by road is to identify to contact concerning individual passengers, in case of any mishap during the duration of a particular journey. The need to realize this objective in Road Transport movement compelled the NURTW to adopt the Passenger Manifest Scheme.

The National Road Traffic Regulations (NRTR) made in pursuance of the FRSC (Establishment) Act 2007 makes it mandatory for all fleet operators to establish Safety Unit and appoint Safety Managers since a safer operations passenger manifest is a component of the Road Transport Standardization Scheme of the FRSC, which is aimed at

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safer operations. Even before this mandatory directive, the NURTW had set up a Passenger Manifest system under the Road, Accident Medical Aids Scheme (RAMA), as a department of the National Headquarters of NURTW. This system is mainly for the purpose of documenting the particulars of passengers especially on their Next of Kin, in order for different authorities to know whom to contact in the occurrence of road mishap especially the fatal ones. It is also design for the purpose of giving First Aid treatment to drivers and passengers before taken accident victims to designated hospitals. The Union in some states assist the owners of vehicles who are members of the Union subscribe to the scheme. The Union also gives little succor in terms of defraying Medical Expenses and compensation to driver members or their Next of Kin, in case of death passengers are also expected to benefit in like manner from the scheme, but passenger subscription is not encouraging.

Practically, it has been very difficult getting members of the traveling populace to cooperate with manifest clerks in the parks and garages most especially with a lot of the illiterate travelers where constitute about 60% of passengers travel through the various parks and garages spread all over the country. Resist us giving their particulars and that of their Next of Kin. The Taboo and myopic way of thinking that accident will not occur as long as they are in-side the Buses, also militate the smooth implementation of the scheme. However some passengers (especially the educated ones) who understand the importance of the scheme do cooperate willingly.

For travellers on the need for Passengers Manifest enlightening and educating scheme as been put in place. While sensitizing NURTW leaders at the parks to effect the National Road Traffic Regulation, 2004 section 51(5) which mandate all passengers to provide the correct information about themselves for documentation or be refuse entry into the vehicle.

It should be noted that since the commencement of Passenger Manifest system by NURTW, many members and drivers had been compensated, in form of assistance, Medical treatments and compensation to Next of Kin of Driver/Members of the Union. This is do to the fact that the Drivers/Members and vehicle owners are only subscriber to the scheme directly especially in Lagos State.

Presently, the Union is collaborating with Niger Insurance Company and Bank PHB, the tripartite body has just inaugurated RAHIS (Road Accident Health Insurance Scheme), where passengers will equally subscribe, and will now be adequately catered for in form of compensation and medical treatment as entailed in the programme.

Finally, there is need to promote the campaign on the use of Passenger Manifest through institutional mechanization and public enlightenment programme in order to alter cases of no proper identification of the dead bodies.

1.7 PASSENGER MANIFEST

- OLAGUNJU, K.(Ph.D)

We are all familiar with passengers manifest in the air transport mode. Every passenger is expected to provide his or her names for proper documentation. It is also believed that some passengers may not be comfortable to provide their real names for certain reasons hence the requirements that passengers should provide photo identification documents. This is the acceptable practice all over the world. When crashes occur, victims are easily identified. While issue of compensation are also be easily sorted out.

With cases of missing persons being very rampant in Nigeria. There is a possibility that many of the people already declared missing are lying unconscious in some hospitals or the bodies are frozen in some hospital morgue or buried in mass graves as unidentified victims of road traffic crashes since, when accidents occur, owners of transport, in conjunction with the government agencies, should be able to contact the relations of victims, for them to know the victims whereabouts and render the necessary help or take on certain responsibilities.
Lack of accurate passenger data has resulted in the following:

i. Difficulty of identification of accident victims
ii. Congestion of hospitals and mortuaries by unidentified victims, at great expenses to the governments at all levels.
iii. Lack of proper medical attention for accident victims.
iv. Security problems of sorting out issues of missing persons.
v. Pains and agonies of families of missing persons

Against this background, the Federal Road Safety Commission working with other Stakeholders in the transport industry introduced the PASSENGER MANIFEST into the road transport system.

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Section 51 sub-section 3 of the National Road Traffic Regulations, 2004 mandates commercial vehicle operators on inter-city or town movements to operate Passengers manifest. For clarity, I'll quote the law here.

51(1) All passenger-carrying commercial vehicles shall, before commencing any Intercity journey, keep and maintain a passenger manifest indicating the names of its passengers, their addresses, their point of departure and destination.

(2) Where the journey is broken by reason of some passenger alighting before the destination, another passenger may be admitted on board, and the terminal point of the former shall be recorded and the particulars of the latter entered in the in the manner prescribed in paragraph (1) of this regulation.

(3) A person taking charge of a motor vehicle shall not admit or cause to be admitted on board the vehicle, any passenger who fails to be admitted on board the vehicle, any passenger who fails or refuses to furnish his particulars in accordance with the provisions of this regulation.

(4) The driver or person taking charge of a passenger commercial vehicle shall when requested by the appropriate authority, present the manifest for examination.

(5) The passenger manifest shall be bound in the form of a booklet and kept in triplicate such that one copy shall be deposited with the office at the point of departure, another kept at the office of the final destination and a copy kept as permanent record for future reference in the vehicle and shall be in the form prescribed in Form MVA 21 specified in Schedule 2 of these Regulations.

(6) A driver or a person taking charge of a passenger commercial vehicle who fails to comply with this provision commits an offence and is liable on conviction to a fine of =N=2,000 or to imprisonment for a term of 6 months or both.

However the Federal Road Safety Commission (Establishment) Act, 2007 states in Section 10 (9) that " The court convicting an offender under this Act may impose a term of imprisonment not exceeding six months in lieu of any of the penalties provided for in the Second Schedule to this Act". The Second Schedule identifies Driving a commercial vehicle without passenger manifest as an offence with =N= 10,000 fines penalty. Of course, the fines or maximum six months imprisonment or both are imposed.

SOME BENEFITS AND ADVANTAGES TO BE ACCURABLE TO PASSENGERS.

i. Early /Easy identification of accident victims and quick contact with their next of kin to ensure adequate medical care and treatment.

ii. Reduction in abandoned corpses of unidentified accident victims.

iii. Enhance quick clearance/ recovery of dead victims by their relatives.

iv. Retention of information of passengers boarding vehicles, which may be important

for security and maintenance of law and order.

v. Improve general road traffic crash data, which is capable of determining new measures to sanitize the sector by the FRSC.

vi. To enhance the central transport data bank for effective monitoring of transport and haulage system as well as providing vital information for planning purpose.

vii. Monitoring of vehicle owners for quick clearance and contact in times of accidents.

These is a great importance for transport owners to have information on the full Names, Contact Addresses, Telephone Numbers and Next of Kin or persons to be contacted in case of an accident. The present system operated by many owners where name is just written as written as "James" and "Lagos" as address on the tickets, should be discarded and useful Passengers Manifest Scheme implemented. This is one of the requirements of the Road Transport Safety Standardization Scheme (RTSSS). The Corps Transport Standardization Office is saddled with the responsibility of implementing the scheme in the Federal Road Safety Commission.

Passengers should also desist from providing fictitious names. As observed on the manifest like Romeo Juliet, Michael Jackson, Thierry Henry, Michael Jackson, Austin Okocha, among others. Some people also believe wrongly that, completing passengers manifest is inviting crashes and disasters. This is not correct. Passengers manifest is for the benefits of all, especially the passengers. For example, in a situation when a passenger is unconscious after involvement in crash. He won't be able to disclose his names or the contact persons. Do not end up in the hospital or mortuary as an unidentified victim. Unclaimed unidentified corpses are usually given mass public burial, after some period. Think wisely, please.

Finally, Safety Managers are expected to implement the passenger manifest scheme in their organizations. They should ensure that their companies / organizations also use the approved, hence legal format which is the form MVA 21 (see sample below please). They should properly educate their drivers while they must also continue to enlighten the general public on the importance of the Passenger Manifest.



Regulation 51 (5)
FORM MVA 21

FEDERAL REPUBLIC OF NIGERIA
VEHICLE PASSENGER MANIFEST

MAKE OF VEHICLE: ……
TYPE OF VEHICLE: ……
COLOUR: ……
REGISTRATION NO: ……

ENGINE NO: ……
CHASIS NO: ……

DRIVER'S NAME: ……
ADDRESS: ……

DEPARTURE POINT: ……
DESTINATION: ……
DEPARTURE TIME: ……
ARRIVAL TIME: ……
DATE: ……

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

1.8 CAUSES OF ROAD TRAFFIC CRASHES AND PREVENTION STRATEGIES

- NKWONTA, C.

INTRODUCTION

Nigeria like most developing countries of the world has a large complex network of roads. This network can be used safely and efficiently, if and only if, all road users cooperate with each other and exercise a sense of consideration and team-spirit. This is more so that road users more often than not have conflicting goals while on the roads. These goals sometimes translate into desperate actions which regrettably result in traffic crashes.

Unfortunately, and for nearly two decades, Road Traffic Crashes in Nigeria were not accorded deliberate attention by both individuals and the various governments. "Infact, public ignorance of the causes of Road Traffic Crashes in Nigeria was palpable as people ignorantly attributed incidences of road carnages to either the will of God or to evil spirits while ignoring the scientific angle to the menace" (Balogun, 2000).

The situation was almost aggravated to a pandemic before the first deliberate step was taken by the Federal Government of Nigeria to address the ugly trend. 'Before this time however, "an analysis of the causes of death in developing countries shows that deaths and fatalities from Road Traffic Crashes in Nigeria ranked amongst the highest in the world and second behind deaths resulting from hunger and gastroenteritis" (Adebisi 1988). In practical terms, deaths resulting from Road Traffic Crashes in Nigeria contributed to the figure of 172 deaths/100,000 population (NPC, 2006). This percentage rose steadily from 38.9% in 1967 to 60.25 in 1974 (Adebisi, 1988). It continued to increase rapidly up till 1982 after which it became erratic. The worst hit decade was between 1974 and 1983. The number of Road Traffic Crashes increased by 10.4%, injured cases by 43%, fatalities by 110.60/0, total casualties by 57.10/0 and human population by 27.2% (Adebisi, 1988). Other studies by FRSC showed that a road traffic crash occurred every 9 minutes in Lagos state between 1990 and 2006 while somebody

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was killed in every 42 minutes due to Road traffic crashes in Nigeria, for the same period.

The above development, finally caught the attention of all and sundry in Nigeria in the mid 80s

While the need to prevent wad traffic crashes and active wisely on the road imperative. The starting point therefore, was to identify causes or Road Traffic Crashes. Consequently, various researches were commissioned at different levels and the findings were quite revealing. In summary, it was discovered that Road Traffic Crashes don't just happen, they are caused and they can be prevented.

PURPOSE

The purpose of this paper therefore is to x-ray the causes of Road Traffic Crashes (RTCs) in Nigeria and to explore ways of preventing them. The broader purpose, however is to help you develop the knowledge and skills requisite to becoming a safer and effective user of the highway transportation system.

WHAT IS ROAD TRAFFIC CRASH?

To discuss the causes of Road Traffic Crashes, there is need to first of all agree on the meaning of the phrase. There are different perspectives to understanding the phrase "Road Traffic Crash". For the purpose of this paper however, we shall consider the ordinary man-in-the-street perspective of the phrase.

Road Traffic Crash refers to a mishap, a collision or a crash involving one or more vehicles on the road often resulting in damage, injury or deaths. It usually occurs as a result of mechanical deficiency in any of the vehicles, misapplication or ignorance of the rules of road usage or failure to share the road appropriately with other road users. Road Traffic Crash is therefore a consequence of lack of proper knowledge of the driving environment, lack of appropriate skills in driving, poor attitude to driving and poor judgment resulting in faulty decisions while driving. Whatever may be the case, Road Traffic Crashes are unplanned, unpalatable and definitely unacceptable as they often result in grief, loss, pain and regrets.

Researchers have also classified Road Traffic Crashes into three major categories. These include: -

a. Minor accidents: - i.e. Light damage to vehicle(s) with little or no injury to Passengers.
b. Serious accidents: Heavy damage to vehicle(s) with serious injury to passengers but not resulting in death.
c. Fatal accidents: -When accident results in loss of life.

CAUSES OF ROAD TRAFFIC CRASHES (RTCs)

It is obvious that many causes of RTCs are very well known to all road users. This is more so since almost all of us must have lost someone to RTC. As we use the roads every day, we continue to observe the myriad of causes that lead to RTCs. This paper therefore is aim at attempt to put RTC, in perspective for better academic understanding. Our focus however would be more on prevention strategies.

Research has shown that a Road Traffic Crash can be caused by one or many reasons. Infact, there are almost as many reasons as. there are RTCs. These causative agents have however been crystallized into three broad factors namely Human or driver factor mechanical or vehicular factor; and Environmental factor, including but not limited to weather and road conditions.

It is noteworthy, that all possible causes of RTCs can be located and pigeon-holed into any of the above three categorizations as indicated in the table below: -

S/NO	HUMAN	MECHANICAL	ENVIRONMENTAL
1.	Lack of knowledge of road signs	Mechanically deficient vehicle	Weather conditions (rainfall, sunshine, heavy winds, fog, storm, etc)
2.	IIIiteracy	Unroad worthy vehicle	Black spots on the roads.
3.	Lack of requisite skills in driving	Use of worn out or expired tyres	Absence of warning signs.
4.	Emotional problems	Poorly maintained vehicles	Dangerous bends, steepy hills, slippery surface etc.
5.	Lack of concentration	Over loaded vehicle	Animals crossing.
6.	Excessive speeding	Poorly lighting system	Fallen trees
7.	Wrongful overtaking	Bad or no wipers	Absence of critical government presence.
8.	Health problems	Bad brakes	Lack of appropriates laws
9.	Fatigue	Lack of or absence of warning signals (trafficators and horns)	Action of the third party.
10.	Poor eyesight	Fake spare-parts	
11.	Arrogance		
12.	Claiming right of way		
13.	Drunkenness		
14.	Use of drugs or narcotics		
15.	Heavy medication		
16.	Over-confidence leading to RAIDS		
17.	Failure to use mirrors		
18.	Failure to use seat belts		
19.	Poor maintenance culture		
20.	Aversion of law or disobedience to traffic laws.		

The point to note however, is that of the above three broad factors that cause RTCs, the controlling variable is the human factor. This accounts for over 85% of the causes of RTCs, especially in Nigeria. It is the driver that will determine to a large extent, how safe traffic will be. The road on its own does not move. It is just there. The vehicle only moves, when the driver says so and it goes where and how the driver directs it. He interacts with other elements in traffic and either helps to decrease competition and friction or increase cooperation and safety on our roads. The vehicle cannot maintain itself neither can a careful driver fall into a black-spot on the road. Therefore, the critical safety factor on our roads boils down to the action of the driver at any given time.

PREVENTION STRATEGIES

One of the major marks of a good driver is the ability to identify in advance cues that show a problem may be developing. To control the risks involved in driving, drivers must know what to look for, where to look and how to look. They also learn how and when to evaluate the information available to them for better prediction of the possible behaviour of other highway users. This is what is called defensive driving technique.

To make the above evaluation, driver need to know and understand the purpose of traffic laws, road signs, signals and markings. Drivers also need to be aware of the performance and handling characteristics of your vehicle, identify cues concerning other cars, trucks, buses, motorcycles, bicyclists and pedestrians-cues that can alert you to possible dangers and apply the five steps in defensive driving techniques viz: -

a. Get the big picture
b. Aim high in steering
c. Keep your eyes moving
d. Leave yourself safe spaces
e. Make sure others see you.

In addition to the above, drivers will have to evaluate the influence that road way conditions, weather and time of day, may have on his ability to control the vehicle. These factors can also influence his ability to identify and respond to traffic situations. So, the driver must develop his perception, judgment and driving skills as well as decision making ability. Note however that safe driving requires more than knowledge, the ability to control the vehicle and the ability to judge time and space needs. An efficient driver requires an awareness and consideration of factors that can have a negative effect on his ability to drive safely. These factors can be either temporary or permanent. Temporary factors include the emotional state, the effect of an illness, or stress. Alcohol and drugs

can also greatly impair ones ability to make good judgments and decisions. More permanent factors on the other hand may include the driver attitudes to rules and regulations, his values or physical impairments such as a heart condition or physical disability.

Every motorist should have a good knowledge and obedience of road signs and traffic regulations. He must know the overtaking drills and practice them. He must also employ collision defence mechanisms whenever he is on the highway. He should plan his journeys very well before embarking on them. Drivers should park and rest when tired. Above all, he must develop a vehicle maintenance culture. In the words of professor Wole Soyinka, "preventive measures cost much less than the consequences of neglect" it is better to have a routine maintenance plan than wait for faults to develop because those faults could lead to RTCs when least expected.
Drivers should always avoid long hours of driving to avoid tiredness and blurring of the eyes or sleeping on the steering. He should always endeavor to park well off the road to avoid causing obstruction and possible crash. A good driver should always recognize and prepare for special driving conditions, cooperate with other highway users and be alert to take evasive actions whenever the need arises. Finally, he must Practice the IPDE system of driving meaning that he must identity the object before him, predict what action the object would take, decide on his own preventive action and execute such action correspondingly in order to always ensure his safety on the highways.

In conclusion, the discussion on the causes of RTCs and strategies for prevention is one that is always on the front burner. All hands must therefore be on the deck if significant progress is to be made in this area. Road Safety they say, is every body's business.

As fleet safety managers, it is important that you are properly informed so that you can in turn educate your drivers on what is expected of them on the highways in order to prevent the occurrence of Road Traffic Crashes. Remember that the life you save may be yours.

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1.9 ROAD TRAFFIC COLLISION INVESTIGATION AND ANALYSIS: KEY TO SAFER ROADS IN NIGERIA

- NJOKU, CN (DCC)

Introduction

Road traffic collisions have over the years claimed lives and property with impunity and time has come to redouble efforts in order to prevent or reduce the occurrence and associated health implications. It therefore beholds on any responsible government to protect the lives and properties of its citizenry by guaranteeing safe commute on the roads. One strategy to achieve this objective is a scientific approach to road traffic collision investigation and analysis which is a prerequisite to any informed decision taken to implement, improve or evaluate road safety.

The world's first recorded motor vehicle-related fatality which occurred in 1896 set the pace for what today has become the most renowned killer of human beings through injuries. As improvements in all facets of traffic factors continued and vehicle production and motorization increased, so also the number of collisions and associated health risks increased. It was not until about 1925 that evolution of traffic collision investigation began to make any serious impression on the world stage. The idea of road traffic collision investigation and analysis emerged during the collation of data for early railway accidents and aircraft crashes in the early nineteen twenties.

It should be noted that the motivation to create a safer road culture in Africa emanated from the World Bank Data which revealed that the ratio of traffic collision fatality rate in Africa was 2½ times or 10% higher than what is obtainable in advanced countries. This led to the organization of the First African Road Safety Congress in Nairobi, Kenya in 1984 by the Economic Commission for Africa (ECA). It was at this congress that African countries, who had hitherto been lackadaisical in handling the crippling effect of road crashes, realized for the first time the enormity of the impact of road collisions. In

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Nigeria alone, seventy eight thousand, seven hundred and thirty-eight (78,738) people were confirmed dead in two hundred and fifty four thousand, four hundred and ninety two (254,492) reported cases of accidents between 1980 and 1981. Again, one of the recommendations made during the last African Road Safety Conference held 5-7 February, 2007 in Accra, Ghana was the need to improve, manage and use road traffic data. This underscores the importance of accident investigation and analysis in the generation of reliable data or information for both traffic and transportation management in Africa.

Accident Investigation in Nigeria

Crash Data

According to the UNECA (United Nations Economic Commission for Africa), road crashes in Africa are commonly, the second highest cause of death for the five to forty-four (5 to 44 age groups) and the economic cost is estimated at $10 billion or 2 per cent of GNP. In some African countries, the road traffic fatality rate is 100 deaths per 10,000 vehicles (compared with a rate in Sweden of just 1.3 per 10,000). On current trends the fatality rate is expected to increase by as much as 80 percent by 2020. In Nigeria, between 2002 and 2008, a total of forty thousand and seven (40,007) persons were killed while 136,068 suffered different degrees of injuries on Nigeria roads. This results into a fatality rate of 28 persons per 100,000 populations using the last census figures. In 2008 alone, the number of people killed in motor vehicle crashes totaled 6,661. That is an average of 18 persons daily. During that same year 2008, another 27,980 people sustained injuries of varying degrees in road traffic crashes, just a part of the damage inflicted by the annual total of 11,341 crashes. When considered against the backdrop of obvious under-reporting and increasing vehicle and human traffic interaction, these figures become sources of great concern to not only the government but also concerned agencies in road safety. This statistics is a direct reflection of not only our state of roads but human and vehicular factors. The question is how many of these road crashes were investigated? And if they were investigated how much of the reports are available for research purposes? It is imperative that we continue to improve our data generation through professionalized road collision investigation and analysis.

Investigation by police

The Police statistics have been the traditional source for road safety casualty data in Nigeria. The police data on road crashes contain considerable information about the people involved in the collision with little or no expatiated information on other contributory factors. This is understandable because the police require sufficient information to identify any criminal offence that might have been committed and

sufficient information to process any consequential actions in court. Litigation is the main objective of the Police instituting a road traffic investigation in the first place. Their ability to conduct a standard traffic collision investigation is also hampered by other competing needs in the area of increasing crimes and poor mobility. The Police will continue to modernize their Road Traffic Collision Database as the old system of filling or storing document impedes easy storage and retrieval of data or information. However, it is agreed worldwide that road safety is everybody's responsibility. Needless to say, that a collaborative effort would go a long way in easing all these problems.

The Effort by FRSC

The FRSC having realized the importance of traffic collision data right from inception made efforts to improve its collection, collation and storage. It is in furtherance of this endeavor that the Corps trained some carefully selected officers as Road Collision Investigating Officers. The FRSC road collision investigators, should work in close cooperation with police authority and other stakeholders across the country and maintain a deliberate distance from culpability and litigation. The investigating officers, still at the embryonic stage compared to the years of relative inattention in this environment, are to embark on the investigation and analysis of road mishaps involving at least six fatalities in a single crash. It is assumed that the relative rarity of occurrence of this threshold of fatalities may result in too few road collisions being recorded for valid analysis as inclusion of all accidents at this stage may be affected by the inevitability of under-reporting. This does not mean that collisions involving fewer fatalities or none are to be ignored as the usual method of recording such incidents will continue. The collision data that eventually emanates from this scheme will be available for promotion of road safety research, improvement of road safety legal framework and general development of effective measures to counter the rising tide of road collisions and their resultant consequences in any particular target area of road safety.

Accident Investigation Procedure

Factors

The factors responsible for road traffic crashes can be summarized under human, environmental (road and traffic characteristics) and mechanical. The purpose of road traffic crash investigation and analysis is to determine the direct, indirect and basic causal factors and use statistics generated from numerous crashes to evaluate other system elements so as to improve road safety. The increasing knowledge of road crash characteristics coupled with litigious trends which require details of the collision characteristics regarding causation and prevention led to what is today called Accident Reconstruction which has become an essential part of road collision analysis.

Consideration of these three factors shows that the road plays a significant role in the occurrence of road traffic crashes especially in its pivotal interaction with human behavior. A particular road environment may instigate inappropriate driver responses or provide misleading stimuli to driver perception that creates confusion, or delayed response which may eventually lead to a crash. An in-depth analysis of road crash investigation provides a clearer picture of the real causes of traffic crashes as resulting more from the direct interaction between the road characteristics and the driver's (or road user's) reaction dispositions. Preventing and reducing road crashes by influencing driver (or road user) behavior is often difficult to evaluate, however, the former which is external and measurable can be influenced to raise safety and reduce risk. It is in this regard that road crash investigation and analysis becomes a prerequisite for any measures to be adopted to ameliorate road crash incidents or traffic conflicts.

Interplay of Factors

In carrying out an investigation, the actions and dispositions of the driver, the characteristics of vehicle and the road environments are considered. These factors which are ever present, act individually or in combination to manipulate the outcome of any collisions. The characteristics of these three factors and their influence on traffic crashes can be analyzed if data on the former are available. It therefore, follows that the complementary way to enhance a system's safety is to take into consideration information from previous real road traffic conditions. One such usually available and particularly pertinent source, is the ensuing data or information from road traffic crash investigation which reflects the real occurrence and distribution of crashes and their circumstances.

Procedure

The procedure would include initiating the process of investigation, documenting the scene, conducting interviews, analyzing the road collision process, reconstructing the collision and determining the causal factors in this order. It would also involve developing effective recommendations and writing the report. The road collision report would include an accurate location of the collision, basic information describing the collision, its victims, events leading up to it, a collision sketch showing paths of the road users involved, and summary information of the particular road at the collision location or site.

Findings

Identification of Contributory Factors

The analysis of the information gathered from road crash scenes with the help of collision reconstruction would enable the identification of the contributory factors of road and traffic characteristics, vehicle parameters and road-users disposition in road crashes.

The findings are usually grouped into direct, indirect and basic causes of the road crash. The root causes are the basic reasons which relate to organizational or institutional failures, the indirect causes refer to unsafe or inappropriate behaviors and conditions, while the direct causes refer to those conditions or actions immediately preceding the collision.

The application of the findings to solve road safety problems has a wide range of usesfrom implementation, improvement to evaluation strategies depending on who will use the data and why it is needed.

Application of Findings

Road and Traffic Environment

A road may be considered "safer" if it warns, informs, guides, controls and forgives the errors of road users. To achieve safer road, engineering measures are usually appropriate as preventive or permanent solutions to road safety problems. To achieve engineering solutions, appropriate and accurate data will be required and the information can only be obtained through accident investigation and analysis. The outcome of such analysis will determine locations with collision cluster and the type of measure to apply. These measures may be in the form of encouraging placement of proper or adequate signage, traffic controls to redesigning of the identified spot.

It therefore, follows that Road and Traffic safety engineers use data relating to road and traffic characteristics to facilitate the achievement of the desired standard or countermeasures in the planning, design, construction and operation of roads as it relates to the width, alignment, layout, surface conditions, surroundings, signs, markings, light conditions and weather at identified locations. Essentially, road crash investigation aids in exposing the level of road infrastructure deficiencies that influence occurrence of a crash and also acts as a guide in the implementation of appropriate improvement measures.

Risk behaviour of Road Users

Quite a large number of road traffic collisions involve some degree of road user behavior combined with one or all the factors. Road user behavior though difficult to evaluate due to its transient nature can be improved by education, effective and continuous enforcement of rules and regulations, and driver training. To unveil the risk behavior of road users as it relates to decisions concerning vehicles and traffic environment, and measures already put in place, there is need to monitor and develop human performance characteristics and behavior patterns in different traffic situations. These behaviors

can only be concretized when numerous data or information is got from scientific investigation and analysis of traffic collisions. The appropriate measures are then applied to reform the particular targeted behavior(s). Some of these behaviors include but limited to alcohol and drug impairment, lack of skills and experience, risky maneuvers, aggressive driving, inappropriate speed, lapses in concentration, inattention and misjudgment of situations.

Vehicles Parameters

The enhancement of the effectiveness of vehicle crashworthiness in different traffic situations requires good road crash investigation of the mechanisms of injury as well as detailed crash data whether in a simulated environment or real-life road crash situations. Ensuing data enables figures for deaths, personal injuries, and possibly property damage to be produced, and correlated against a range of circumstances. This would stimulate the improvement of occupant and other vulnerable road user safety in order to minimize injury.

From the foregoing, to develop effective strategies for reducing road traffic collisions, the cause(s) must be understood. The in-depth knowledge of information at the scene of crash as it concerns the road and environment, road users and vehicles provides pointers to the best way to explore prevention of crashes and implementation of countermeasures to reduce the severity.

Justification of Road Collision Investigation as Panacea to Safer Roads

The fundamental objective of any intervention or countermeasure in road safety is to reduce the chances of occurrence and consequences of collision. Preventing road collision or reducing the casualties at any incident is the mainstay of the application of data, information or record of collision investigation. Ordinarily, collision records could be used to identify accident clusters or blackspots but the investigation and analysis of such collisions will further provide the type of measures to implement and the target area of the road traffic system to improve.

The data or information that results from road traffic collision and investigation and analysis is the core or the sustenance base of other major interventions in ensuring safer roads. Road safety is all about ensuring the prevention of road traffic collisions in the first place and when they eventually occur severity is at the barest minimum by;

a. Reduction in the totality of occurrence of road collisions
b. Reduction in the number of people (including children ie those that are 16 years and below) killed or seriously injured in road traffic collisions;
c. Reduction in the slight casualty rate, expressed as the number of people slightly

injured per 100 million vehicle kilometers.

d. Reduction to property damage.

Road safety Inspection

From available facts, road inspectors merely inspect to reaffirm or revalidate hazardous locations when reports of existence of such sites reach them. Road safety inspection is a proactive instrument for identifying hazardous locations before they become monsters. RTC investigation and the resultant analysis will further reveal the appropriate remedial measures to be implemented.

Road Safety Audit

The cluster of collisions at certain locations is a veritable means of identifying collision blackspots. Collision records would help to objectively identify hazardous locations and appropriate countermeasures to be applied. Road safety audit involves the auditing of roads at the planning stage in order to ensure that potential or envisaged road safety problems (e.g. blackspots) are designed out right from the onset. In the case of roads under construction or already existing, the auditors will recommend appropriate measures at hazardous locations that would reduce the occurrence of collisions or minimize injuries. These actions which are taken from experiences gathered over the years from similar occurrences are based on the analysis of several data generated from various road collisions.

Road Safety Research

Collision investigation is also seen as a form of research. The sustenance of reduction in road casualties may be achieved by constant research into the effectiveness of measures undertaken. Road safety research is used to further develop and apply crash analysis to improve background knowledge that shapes decisions relating to road safety and traffic engineering as it affects road user behavior, vehicle and road environment.

Monitoring and Evaluation

One pertinent task in road safety evaluation is to perform an analysis using road collision data. A proper analysis requires a good data collection procedure as well as a well-structured database. To know the effectiveness of countermeasures put in place, there is need to continuously monitor and regularly evaluate the implemented strategies. This is to ensure that the successes or failures of such strategies are noted in time so as to encourage or discontinue its implementation.

Role of Fleet Operators

One of the most important prerequisites to develop cost-effective solutions to road

traffic collisions is the creation of public awareness so as to improve the understanding and appreciation of road collisions. A forum like this offers such an opportunity. There is no doubt that the transport industry in Nigeria is dominated by fleet operators and research has also proven that commercial vehicles are more involved in severity of collisions. The intense competition for passengers and goods, the ever increasing operating costs, profitability, fleet size, and type of commodity being delivered have resulted in more speeding, overloading, fatigue, alcohol/drug use, and infact aggressive driving especially by drivers of commercial, or high occupancy vehicles (HOV) or heavy goods vehicles (HGV). This is however not surprising because of all categories of drivers, the commercial vehicles are the most exposed in terms of annual travelled kilometer (ATK) and this puts so much stress on them.

a. Safety managers or fleet operators should establish Accident Investigation Units. These units may not be able to investigate collisions on the highways but it will aid in propagating ideals of road traffic collision prevention and reduction within the organization.
b. Road traffic collisions should be immediately reported to FRSC through its emergency lines: 0700-CALL FRSC i.e 0807 2255 3772. This further diminishes the effect of under-reporting.
c. Safety Managers should encourage and ensure the participation of more than one driver in any journey that would take more than ten (10) hours.
d. Safety managers should ensure that drivers are well rested before embarking on journeys
e. Safety managers should monitor the traffic behaviors of drivers and should be interested in what they do before at work and after work

Conclusion

A safer road is achieved when all the features of road traffic system that impede road safety are considered and corrected;

a. Road users exhibit appropriate traffic behaviors;
b. Roads are designed, constructed and maintained to control and forgive road users errors, and
c. Vehicles are designed with occupant safety in mind.

The successes of the activities relating to interventions in road safety are dependent on well structured and investigated collisions. Data from road collision investigation and analysis forms the bases for most, if not all, countermeasures in road safety especially in the reduction of crash severity. Mitigations of any nature can be improved by taking into consideration previous experiences based on the quality and level of details of the relevant data or information as it affects the road user, vehicle and the road. The lack of

much progress in road safety by African countries, Nigeria in particular is obviously attributable to poor data generation, storage and management and magnified by under-reporting.

There is no gain saying that the availability of reliable and relevant road traffic collision data or information is a precondition for the adoption and implementation of effective road safety countermeasures. This is possible where there exists a comprehensive road collision investigation system that includes detailed reconstruction and scientific analysis.

Road traffic collision investigation enhances road safety when ensuing data is scientifically analyzed and the result is used to propagate improvements or countermeasures in particularly targeted areas like road-users awareness, education, drivers training, enforcement, road engineering and evaluation. Nigeria will become a serious contender for safer roads and fuller lives when the issue of road collision investigation and analysis is taken seriously so that; the Fleet operators being the custodians of the most experienced and most travelled drivers have stakes in ensuring reduction in road collisions by how they employ, train and use their drivers, and maintenance of their fleet of vehicles.

Recommendations

a. Continuous improvement of road collision investigation and analysis processes at all levels.
b. Improved database through standardization of database structure
c. Strengthening of partnership and collaborative efforts towards harmonizing all the databases into a National Standard Database (NSDB) for comparative studies of road collision statistics and adoption of common terms and definitions for uniformity.
d. Training to ensure understanding and proper use of collision records
e. More in-depth information to supplement aggregate collision data for more insightful analysis
f. Need for an all inclusive conference on Road collision Investigation and Reconstruction in Nigeria to further create awareness of the import of road traffic collision investigation.

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1.10 PUBLIC ENLIGHTENMENT STRATEGIES FOR FLEET MANAGEMENT IN NIGERIA

- Samuel Obayemi

INTRODUCTION

Road Transportation has become a dominant and most dependable mode of transportation in Nigeria, with patronage cutting across private, corporate, government organizations and individuals. This is due to the total collapse in rail transport system, poor/undeveloped water ways and unreliable air ways with very high fare for air travel. Hence, in order to meet the challenges of this increasing need for movement of people, goods and services on the roads in the country, so many private and government owned commercial fleet Operators came on board and are being managed by individual transport companies, various state- owned transport and commercial transport unions e.g, NURTW, RTEAN, NARTO etc.

It is worthy of note that efficient transport system and effective traffic management serves as a pivot on which the wheel of modern economy revolves. It further serves as a catalyst for promoting tourism and projecting good quality of life through safer roads and fuller lives.

However, the poor fleet management by owners has jeopardized set goals by Operators, Drivers and compromised Vehicle Safety Standards thereby resulting avoidable road traffic crashes.

It is in consideration of this that the Federal Road Safety Corps introduced the Road Transport Safety Standardization Scheme which is a policy document that makes it compulsory for all fleet Operators with five (5) vehicles or more to be properly registered and regulated by the scheme in order to improve and ensure smooth fleet operation, so as to provide safe and enduring motoring environment. The primary aim for initiating the RTSSS is to ensure that safety standards are strictly complied with by fleet owners and drivers of such fleet.

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In its drive towards ensuring sanity on the nation's highways, the Federal Road Safety Corps embraces Public Enlightenment as part of core values for entrenching safer road culture in Nigeria in accordance with FRSC Establishment Act 2007, section 10(2C). Public enlightenment campaigns bring to bear the basic applications of safety practices by an average road user in order to avoid a road traffic crash.

By its nature, road safety management is the collective responsibility of every Stakeholder in the nation's transport sector, which includes fleet and haulage Operators. Fleet Operators can buy into public enlightenment campaigns by branding their vehicles with safety messages such as "Speed Kills", "Over Loading Is Dangerous. Avoid it" and "Many have died. Avoid Drunk Driving"

In the same vein, fleet Operators can boldly inscribe specific phone numbers to provide an easy access for members of the public in case of any complaints concerning drivers conduct in the course of a journey. Fleet Operators can further collaborate with the FRSC to organize motor park rallies and motorized campaigns to impart safety consciousness among motorists in Nigeria. In-house educational programmes can also be organized among drivers and staff of transport companies to enshrine routine vehicle maintenance and 'morning parade' before leaving the terminus on daily trips.

Production and airing of Radio and Television safety jingles by fleet Operators will further project safety ideals in addition to carving a positive image for sponsors as safety -friendly transport operators. Fleet operators can take measures towards producing safety hand bills, posters and bill boards to further educate drivers on appropriate safety conducts. When a joint collaboration can be initiated by fleet operators with companies such as Dunlop and Michelin Tyres to further promote safety practices on Nigerian roads. Fleet operators can also buy into child safety campaigns by organizing talk shows for youths and school children to address issues such as under age driving.Inscribing safety messages on their receipts to further conscientise passengers on safety consciousness can add fillip to safety awareness strategies.

As part of measures to discourage overloading among their drivers, fleet owners should ensure that the maximum capacity of passengers meant for their vehicles, is boldly inscribe on such vehicles to further educate commuters on the hazards of overloading.

Educating passengers on the importance of Passenger Manifest and why they need to adequately document their data on the Passenger Manifest during any journey remains a critical strategy which can promote effective fleet management in Nigeria.

Chapter 2

Laws and Enforcement

Safety Managers should understand the laws guiding their operations and obey them to reduce road traffic crash rates and avoid having conflict with law enforcement agents.

2.1 THE NIGERIA HIGHWAY CODE: AN OVERVIEW

- MALIKI, M M (DCC)

INTRODUCTION

The Highway Code has been defined as the code of conduct for specific human activity related to the open road in a technological age. It is carefully designed, to educate the public, particularly the road users, on the proper use of the road. The ultimate aim of publishing the Highway Code is to eliminate road traffic crashes and make the roads safe or, at least to reduce such crashes to the barest minimum.

There are, generally, four prominent modes of transportation: the road, the rail, the water and air transport. In Nigeria, the most popular of these is the road transport through which, it is estimated, about 90% of passengers and goods are moved from one point to another. It is, therefore, no wonder that precious lives are lost everyday, every hour, every minute through road traffic crashes.

Most of these road traffic crashes are caused by faulty decisions of road users (motorists, cyclists, pedestrians, and animal riders/drivers), which are attributable to ignorance of traffic regulations and procedures. In other words, the crashes are preventable if only the right strategies are put in place and observed by every road user. The Highway Code is one of such strategies designed to educate road users, with a view to ensuring a safer road use culture, and thereby prevent road traffic crashes.

The 2008 (revised) edition of the Highway Code is especially designed to meet up with the modern road and vehicular technology, and is highly educative, informative, and illustrative, with a large cultural content which combines to make it user-friendly. The Code covers a wide range of topics that it is difficult to fully discuss in a paper such as the present one. This lecture is not a substitute to the Highway code. Every user of the road must be familiar with the Highway code to broaden his/her knowledge on safe use of the road.

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OBJECTIVES

This paper takes a bird's view of the Nigeria Highway Code. In an attempt to do this, the paper will discuss the following:

a. Significant aspects of the pre-road use activities,
b. Selected road use activities,
c. Specific post-road use activities, and
d. Conclusions.

THE PRE-ROAD USE ACTIVITIES

Pre-road use activities are a set of activities that expose the road user to the knowledge of the road and how to safely and legally use the road. Some of these activities are briefly discussed hereunder.

The Road

The 2008 (revised) Highway Code defines a road as 'a path established over land, for the passage of vehicles, people and animals'. It is an avenue used for the movement of persons and goods from one place to another.

Different types of road include private pathways, two-lane highways, dual carriageways, expressways, and pathways. Other features of the road include interchanges and junctions. Whereas interchanges are special intersections designed to enable road users cross, enter or leave the expressway without interfering with the flow of traffic; junctions are the meeting points of two or more roads. A round-about is a special junction where two or more roads meet, forming a circle that ensures that all traffic must go round in the same direction. A basic rule in the use of round-about is that every user must give way to traffic on the left, unless where road markings indicate otherwise.

The Road Users

Road users are categorized into the following, each guided by a set of rules to ensure their safety and the safety of others:

a. The Motorist
b. The Pedestrian
c. The Cyclist
d. The Motorcyclist
e. The Child
f. The Animal
g. The Hawker/Trader

The Driver Licence

A Driver's License is a legal document that confers on a driver the right to drive. The National Driver's License (NDL) is produced by FRSC and issued to applicants by State Government agencies, upon payment of a prescribed fee which is a kind of road tax. To enable law enforcement agencies keep record of multiple offenders, both the driver's licence and traffic offences have been fully computerized by the Federal Road Safety Corps.

The NDL is categorized into nine different classes, namely:

CLASS:	**Authorised Vehicle**
A.	Motor-cycle
B.	Motor vehicles of less than 3 tons gross weight, other than motorcycle, taxi, stage carriage or omnibus.
C.	A motor vehicle of less than 3 tons gross weight, other than motor cycle
D.	Motor vehicle other than motor cycle, taxi, stage carriage or omnibus, excluding an articulated vehicle or vehicle drawing trailer.
E.	Motor vehicle other than a motor cycle or articulated vehicle
F.	Agricultural machines and tractors
G.	Articulated vehicles
H.	Earth moving vehicles
J.	Special, for physically handicapped persons

To qualify for a driver's licence, the applicant must be between 18years and 70years of age. In addition he/she must obtain a Learner's Permit, through the following process:

a. Obtain Form MVA 15 and pay the prescribed fee
b. Attend a driving school approved by FRSC and obtain a pass from the school with 3rd issue learner's permit.
c. Drive for at least 3 months in company of an instructor who is a licensed driver.
d. Affix 'L' sign on the front and rear of the vehicle.
e. Be tested by the appropriate authority after the 3rd issue of the learner's permit for a period not less than 3 months.

Having fulfilled the above, the applicant will further go through the following processes to obtain a driver's licence:

a. Obtain and complete Form MVA 11 from State Motor Licencing Authority (MLA).
b. Attend driving test with the appropriate authority for desired category of driver's Licence.
c. If successful, a certificate would be issued indicating the class of licence qualified for.
d. Pay the prescribed fee to the MLA.
e. MLA sends the Form to FRSC (IPC) for processing.
f. Applicant proceeds to FRSC (IPC) for physical capture of his photograph, finger print and signature.
g. Processed licence is sent to MLA where applicant collects it.

A driver's licence can be renewed or replaced, as the case maybe. It can also be suspended or revoked, depending on the nature and number of offences committed by the holder. It is also important to note that vision screening and blood group are very important pre-requites for issuance of driver's licence.

Vehicle Registration

Vehicle registration is the first thing one is expected to do upon acquisition of a new vehicle. It not only confirms your ownership, but also identifies the vehicle. The following are the basic requirements for vehicle registration:

a. Obtain and complete Form MVA 01 from MLA and pay the prescribed fee.
b. Submit certificate of payment or exemption from import duty by Customs and Excise.
c. Obtain valid insurance certificate
d. Obtain road worthiness certificate, in case of commercial vehicle.

At the completion of registration, the following are issued to the vehicle owner:

a. Vehicle Identification Mark (Number Plate)
b. Proof of Ownership
c. Vehicle License
d. Road Worthiness Certificate
e. Vehicle Identification Tag
f. Vehicle registration booklet
g. Road Worthiness Validity Tag
h. Vehicle Insurance

Vehicle Checklist

Every vehicle is expected to carry the following items or gadgets at all times, which help to ensure safety and ease movement:

a. Warning triangle
b. Fire extinguisher
c. Jack
d. Spare tyre
e. First Aid kit
f. Wheel spanner
g. Water
h. Hydraulic fluid
i. Transmission fluid
j. Torch light
k. Spare fan belt
l. Spare Fuses

Basic Vehicle Safety Checks

Basic vehicle safety checks, otherwise referred to as vehicle parade, are the necessary checks that must be conducted on a motor vehicle daily before it is put into use. There are two main stages of such checks: they are the First Parade and the Second Parade, while the third one is done only at the end of the day's activities.

In the First Parade, the driver is expected to check the water level in the radiator; the level of engine oil in the sump using dip stick; fan belt for tension and cuts; and tyres. This is simply referred to as WOFT (water (w), oil (o), fan belt (f) and tyre (t) and usually done in the morning before starting the engine. In the Second Parade, checks are carried out on the lighting system, brakes and clutches, wipers, steering mechanism, horn, spare tyre, reflective triangle, fire extinguisher, battery and the body of the vehicle. The Third

Parade merely reports the first, at the close of day.

CAUSES OF ROAD TRAFFIC CRASHES

Three major factors have been identified, through research studies, as causes of Road Traffic Crashes (RTC). They are the human, mechanical, and environmental factors.

a. The Human Factor

The human factor constitutes about 90 percent of road traffic crashes, out of which drivers account for about 80 percent. While passengers and pedestrians make up 10 percent. Drivers cause RTC through over-confidence, over-speeding, lack of concentration, tiredness, driving under the influence of alcohol or drugs, poor vehicle care, indiscriminate parking, and dangerous overtaking. Passengers also contribute to RTC either by distracting the driver, or by their nonchalant attitude towards reckless driving, while pedestrians contribute through their failure to observe traffic rules and regulations.

b. The Mechanical Factor

This is the second major cause of RTC. Poor maintenance (either preventive or routine maintenance) can, and often do lead to malfunctioning of a vehicle, which may result in crashes. Some of the mechanical factors are: malfunction of engine, poor steering mechanism, tyre burst, brake failure, defective horn, lack of seatbelt, electrical fault, and defective lighting system, among others.

c. The Environmental Factor

This factor comprises bad roads, improperly placed or absence of road signs, pot holes, heavy rain, harmattan haze, collapsed bridges, storm, river overflow and slippery surface, among others.

ROAD USE ACTIVITIES

Driving is a serious business. As a profession, it requires not only a sound knowledge of the basic rules and regulations of driving, but also total concentration and obedience to the rules. Thus, from start to stop, a driver is expected to be at alert and safety conscious at all times. He should especially watch out for road signs, signals and markings which provide useful information.

There are safety rules and processes for every move a driver makes while driving. For instance, there are right processes for taking-off, for braking, for reversing, for over-taking, for making u- turn and for parking. Every driver is expected to master these processes in order to avoid a road crash.

Stopping Distance

A driver is expected to always leave enough space between his vehicle and the vehicle in front. This will enable him to stop safely if the vehicle in front slows down or stops suddenly. A simple and practical way to keep a safe distance is to apply the rule known as the 'Two Second Rule'.

The 'Two Second Rule' requires that while driving on the highway, a driver should mentally measure the distance within which he can comfortably stop. To do this, he should choose a stationery object in front of the vehicle ahead of him close to or any convenient object. As the vehicle ahead of him passes the selected object, he should recite slowly, any three word phrase, such as: "staying too close" or "trailing for safety".

If the driver reaches the same object before he finishes reciting the phrase, then, it means he is following the vehicle in his front closely, and needs to slow down to allow more distance. For a 'Three Second Rule' which could be used on wet roads, he could add "Playing it Safe".

Road Signs

Every driver is expected to have a thorough knowledge of traffic signs, signals and road markings. Traffic signs are made of various shapes and colours to direct, warn or inform drivers about traffic regulations, special hazards and other road conditions, construction areas, speed limits and so on. The signs are categorized into three, namely, regulatory, warning and informative signs.

a. Regulatory Signs
   There are mostly circular in shape and are of two types. The ones with background and red yellow circles are prohibitive signs, while mandatory signs are those with blue circles but without red borders and they give positive instructions to drivers, e.g. 'Diversion', 'One Way', 'Round-About', 'Pedestrian Track', etc.
b. Warning Signs
   These are usually triangular in shape with red borders. They warn drivers of hazards ahead. Examples are, 'Stop', 'No U-Turn', 'No Horn', 'No Overtaking', and 'No Parking', etc.
c. Informative Signs
   Informative signs are usually rectangular in shape and provide guidance, information to drivers. They include Parking, Hospital, Telephone, Town, Airport, and Construction Zone signs.

Defensive Driving

Defensive driving is a style of driving in which the driver makes conscious effort to save lives, money and time in spite of the conditions around him and the provocative actions of other drivers. A defensive driver recognizes hazards, understands the defence, and acts correctly and in time.

Most road traffic crashes are caused by the faulty decisions or actions of drivers and other road users. Some of these faulty decisions are due to ignorance of traffic rules and regulations. A defensive driver must be conscious of this, and should know that it takes two to tango. His defensive action could prevent a crash and save the other road user as well. Certain things one must do as a defensive driver include the following:

a. Never allow your safety to depend on the response of other road users;
b. Always anticipate wrong actions from other road users;
c. Always give correct, prompt, adequate and clear signals;
d. Be considerate and share the road with others;
e. Always drive at your comfortable speed;
f. Avoid over-speeding, over-loading, wrongful and dangerous over-taking;
g. Be conscious of your area of safety;
h. Take note of your blind spots and do not drive into the blind spots of others.

POST ROAD USE ACTIVITIES

Post road use activities center around rescue operations. They are either anticipated and prepared for, or actually carried out in the event of a road traffic crash. Every one involved in a crash, or present at the scene of a crash has responsibilities. The following are some of the responsibilities of individuals in the event of a road traffic crash:

a. The Driver that escapes from serious injuries should:
i Stop at the scene of the crash, and check if he is hurt,
ii Check if any body is hurt,
iii Move to a safe place and summon courage to assist others,
iv State the fact of the crash if asked by law enforcement agents,
v Get skid marks and other identifications and photographs,
vi Contact his insurer and lawyer,
vii Report the crash to the nearest FRSC office or the Police. He can also call 0700-call FRSC which translates to 0700 2255 3772

b. The occupants of the crashed vehicle should, if unhurt;
i Vacate the danger area of the highway,

ii Provide necessary information; He/She should also call 0700-call FRSC or 0700 2255 3722 for assistance
iii Explain where it hurts to the First Aider, and
iv Co-operate with the First Aider.

First Aid

First Aid is the immediate, emergency treatment given to an injured person or someone that suddenly falls ill or injured, before the attention of medical personnel. It requires careful application of accepted principles of treatment, using available facilities. Its purpose is to ease administration of the affected person and reduce the chances of complications.

It is necessary for every road user to have the basic knowledge of First Aid, and drivers are particularly encouraged to have First Aid Kits in their vehicles. There are general rules or procedures for First Aid administration. These are (in order of importance):

a. Remove the victim from the danger or remove danger from the victim,
b. Assess the victims and treat the most urgent casualties at the scene of the crash. Note the following classification of casualties:
i Those with life threatening conditions, such as, cessation of breath, or circulation of blood and the unconscious,
ii Those with serious injuries, head and spinal cord injuries,
iii Those with fractures, minor injuries, bruises and scald,
iv The dead and dying casualties.

c. Move the unconscious with great care, and put them in comfortable positions.
d. Give artificial respiration or mouth to mouth respiration to those with breathing problems,
e. Apply the principle of external cardiac massage if the heart has stopped working,
f. Stop severe bleeding and pains,
g. Reassure the victim of recovery from his condition,
h. Control the crowd to allow supply of fresh air to the victim,
i. Handle casualty properly in case of suspected fracture of the spinal cord, using 4-6 persons to lift him, Do not drag with the limps and
j. Transport the casualty to the hospital or any close medical centre without delay.

Fire And Fire Incidents

Fire is defined as a rapid combination of two or more substances which produces heat, light, smoke and carbon. For purposes of easy identification and extinction, fire is classified into four (A, B, C, and D) classes.

A. Class 'A' fire is the fire that involves free burning materials such as wood, paper or textile and is easily extinguished with water.

b. Class 'B' fire involves flammable substances like petrol, paint or grease, and is best extinguished with a liquid foam extinguisher. The Dry-chemical powder and carbon dioxide extinguishers are also good for this class of fire.

c. Class 'C' fire involves combustible gases or liquified petroleum such as propane, and butane, and is best extinguished with Dry-Chemical powder and Carbon-Dioxide fire extinguishers.

d. Class 'D' fire involves metal such as potassium, Aluminum, magnesium and zinc. It is best extinguished with Dry-Chemical powder extinguisher or dry sand.

Automobile fire can be caused by several factors. It could be caused by electrical spark, faulty wiring or overheating. It usually starts from the engine compartment. In the event of any automobile fire, the following measures could be taken by the driver (or a helper):

a. Switch off the engine and gently discharge passengers.

b. Reach out for the fire extinguisher, open the bonnet gently and discharge the extinguisher directly to the base of the fire.

c. Disconnect the battery terminals to avoid sparks.

d. Use water spray for fire involving the passenger compartment and on the tank to keep it cold and prevent bursting.

e. Stop all on-coming vehicles at a safe distance, and make them switch off their engines.

f. Contact Fire Service as soon as possible for help, especially if it involves a tanker

CONCLUSIONS

In this paper, an attempt has been made to present an overview of the current Nigeria Highway Code. This article has touched on each of the three major parts into which the Highway Code is divided. These major divisions are the Pre-Road Use Activities, the Road Use Activities, and the Post Road Use Activities.

For obvious reasons the paper did not cover in detail, all aspects and contents of the Highway Code. For one, it would amount to a replication of the document which every participant is expected to possess. Secondly, time would not permit a detailed discussion of such a rich document.

Be that as it may, this article has brought to the fore the undeniable truth that the Highway Code is a necessary companion for all road users, and even more so for Safety Managers. It is a document that should be internalized through constant study by every Safety Manager. The paper does not, in any way, attempt to replace the Highway Code. Rather, it is only meant to serve as a guide for a better understanding of the Code .

REFERENCE:

Federal Road Safety Commission (2008) ; Nigeria Highway Code.

2.2 DRIVER AND THE LAW

- CHIDI

INTRODUCTION:

The paper introduces to you the driver, the vehicle and the law. Occasionally, road crashes occur involving the driver and the vehicle resulting in to various degrees of injuries, damages and sometimes deaths. Some have the erroneous belief that road crashes result from the Spirits or actions or the "work" of an enemy or naturally. Contrary to general belief by Nigerians that road crashes are natural occurrences, or spiritual or enemy action, research has shown that almost 95 percent of road crashes are caused by either human, mechanical or environmental factors. However, the human element is the underlining factor that causes most of the road crashes. Thus driving a vehicle on the road is a serious endeavor which must be given serious attention. The driver who is in control of a vehicle has an onerous duty to obey all the traffic rules and to apply all preventive measures in order to have safe driving. The focus of this paper therefore is on the attitude of the driver and the rules that govern driving on the road.

WHO IS A DRIVER?

A driver is the person who drives a vehicle. The vehicle may be a bus, lorry, taxi, trailer or articulated vehicles bicycle, tricycle or motorcycle. The driver is that person that has passed a driving test while a learner driver is somebody who has not yet passed the driving test.

A driver that has passed a driving test is issued with a driving licence which is an authority to drive a vehicle. The driver must have passed a process of training in a driving school where people are taught how to drive motor vehicles.

Consequently, safety managers must ensure that the drivers they employ are tested and licensed.

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DRIVER'S LICENCE

Safety Managers should know that there are different categories of licenses. The different drivers licences are in classes A, B, C, D, E, F, G, H, J. The class of the licence a driver possesses by law determines the vehicle he is authorized to drive. The National Road Traffic Regulations (NRTR) 2004 at section 22 clearly shows the various classes of driver's licences.

If you must drive a vehicle, the law demands that you must have a drivers licence. The licence must be legally issued after fulfilling all the legal requirements.

HOW TO OBTAIN DRIVERS' LICENCE

Before you can obtain a fresh driver's licence you must furnish evidence of training at an approved driving school. You must also show evidence of a learners permit and a certificate of visual acuity test and general medical fitness test as prescribed in section 24 (6) of National Road Traffic Regulations, 2004.

Only persons not below the age of 18 years are qualified to apply for driver's licence. Such licences expire after three (3) years as provided at section 10(3)(u) of Federal Road Safety Commission (Establishment) Act, 2007 and may be renewed at any time within a period of one calendar month before the expiry date of the licence.

The Federal Road Safety Corps has made it very easy for drivers to know when their driver licences are due for renewal by making the expiry date to fall on the date the driver was born. The legal provision is at section 22(4) of the National Road Traffic Regulation. It is important to note that if six months elapse since the person last held a valid driver's licence the driver's licence will not be renewed unless the driver undergoes a fresh driving test to be conducted by a Vehicle Inspection Officer.

DRIVING TEST

In order to qualify as a competent driver worthy of issuance of a driver's licence, a driving test must be conducted by a Vehicle Inspection Officer to determine the competence of the driver as to the control of a motor vehicle in the traffic, bringing a motor vehicle to a standstill from normal speed, turn corners, cross main roads and turn from side to main roads, over take other vehicle on the roads, reverse a motor vehicle backwards along a straight and around corners, turn round in a road, understand the speedometer of the vehicle and demonstrate knowledge of traffic rules and regulations as well as road signs and traffic light signals.

The above competence tests are provided at section 26 of the National Road Traffic Regulations, 2004 and must be complied with by Safety Managers.

THE VEHICLE

The act of driving a vehicle is what makes a person a driver. In other words, a driver is associated with the use of vehicles on the roads. If a driver must not infringe the law on road traffic, safety managers must ensure that vehicles are appropriately registered and maintained.

The procedure for registration of vehicles is provided at sections 1-10 of the National Road Traffic Regulations, 2004 while sections 11-18 are on licences for vehicle.

Every vehicle must have its own class of licence as in special trade licence. Any vehicle that is not properly registered and assigned with valid number plate is not supposed to be driven by any driver on Nigerian roads.

If any driver intends to change the vehicle category i.e from a private vehicle to commercial vehicle the law requires that a new number plate should be provided if the vehicle was previously registered. However, if the vehicle was registered in any state other than the one in which the change of category is being sought, the change of category form must be accompanied with a certificate of clearance from the police.

A driver can transfer an out of series or fancy number plate from one vehicle to another provided a Police clearance is attached to his application to the appropriate authority upon payment of the prescribed fees.

Safety Managers and drivers must know that they are required by law to register a vehicle in the appropriate category.

A - motorcycle,
B - Tricycle,
C -Private motor vehicle,
D - Trailer,
E - Taxi or Hackney carriage authorized to carry not more than seven persons including the driver,
F - Private car hire driven by the hirer or the owner's driver,
G - Commercial vehicles authorized to carry goods and persons who are servants of the owner whilst in the employment of the owner,
H -stage carriage authorized to carry not more than fifteen persons including the Drivers,
I -Stage carriage authorized to carry more than fifteen persons including the driver,
J - Omnibus,
K - Private omnibus used for the free conveyance of employees,
L - Agricultural vehicles,
M -Tractors,

N - Vehicles exclusively designed as plant or machinery for construction,
O - fire engine or trailer pump.

It is very important that vehicles are registered in their appropriate categories to avoid any harassment from law enforcement agencies.

A certificate of road worthiness issued by the Vehicle Inspection Officer must be produced at the time of the application to licence a vehicle as provided by the National Road Traffic Regulations (2004) at Section 3.

The necessary point to make at this stage is to let you know that if you must change the colour of your vehicle, an application for approval to the appropriate authority in an appropriate form shall be made and no change shall be effected until an approval is granted. In addition, a new vehicle licence shall be issued after payment of the prescribed fee to reflect the new colour of the vehicle and the old vehicle licence shall be withdrawn from the owner.

CAUSES OF ROAD TRAFFIC CRASHES

There are too many worrisome and painful deaths and injuries resulting from avoidable motor vehicle crashes on the nation's highways. Research conducted by the Federal Road Safety Corps has identified human, environmental and vehicular factors as the three major known factors of motor vehicle crashes.

However, these crashes are also adjudged to result from poor road maintenance culture, poor roadway designs, component failure of the roads and unacceptable, inappropriate driver behaviour.
The disturbing aspect of the road crashes is that drivers witness these crashes or are even involved in these crashes occasionally but they seem not to have learnt any lesson and thereby continue to get involved or cause road traffic crashes. Who shall be blamed? Is it the driver or the law or the law enforcement agents? Let us look at some attitudes of some drivers as often observed on the roads

DRIVERS SAFETY STANDARDS

Drivers are by law expected to possess valid and appropriate driver's licences. It is obvious that many drivers who operate on Nigeria roads operate with fake driver's licences. This category of drivers bring road crashes to the expected fruition i.e pains, injuries, damages and death.
Drivers are expected to pass drivers certification programme by undergoing prescribed training and tests. From time to time, we encounter drivers who drink and drive. We are

aware that no driver should drive under the influence of alcohol and or drugs. The influence of alcohol/drugs and impatience of some drivers while driving push them to over speed and to ignore road and adverse weather condition. The law forbids these misconducts and safety managers must also forbid them to avoid sanctions. The health conditions of some drivers are taken for granted by some safety managers. For instance, a minor headache could be a sign of a more serious condition yet some safety managers encourage their drivers to swallow "Alabukun" or any other road side drug and embark on a long journey. Some drivers also ignore their vision problems and go ahead driving vehicles with poor visual acuity due to the negligence of some safety managers..

In as much as the health of the driver is very important, the conditions of the vehicles are equally important. There must be a vehicle pre-trip and post-trip inspections and regular maintenance of vehicles in line with the prescribed vehicle safety standards and traffic regulations. All the electrical and mechanical components of the vehicle must be in proper working condition. Safety Managers and drivers must always check the braking system including the brake fluid, the steering system, lighting system, accelerator system and warning devices of vehicles in their fleet. The law requires that these systems and other components of a vehicle must be in good and functional condition. It is the neglect of maintenance requirements and the human error of judgment or decisions and irrational actions of drivers that cause the major carnages on our roads.

There is need therefore to consider road traffic laws, rules and regulations and procedures which safety managers and drivers must observe to prevent road crashes.

ROAD TRAFFIC LAWS AND REGULATIONS.

All safety managers and drivers are expected to be familiar with road traffic rules and regulations, including the Nigeria Highway Code which will help them to understand the legal and safety implications of different driving conditions, habits and the general conducts and behaviour of drivers on the roads.

THE FEDERAL ROAD SAFETY COMMISSION (ESTABLISHMENT) ACT, 2007

The Federal Road Safety Commission was established as the lead agency in road traffic matters in 1988, by Decree No 45, as amended in 1992. The decree was repealed and the Federal Road Safety Commission (Establishment) Act, 2007 was enacted.

By section 10 (4) of the FRSC (Establishment) Act, 2007 members of the Corps are empowered to arrest and prosecute persons reasonably suspected of having committed any traffic offence and serve such persons with court processes or Notice of Offence

Sheet. Some of the acts considered as traffic infraction in the Act are as follows:

SECTIONS 20 AND 21 OF THE FRSC (ESTABLISHMENT) ACT, 2007

a) CAUSING DEATH BY DANGEROUS OR RECKLESS DRIVING. A person who causes the death of another person by driving dangerously or recklessly is liable on conviction to seven years imprisonment with no option of fine. However if any person drives dangerously or recklessly without causing the death of another person, he shall be liable on conviction to a fine of fifty thousand naira or two years imprisonment or both fine and imprisonment. This should be noted by the Safety Managers.

SECTION 22 OF THE FRSC (ESTABLISHMENT) ACT, 2007

b) DRIVING UNDER THE INFLUENCE OF ALCOHOL: A person, who drives a motor vehicle on a highway under the influence of intoxicating drugs or alcohol to such an extent as to be incapable of having proper control of such vehicle is liable on conviction to a fine of five thousand Naira or two years imprisonment or both fine and imprisonment.

SECTIONS 23 AND 24 OF THE FRSC (ESTABLISHMENT) ACT, 2007

c) DRIVING WITHOUT LICENCE OR FORGED VEHICLE PAPERS: It is an offence under these sections to drive without a valid driver's licence or forged documents. Any defaulter is liable on conviction to a fine of ten thousand naira in the case of invalid licence and twenty thousand naira in the case of forged documents.

The safety managers must note that photocopies of licenses are not acceptable. The original must be presented on demand or within 24 hours of arrest by an FRSC Officer.

SECTION 26 OF THE FRSC ESTABLISHMENT ACT, 2007

d) OVERLOADING: It is an offence under this section of the FRSC (Establishment) Act,2007 to drive a vehicle on a highway with a load exceeding the capacity prescribed for that class or, type of vehicle and a driver is liable on conviction to a fine of ten thousand naira. In order words, the safety manager and the fleet owners are vicariously liable.

Apart from the offences above, the second schedule to the FRSC (Establishment) Act, 2007 highlighted the fines payable by offenders on some other offences.

a)	Light or sign violation	=N=2,000
b)	Route violation	=N=5,000
c)	Speed limit violation	=N=3,000
d)	Wrongful overtaking	=N=3,000

e) Failure to move over =N=3,000
f) Driving with worn-out tyre or without spare tyre =N=3,000
g) Driving without or with shattered windscreen =N=2,000
h) Driving without fire extinguisher =N=3,000
i) Driving a mechanically deficient vehicle =N=5,000 etc.

THE NATIONAL ROAD TRAFFIC REGULATIONS, 2004

The National Road Traffic Regulations, 2004 was enacted under the powers granted by section 5 of the Federal Road Safety Act Cap 141 Laws of the federation of Nigerian (LFN) 1990. The regulation is a road map on issues relating to traffic and all encompassing.

The NRTR 2004 is divided into 14 parts as follows:

a) Part one - Registration of vehicles
b) Part two - Licences for vehicles
c) Part three - Special trade licence
d) Part four - Identification mark
e) Part five - Driver's licence
f) Part six - Taxes, stage carriages, omnibuses and motor cycle
g) Part seven - Use and construction
h) Part eight - Driving
i) Part nine - Removal of vehicles
j) Part ten - Special provisions relating to driving
k) Part eleven - Special provisions relating to expressway
l) Part twelve - Miscellaneous motor traffic regulations
m) Part thirteen - Provisions relating to pedestrians and Traffic other motor Traffic
n) Part fourteen- General. Etc

Some of the provisions of the NRTR are very striking and formed part of the offences provided for in the FRSC Establishment Act, 2007 particularly the following provisions.

SECTION 51 OF THE NRTR 2004 ! PASSENGERS MANIFEST

i) All passenger carrying commercial vehicles shall before commencing any intercity journey, keep and maintain a passenger manifest indicating the names of its passengers, their addresses, next of kin, phone numbers, their point of departure and destination. The passenger manifest shall be in triplicate such that one copy shall be deposited with the office at the point of departure, another kept at the office of the final destination and the

third copy shall be kept in the vehicle. Any person who fails to comply with this provision is liable on conviction to a fine of =N=2,000 or 6 months imprisonment or both. Safety Managers must note that the 2007 Act has increased the fine to =N=10,000

SECTION 80 (7) OF THE NRTR, 2004 USE OF GSM

ii) It is an offence under the above section of the NRTR 2004 to make or receive calls when driving. It is expected that if you want to make or receive calls, you should park your vehicle where it is safe. This is because you may loose control due to excitement, shock or annoyance during a call. Contravention of this provision is punishable under section 85 (1) of the NRTR 2004 with =N=1,000 fine or 6 months imprisonment or both fine and imprisonment. Note that the Act provides the fine at =N=4,000 and this is superior in law.

SECTION 58 (3) OF THE NRTR 2004 SEAT BELT.

iii) The above section of the regulation requires that drivers must fasten their seat belts when driving. The seat belt has proved very effective in saving lives during road crashes. Any contravening of this offence is punishable under section 85(1) of the NRTR 2004 with a fine of =N=1,000 or 6 months imprisonment or both. The fine is now =N=2,000 in the new FRSC Act 2007.

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME

The Road Transport Safety Standardization Scheme RTSSS is a road transport regulatory policy which stipulates minimum safety requirements for fleet operators. The scheme makes it compulsory for all fleet operators (Private, Corporate and Government transport Companies) with fine (5) or more vehicles, to be properly registered and regulated to improve the safety of their operations.

The policy is subdivided into 3 broad areas to wit;

- Operators Safety Standard
- Driver's Safety Standard
- Vehicle Safety Standard

Under the RTSSS, the fleet operators are mandated to do the following:

a) Establish fully functional safety units, headed by qualified, competent and experienced safety managers.

b) Provide standard terminus/registered office in locations that will not lead to traffic problems like congestion.

c) Put in place a standard recruitment policy, as well as driver's certification

programme.

d) Ensure established policy on training of drivers.
e) Operate comprehensive vehicle maintenance policy.
f) Implement the approved passenger's manifest.
g) Maintain records on drivers, vehicles and road traffic crashes and submit reports to relevant agencies.
h) Provide recovery vehicles and well designed emergency evacuation plan.
i) Maintain security plans.
J) Participate in the activities of the fleet operators forum etc.

Please note that contravention of most of these mandate are punishable under the NRTR 2004.

THE NIGERIA HIGHWAY CODE

Ignorance of the law is not an excuse. A driver who cannot read or write has no business in driving. The law expects a driver to understand what should be done at road junctions and inter-changes. The law expects a driver to understand that there are other road users including pedestrians, the cyclists, the motorcyclists, children and animals. For a driver to qualify for drivers licence, the driver is expected to know how to obtain a leaner's permit, driver's licence and how to renew the driver's licence. Safety managers who are not familiar with these procedures are not worthy to answer safety managers.

It is also the position of the law that to qualify for a driver's licence there must be a vision acuity test among others. Vehicle registration and other routine inspections for road worthiness and vehicle licence requirements are all contained in the Nigerian Highway Code. Therefore, the Code must be like the bible to safety managers who are committed to their callings.

We all need to drive and stay alive and the Nigeria Highway Code has provisions on how to drive safely by addressing the issues of taking off in a vehicle, breaking, reversing, turning, parking, as well as how to drive safely at road junctions and how to overtake safely and how to drive generally on the highways.

Speed limits and rules of overtaking vehicles, driving at the express way and the braking distance or the distance a driver should drive from behind, are all provided at pages 44-60 of the Nigeria Highway Code. Safety managers please ensure that all your drivers are familiar with the code. Organize classes for them on the code and other rules and regulations

Road signs, signals and markings, lane discipline, driving under special conditions like night, rain, fog and convoy, defensive driving are all contained in the Nigeria Highway Code to educate drivers and to prevent road crashes. There is no reason whatsoever why drivers and safety managers should not be used to the provisions of the Nigeria Highway Code.

Apart from the Nigeria Highway Code, we have the National Road Traffic Regulations, 2004 now under review. There are also available, the Federal Road Safety Commission (Establishment) Act, 2007 and the Road Transport Safety Standardization Scheme (RTSSS) publications for all drivers to read and understand, to drive according to the laws and regulations in order to stay alive.

CONCLUSION:

Safety on the road is an issue that is critical as well as germane as the nation strives to be among the best economies by the year 2020. Road crashes have claimed more lives than most life threatening diseases including the much dreaded HIV/AIDS, thereby depleting the national human and material resources.

In view of the foregone, you are enjoined to embrace and imbibe the Road Transport Safety Standardization Scheme as well as the legal processes and measures highlighted above in order to be able to secure the future. The future is in your hands please, encourage your drivers to drive safely and to obey road traffic laws and regulations. Surely your adherence to the traffic rules and regulations will promote your profits in the transport business as well as prevent road crashes and improve safety on our roads.

2.3 FRSC ENFORCEMENT STRATEGY

- OYEYEMI, BO MFR

Preamble

"Learning is good in and of itself...the mothers of the Jewish ghettoes of the east would pour honey on a book so the children would know that learning is sweet. And the parents who settled hungry Kansas would take their children in from the fields when a teacher came"

George Bush (1924) - U.S. President

"The best way to really train people is with an experienced mentor...and on the job"

Tom Peters (1942) - U.S. Management Consultant and Author

"You can't train anybody to do anything that he or she doesn't fundamentally believe in"

Robert Haas (1942) - U.S. business Executive

"Mentoring requires special skills, but it does not require hierarchical position"

C. K. Prahalad (1941) - U.S. management Writer

Introduction

Road transport system accounts for over 75percent of mobility needs in Nigeria

a The restrictive nature of the waterways, coupled with the near collapse of the rail system and the high cost of air travels, have exerted a lot of pressure on the road transport industry

b Since the 70's, road transportation sector has witnessed a boost with the participation of the private sector

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c Despite enactments and legislations on Road Traffic by the States and Federal Governments, little attention was paid by the governments, private sectors and individuals to providing guides, procedures and requirements for safe commercial road transportation

d Consequently, there has been a corresponding increase in Road Traffic Crashes (RTCs), delays and traffic congestion as well as overstretch of road infrastructures

3. Total Road Network in Nigeria - about 194,394 km

- **Federal** 34,120 km Mostly inter-state roads with high traffic density and attendant RTCs/RTIs
- **State** 30,694 km
- **LGA** 129,580 km

(Source: CIA World Fact book, 1999)

4. Justification

Section 115 of the National Road Traffic Regulations (NRTR) 2004 provides for the establishment of Safety Units and appointment of safety managers by all Road Transport Operators

a 115(1) "All Road Transport Operators who engage in inter-state road transport services shall establish a Safety Unit, appoint a Safety Officer as the head of the unit who shall ensure that minimum operational standards are maintained as prescribed in these regulations"

b 115(2) "The Commission shall maintain a databank of all Road Transport Operators having 5 vehicles and above 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"

c 115(3) "Any Transport Operator or Safety Officer that fails to comply with this regulation shall be liable to a fine of N50,000.00 or imprisonment for six months"

4. Establishment of Safety Units, Appointment of Safety Managers and their Functions

a Each transport operator/company with 5 vehicles and above in its fleet should have

- strong moral
- social and environmental obligation to
  - Monitor
  - Assess
  - evaluate safety measures as they affect the component transport

Operations

b Each operator/company must establish a Safety Unit to be headed by a qualified, competent and experienced safety manager

c. Functions of Safety managers

- Ensure that risks arising from driving are recognized as an integral part of the organization safety policy
- Ensure that the vehicles meet the minimum safety standard
- Be knowledgeable of
  - Nigeria Highway Code, 2008
  - National Road Traffic Regulation (NRTR), 2004
  - Basic accident investigation techniques
- Enforcement of maximum driving period, rest hours and ensure drivers have adequate rest period before commencing a journey. The rest period of 8 hours within a 24hour period before driving must be observed and ensure that no driver is engaged for more than 9hours in a 24hour period
- Ensure periodic certification pre-requisite for drivers
- 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 passenger manifest for every trip
- Submit duplicate of Passengers Manifest periodically and on demand to FRSC
- Ensure that appropriate Roadworthiness Certificate is obtained
-
- Send safety reports on quarterly basis to FRSC using approved format
- Observation/vetting of the driver's temperament and criminal records before employment
- Constant monitoring of drivers' behaviourial development
- Periodic review of disciplinary actions on drivers
- Ensure regular training and re-training of drivers
- Periodic examination of drivers' performance
- Keep general record of driver's activities
- Complete form on behalf of the organisation on quarterly basis with Correct/accurate information based on status of their organisation

d Other Responsibilities Of Safety Manager

- Risk Assessment
- Driver Assessment
- Route Assessment

- Vehicle Assessment

i. Risk Assessment

-Analyze the work schedule of a driver

-Identify hazard prone areas e.g. the immediate driver's environment must be ----conducive for driving and safe for passengers

-Safety rules on luggage being conveyed

-Security of lives and property should be of paramount interest to the Manager

ii Driver Assessment

- Driver must be certified by age (minimum age being 18 years) and should have at least 2years driving experience
- Possess Medical certificate of fitness with emphasis on visual acuity (all basic safety rules to be met must be spelt out in the company policies)
- Safety Manager must open a file for every driver containing driving history, safety, RTCs and journey records
- Alcohol and drug related tests must be carried out before departure and on arrival from a trip
- Counseling sessions with drivers with critical study of driver psychological frame of mind to ascertain level of preparedness for a trip

iii Route Assessment

- Proper route assessment plied to ensure effective tracking of all company's vehicles
- Availability of a Recovery Vehicle
- Ensure effective radio/telephone communication links with all vehicles in the fleet while in transit
- Adequate knowledge of all Rescue Stations, Roadside Clinics, Help Areas, and hospital locations along the routes is of utmost importance and should be ensured inter-organizational cooperation/support services

IV. Vehicle Assessment

- Safety Manager must ensure that the vehicle does not constitute hazard to passengers
- The construction must conform with the specifications in the NRTR, 2004

5. Education - FRSC embraces on a lot of Public Education before deploying enforcement strategies.

- **Public Enlightenment Programmes**

Workshops and seminars on drivers' improvement training
-Mandatory driver's education courses
-Annual driver's examination to reassess abilities

- Changing human behaviour while behind the wheel -a tough nut to crack!
- Literacy campaigns emphasizing Highway code and Road signs

-Motor park rallies
-Drama sketches



Plate 2:1 - Enlightening the Public

6. Enforcement

a Enforce

Make people obey something
to compel obedience to a law, regulation or command

Impose something
to impose something by force

- Enforcement can be defined as a process by which adherence to specific rules and regulations are imposed in a society by force of punishments initiated by the Laws of the land
- Patrol (surveillance), Arrest (apprehension) and Court trial (prosecution) are all stages of enforcement

b. Enforcement

- Licences/ Insurance
- Speed Checks
- Overloading
- Using Mobile Phones While Driving
- Use Of Seatbelt
- In a bid to reduce Road traffic Crash, the FRSC has arrested several offenders
  viz:
  Offenders =
  Offences =

c. Strategy

A carefully devised plan of action to achieve a goal, or the art of developing or carrying out such a plan

i. Stage I- Update on Fleet Operators

All identified Fleet Operators with 5 vehicles and above will be fully registered such operators include

- Organised Transport/Independent operators
- Multinationals/Private companies
- Governments, on State basis

ii. Stage II- Visit to Registered Fleet Operators' Terminals

Zonal, Sector and Unit Commands' Inspectorate Officers will visit Fleet Operators to cross-check personnel and facilities on ground in accordance with established regulations

iii. Stage III- Advocacy Drive

Zonal, Sector and Unit Commands' Inspectorate Officers will engage in aggressive enlightenment of all registered operators as to the entailment of the Scheme

iv. Stage IV- Subtle Enforcement of RTSSS Policy Guideline

This will commence after advocacy drive and will last until December 31, 2009 This however, is without prejudice to all subsisting regulations on road traffic

v. Stage V- Full Enforcement

This will commence on 1st January, 2010, when all Fleet Operators must necessarily comply with all provisions of RTSSS Policy regulations

7. Enforcement Strategies

- Deployment of Regular Marshals in mufti to board public transport and monitor activities of road users (PAWA)
- Massive large scale campaign during festive periods
- Special campaigns for selected target audience
- Focus on passengers who tend to be unaware of the basic fact that Road Crashes claim more passengers than drivers

- **Mobile Traffic Court**

Chief Judges of various States, on request, have appointed Magistrates to preside over Traffic Courts all over the Federation to speedily dispense with cases of Road Traffic Offender (RTO)



Plate 2.2 - Mobile Court in session

8. Responsibilities / Requirements / Enforcement Checklist

a. Drivers

i Possession of valid and appropriate Driver's Licence

ii Should pass Drivers Certification Programme

iii Familiarization with

- Company Safety Policy as regards vehicle safety standards and

prohibition of use of drug/alcohol

- Rules and regulations as in the Revised Highway Code and National Road Traffic Regulations (NRTR), 2004
- Transit System Policies
- Route training
- Fire and First Aid facilities
- Emergency Evacuation Plan

iv Proper use of communication systems (HF/VHF Radio and GSM) to aid Emergency processes

v Understanding of different driving conditions such as night, highway and driving in adverse weather conditions

vi Loading rules/techniques

vii Periodic Medical/health procedures and practices including eye examinations

viii Knowledge of vehicle pre- and post-trip inspections

ix Maintenance/use of log book



Plate 2.3 - FRSC Personnel ready for Enforcement

Enforcement Checklist

b. Vehicle

i Windscreen wiping and washing systems maintained in proper working condition

ii Braking Systems (NRTR 2004, Section 54 (1) (6))

iii Motor vehicle Brake Fluid

iv Steering systems (NRTR 2004 ,Section 60 (1))

v Lamps, reflective devices, and associated equipment (NRTR 2004, Section 56 (1), (2) & (3) (a) (p))

vi Rearview Mirrors (NRTR 2004, Section 58 (1) & (2)

vii Tires (NRTR 2004, Section 53 (1), (2) & (3)

viii The tires should have minimum tread depth with the manufacturer's recommended tyre pressure Use of "Tokunbo" tyre is prohibited

ix Accelerator Systems

x Warning Devices (NRTR 2004, Section 75 (a) & (b)

xi Brake Light Systems

xii Occupant Protection in interior impact

Vehicles must meet requirements for instrument panels, seat back, sun visors and arm rest (NRTR 2004, Section 36 (1) (a) (d)

Passive restraints such as Airbags, Seat Belts are to be encouraged

xiii Head Restraints or Head rest

xiv Impact Protection for driver from the Steering Control System

xv Glazing Materials

xvi Door Locks and door retention components

xvii Bus Emergency Exits (NRTR 2004, Section 37 (j), (k) & (l)

xviii Fire detection and suppression system (NRTR 2004, Section 53 (6) & (7)

xix Vehicle Interior

- Wheel Chair tie down
- Grab rail/stanchions
- Interior mirrors
- Interior lighting
- Step well-front
- Step well-back
- Radio communication in the luxury bus
- Horn - Manufacturers Specification
- Fire extinguisher
- First Aid kit

- Reflectors
- Sharp edges should be avoided
- Seat belt

xx Vehicle Exterior

- Head lamp-low & high beam
- Turn signal-front, side & rear
- Reflectors
- Lamps
  - Parking clearance lamps
  - Tail lamps
  - Stop lamps
  - Four-way emergency flasher lamps (hazard light)
  - Back up lamps

9. Collaborative Efforts Between Law Enforcement Agencies And Transport Operators

Traffic infringement, passenger's discomfort, vehicle abuse, RTC and poor returns on investment are all Road Traffic Breaches (RTB)

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

Fleet operators are advised to co-operate with all law enforcement agents to ensure safety on the public highways. It is hoped that all stakeholders in the Road transport business will embrace and implement the requirements of the Scheme, to enable a better and safer road transport system

- FRSC is determined to have a database (to be administered by Field Commands) for all registered Transport Companies with at least 5 vehicles in their fleet, so as to have the required information for
  - effective planning
  - monitoring
  - advice
  - Sanctions as it may be necessary

Conclusion

The cardinal principle of the Scheme is to provide a working document for stakeholders in the road transport sub-sector, in order to reduce to the barest minimum, incidence of

RTCs on our highways. 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. As partners in road safety, all stakeholders should consider the implementation of the Scheme as a joint responsibility

Safety managers must not wait until a traffic infringement is committed or the occurrence of a RTC before taking the expected steps to ensure safety

Finally, it is recommended that periodic monitoring and evaluation of the scheme be carried out in line with emerging contemporary issues in road safety management

Above all, the Federal Road Safety Corps presses on to train safety managers to be productive, reliable and dependable in current world best practices as it pertains to road traffic administration and safety management

Your training, includes, of course, the instilling of that kind of confidence which will enable you to supervise and direct Staff (including drivers) in your various organizations



Plate 2.4 - Traffic Breaches will attract appropriate sanctioning



Plate 2.5 - Passenger Manifest - a must



Plate 2.6 - FRSC is embarking on total war on overloading

2.4 VEHICLE INSPECTION PRINCIPLES AND PRACTICE

- PAM, S. A.

New Technical Inspection of Motor Vehicle

Introduction

Motor vehicle components are made from various types of metals, fibers, wood, plastics and rubber among others. Some of these materials are put together in alloy form or exclusively to make up a complete vehicle. From the foregoing, it should be understood that a vehicle is a mechanically propel device technically put together by teams of engineers, technologist, technician etc. Because of its technical nature, it needs to be inspected technically for optional performance.

When a vehicle is in operation, rotary and moving parts are usually subjected to wear and tear, consequently, These components will eventually get damaged or defective either through the normal life-span of the component or misuse. The Malfunctioning of these components will definitely give rise to the poor performance of the vehicle and could make the vehicle hazardous for operation on the road. Furthermore, it increase stress and strain to the driver and sometimes the passengers too. At most time, a situation like that gets the driver annoyed, confused and frustrated and the result is usually recklessness on the road, and at times accidents with its resultant consequences. These situations are undesirable as such regular technical inspection of the vehicle components must be done

Technical Inspection

This means the inspection of motor vehicle components towards ensuring that they (the parts) are in a satisfactory (technically) condition and also safe for use. This is the major elements in vehicle maintenance - planned preventive maintenance forms the bedrock of any type of vehicle maintenance strategy.

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Technical inspection of vehicle components is not only of interest to the Engineers, Road Traffic Officers (VIOs) and technicians alone, it is also a vital tool for the professional and private drivers alike. Most drivers/owners today carry out technical inspections on their vehicles to prevent engine knocks, over heating, brake failure and so on. Many drivers are comfortable with the WOFT (water, oils, fluids and tyres) inspections on their vehicles. However, this paper will address issues beyond WOFT inspections and into aspects of new technical inspection that will be beneficial to the user.

At times like this, when resources - (money, fuel, genuine spare parts, among others) are hard to come by, there is need for drivers/owners to carry out detailed inspection of their- vehicles to avoid premature demise of component parts.

Technical inspections have much advantages to their driver/owner of the vehicle - as already highlighted above. These include amongst others.

(a) It ensures driver's confidence in his vehicle condition which is good for safety.
(b) It enables the driver to anticipate problems with his vehicle and adopt ways of tackling them.
(c) It puts the driver on the defensive side thus assisting in preventing road traffic accidents.
(d) It provides a good forum for preventive maintenance which is highly desirable by all stake-holders.
(e) It is beneficial to the driver/owner with good savings in cash and otherwise.

But today, quite a vast majority of motorists neglect technical inspections. They complain of lack of adequate time in the morning or other time of the day to run a check on their vehicles, with the believe that the more you look into the vehicle, the more you come across problems, thus the less money in their pockets to handle other domestic / pleasurable things. There is belief that some technical problems will take care of themselves so why worry? They always want to manage until such a time when the vehicle will start affecting their pockets negatively. This is disastrous because, it costs more to recover than to replaced.

New Technical inspections involves the nitty-gritty of the vehicle system, these involve going beyond the WOFT checks into the understanding of the in depth details of the vehicle as a system. This must have to be learnt from fora like this. Here we will zero on new technical inspections with special emphasis on fuel economy and safety through the inspection of relevant components which whenever they are faulty it will result in losses in fuel economy and safety among others.

FUEL ECONOMY: Motor vehicle fuel economy is of personal interest to all automobile engineers and those who drive cars, and of professional interest to transportation / transport officers. It is a common knowledge to hear drivers make comparison of fuel composition of various makes/model of vehicles. Various elements are usually responsible for improved fuel economy, but a simple strategy for fuel economy is by reducing the power required for propulsion more efficiently. Such as the elimination or minimization of friction from the system.

Vehicle fuel economy will be highly derived from efficient maintainance of the power unit, braking system, transmission and final drives. It is also affected by traffic flow (since vehicles do not travel at constant speeds on horizontal ground with no wind) the driver, the vehicle/road condition and whether or not the engine is fully warned up.
High performance in internal combustion could be derived from periodic checking/adjustments of component parts like C.B. points, dwell angle, sparking plugs, carburetor mixture strength, air cleaners, valve clearances, ignition timing, among others (Jack 1992) Adequate lubrication of rotary and moving parts, proper adjustment of brakes wheels bearing etc are very necessary as this limits friction to its dearest minimum with a multiplier effect on fuel economy. A manufacturing company once carried out technical checks on a number of vehicle engines and observed that a vehicle that operate on one failed spark plug had a 12.6 percent reduction in fuel economy. Other elements investigated included a seized centrifugal advanced mechanism which had 13.4%, restricted air flow as a result of a blocked cleaner element - 11.5 percent, failed vacuum advance mechanism - 3 percent (Stone, 1989) and many others. These are just a few, out of the many malajustments on motor vehicles and their effects on fuel economy. Although the current use of electronic ignition 'and fuel injection systems have eliminated most of these problems, but the vast majority of vehicles on our roads today do not have such system

Stone (1989) had also observed that a vehicle operated with a 1 percent air pressure deficiency will have about 1 percent penalty on fuel economy. You can imagine how much penalty a vehicle that has been driven on a flat tyre would have for a short distance.

SOME CAUSES OF RAPID OR UNEVEN TREAD WEAR IN TYRES
When tyres appear to be wearing down quickly the cause may be attributed to one of the following conditions. Improper toe-in or camber, bent axle or spindle, loose bearings or rims, unequalized brakes, bad clutch, under inflation, overloading, bad distribution of pay load, improperly matched dual tyres, excessive speed, lack of common care and poor vehicle maintenance.

RECOMMENDED TYRE PRESSURES

Most tyre pressures will depend on the tyre type, design, load carriage etc. In most cases the pressures in front are slightly lower than those of the rear whether at ½ load or full load. These range from 22-28 PCI front and 24 - 32 PCI rear, (½ and full load pressures).

Other aspect affecting fuel economy are driving patterns and driver/owner influence.

DRIVING PATTERNS AND THE OWNER / DRIVER INFLUENCE

Vehicle driving patterns are governed by the attitude of the driver and external constraints. The driver is the biggest variable over which the engineer has no control. Inevitably, a vehicle driven with gentle acceleration and minimal braking will use less fuel than a vehicle continually accelerated and braked. It should be noted that the further a vehicle travels the more running - in the reciprocating and rotating Components become and the lower the frictional losses. In as much as this create savings as friction is reduced, greases, oils and so on lacking. Fuel economic devices can also create saving in fuel consumption. The driver having the device fitted on his vehicle may drive carefully (perhaps subconsciously) with the net result of density, idling account for 35.40 percent of the time. This is obviously undesirable for both fuel economy and emissions. Traffic flow is usually improved by better roads, the improved design of junctions and efficient traffic management systems.

CONCLUSION

We have seen reasons why technical inspections should go beyond WOFT to a few more details which go a long way in bringing about safety, as well as savings through effective maintenance and also in fuel economy. We also saw that the production of power as efficient as possible from the vehicle engines is a sure way of deriving numerous benefits from the use of our vehicles and this can be best possible by reducing friction efficiency.

Furthermore, we examined some factors that are beyond the control of our vehicle design. These factors include driving style, traffic density, and vehicle maintenance attitudes of the driver / owner. It is worthy to note that some drivers are more expensive them others in terms of the errors they make.

In conclusion, there is need to deeply provide answers to the following two major questions.

i How thus your driving characteristics affect your vehicles fuel consumption? (Bearing in mind our discussions above).

ii. What influences your attitude towards fuel economy and safety on the high way and are your actions likely to bring personal/organizational benefits?

RECOMMENDATIONS

1. Technical inspection of vehicle components is paramount in vehicle maintenance, planned preventive maintenance. Creates great savings in terms of money and safety. In view of this it is pertinent of all drivers / owners to adopt a culture of inspecting their vehicles technically

2. Time should not be a constraint for technical inspection of vehicle. Time is said to be money so the more time you give for technical inspection the more money you make in areas of economy and personal safety. For this reason, fleet operators are employed to allow their drivers have ample time to inspect heir vehicles before embarking on any trip no matter how short the trip is

3. All drives should save their lives and those of others as well as properties by ensuring that daily and periodic inspections are done on their vehicles. They should also save the live of the vehicle by reporting promptly to their safety managers faults in the vehicles with the view of rectifying them Once more increase the life span of your vehicles by adopting technical inspection on the vehicle components.

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2.5 PROCEDURE FOR DRIVERS AND VEHICLE LICENSING

- HARUNA, H. (ACM)

Introduction

The licensing of drivers and Vehicles call for uniformity that is well acceptable where information storage, retrieval and accessibility would be made easy. The DL (Driver's Licence) is a tool expected internationally of a driver to acquire before driving or moving any automobile on public roads. In Nigeria, it is referred to as CNDL (Customized National Driver's Licence).

Before now, State governments were responsible for issuing licences after a certified driving test had been carried out on applicant (driver). For the purpose of uniformity nationwide, the responsibility of harmonizing and co-ordinating the issuance was handed over to the Federal Road Safety Commission in 1988, under a Scheme refereed to as NULS (National Uniform Licensing Scheme). The Scheme has three (3) Arms:

a. National Driver's Licence (NDL): For the design and production of Driver's Licence.
b. National Vehicle Licensing Scheme (NVLS): For vehicle licensing and documented
c. National Vehicle Identification Scheme (NVIS): For the design and production of Number Plates.

Sub-components of the NULS Scheme

These include:

a. Proof of Ownership Certificate (POC);
b. Vehicle Identification Tag (VIT);
c. Road Worthiness Validity Tag (RWVT);
d. National Vehicle Number Code (NVNC);
e. National Road Traffic Regulations (NRTR); and

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f. Central Data Bank (CDB).

National Driver's Licence (NDL) Scheme

Chronology of National Driver's Licence (NDL):

From 1988 to date, Driver's Licence has passed through various stages from the booklet type, through the paper laminated version to the PVC card type. In each of these stages they have been known with different names raging from National Driver's Licence (NDL), Enhanced National Driver's Licence (ENDL) to the Customized National Driver's Licence (CNDL). All these are brand names with the aim of repositioning the product.

NDL Scheme

The NDL Scheme has a tripartite arrangement; that is; handling by three government agencies. The Agencies are:

a. The Board of Internal Revenue (BIR) whose responsibility is administration of licensing of drivers and vehicles in the states.
b. The Federal Road Safety Commission (FRSC) is responsible for the design and production of NDL.
c. The Vehicle Inspection Office (VIO) is saddled with the responsibility of testing and certification of prospective applicants.

Procedures for Obtaining National Driver's Licence (NDL)

In obtaining a Licence, the procedure involved depends on the status (state) of the applicant. However, there are three (3) approaches to it:

a. The fresh applicant (Fresh Licence)
b. The old applicant (Renewed Licence)
c. Lost Licence (Replaced Licence).
a. The Fresh Licence Procedure

The procedures are:

a Fresh Licence

i. An applicant must have gotten learners permit from VIO three times with each lasting three months.
ii. Obtaining a fresh application form from BIR and filling it.
iii. The applicant subjects his/her self to test at the VIO office.
iv. After passing the test, the applicant then pays a stipulated Licence fee at the state BIR, and submit the completed form.
v. The completed application form is then forwarded to FRSC for processing.

vi In the processing exercise at the FRSC, the following procedures are involved:

- Applicant must come physically to the centre for physical capture exercise.
- After the completion of the process above, the Licence is therefore produced; by the FRSC in the information processing centres located all over the country.
- The produced licence is thereafter, forwarded to BIR for onward distribution to the prospective applicant.

b. The Renewal Licence Procedure

In the renewal process:

i. Applicant is issued with a renewal application form

ii. The completed renewal form must have a photocopy of the former Licence attached to it, showing evidence that the applicant has been driving with evidence of payment from the BIR.

iii. The completed application form is therefore forwarded to the FRSC for processing. At FRSC; process as in the fresh case is repeated.

c. The Replace Licence Procedure

In the replace licence procedure:

i. A renewal/replacement form is filled by the applicant.

ii. The completed form is forwarded to FRSC with the following attachments;

- Evidence of payment
- Police extract
- Court affidavit

iii. At FRSC, the procedure in the fresh and the renewal cases are repeated.

Classes of Licence

There are nine (9) Classes ('A' 'J'):

'A' - Motor-Cycle

'B' - Motor vehicle of less than 3 tones gross weight other than motor-cycle, taxi, stage carriage or omnibus

'C' - Motor vehicle of less than 3 tones gross weight, other than motor-cycle

'D' - Motor vehicle, other than Motor-cycle, taxi, stage carriage or omnibus excluding an articulated vehicle or vehicle drawing a trailer

'E' - Motor vehicle other than a motor -cycle or articulated vehicle

'F' - Agricultural machines and Tractors

'G' - Articulated vehicles

'I' - Earth moving vehicles

'J' - Special, for physically challenged persons

Colour Codes

Classes 'A' to 'J' explained above are illustrated under the following colour codes:

a. Green Stripe: Motor Cycle
b. Blue: Private/Non-Professional
c. Red: Commercial
d. Yellow: Diplomatic

Security Features of NDL

They include:

a. Holographic film overlay with Nigeria Coat of Arms
b. 2-D readable barcode
c. Portrait of holder
d. State Code Serialisation
e. Signature
f. FRSC Lettering Watermark

National Vehicle Licensing Scheme (NVLS) - The scheme licences all categories of vehicles. The vehicle licence is the document issued to the owner of a vehicle as a proof for payment of road tax to ply the road and the amount paid depends on the vehicle capacity. It has a reasonable level of security to prevent easy counterfeiting. Its fields contain the followings:

a Vehicle Make
b Vehicle type
c Engine Number
d Chassis Number
e Vehicle Registration Number
f Owner's Name/Address, etc.
g Super-imposed code for various categories of vehicles
h Descriptive parameter to show colour of vehicle
I Replica counter-foil to enhance documentation and auditing

National Vehicle Identification System (NVIS): This is the Vehicle Number Plate, which carries the alpha-numeric registration number of the motor vehicle or motor-cycle as the case may be. The scheme was introduced on 16th January, 1993 with the retro-reflective Number Plate coming into force. The alphanumeric system can generate up to 39,000 codes for licensing areas with each having the capacity to register up to 2.4 million vehicles.

Procedures for obtaining Vehicle Licence/Number Plate:

The procedure are as follows:

a The vehicle to be licenced is first of all presented for inspection at the Vehicle Inspection Office (VIO).

b In the inspection process, the police issue a clearance paper after inspecting the vehicle and also sight the customs paper submitted.

c The inspected custom papers are forwarded to the state BIR.

d The state BIR now issues FORM MVA1 to the applicant to complete.

e The completed form is submitted at the Department of Other Taxies of the State Board of Internal Revenue where a stipulated fee is paid depending on the categories of the vehicle to be registered.

f After these payments, a Number Plate is therefore assigned to the vehicle.

g The assigned number plate is thereafter captured on all other document that has to do with the vehicle. Such documents are:

i. Proof of Ownership Certificate (POC)

ii. Vehicle Identification Tag (VIT)

iii. Road Worthiness Vehicle Tag (RWVT)

iv. Registration booklet where the history of the vehicle is recorded and updated annually.

v. Form MVA1 is there-after forwarded to FRSC Zonal Data Centre (ZDC) in the state for the data of the vehicle and the owner to be stored in the Central Data Bank (CDB) / Technology Centre

Categories of NVIS

These include:

a. Blue Lettering for Private Number Plate;

b. Red Lettering for Commercial Number Plate;

c. Black Lettering for Military/Para-Military Number Plate;

d. Green Lettering for Government Number Plate; and

e. Blue and Red Background with White Lettering for Diplomatic Number Plate.

Security Features of the NVIS

They include:

a. Reflective at night under normal vehicle lamps;

b. Colour coded e.g. Private, Commercial, Government, etc.

c. Distinct sizes for motor vehicle and motor cycles;

d. Security water mark to deter counterfeiting;

e. Centralised production to ensure control; and

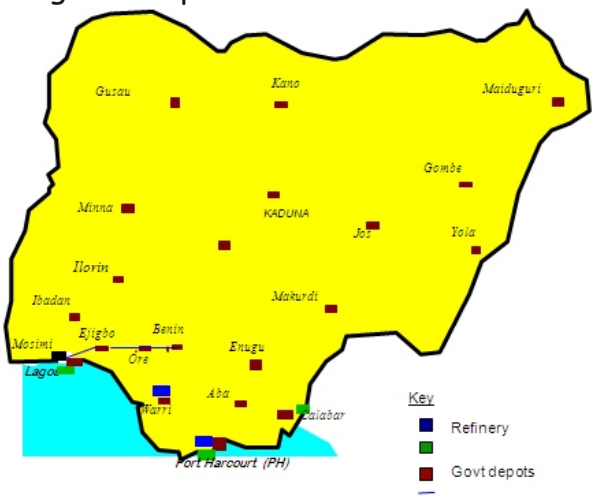
Chapter 3

Effective Fleet Management brings better returns and less pains.

3.1 FLEET MANAGEMENT STRATEGIES - PRIVATE SECTOR PERSPECTIVE

- KINGSLEY, A.

Nigeria Map





AIM: To discuss private sector oriented strategy so as to enable the Provision of a fit-for-purpose, safe, reliable and cost-effective fleet, thus enhance service delivery level and optimize profit. The overview will attempt to connect key-fleet related policy dots into a coherent structure.

The Objectives are:

- Maintain cost-effective and timely processes for repair and maintenance, commissioning, de-commissioning and disposal of the vehicle.
- Identify and meet specific customer needs for operational and support functions
- Maintain an efficient and effective fleet , replace vehicles by following optimum replacement cycles.
- Protect and enhance safety on the roads and the environment
- Maximize output from the most cost effective solutions
- Adopt leading edge technologies and execute them within defined goals

Anosike Kingsley is the Fleet Manager, Exxon Mobile Fuels Marketing, Lagos.

STRATEGY FOCUS

Service provision

- Service and / or repair vehicles after specific mileage
- Fit out vehicles to meet specific customer needs
- Maintenance is done according to equipment builders specifications
- Maintain detailed record of each equipment history
- Timely collision repairs – insurance and repairers
- Procure and dispose of vehicles in a timely and cost effective manner
- Decommission vehicles at the end of their useful lives
- Always seek alternative source of service provision

To be effective, an organization's fleet must have the right number of vehicles designed to perform the right jobs at the lowest cost of ownership (TCO)

Vehicle & Equipment Specification

- Existing Fleet Mix
- Technical expertise
- Safety and environmental consideration
- Compliance with statutory regulations
- Availability of spares
- Specialist tools required?
- Manufacturers support
- Suitability for role
- Vehicle whole life cost
- Used value/market

Procurement

- Vehicle purchase must be funded from least cost finance option
- Competitive bidding usually enhances cost saving options.
- Bulk purchase will improve cost savings and economy of scale

FOCUS AREAS

Flawless Operations

Aim for pacesetter safety records – Safety = business

- Develop and implement safety policies
- Ensure Fleet safety Program effectiveness through field validations &

Verifications

- Implement close/frequent 2-way driver communication
- Set up vehicle inspection program
- Implement delivery hose program
- Ensure all drivers are qualified and always retrained

Hire right, pay well install structured performance review process

Outsource heavy repair works to manufacturer based specialists

Develop and communicate performance indicators

Budgetary control.

- Operate a balanced-budget mechanism whereby the revenue cost of the Fleet Services is matched by income
- Monthly budget report reviews to determine lagers

Organization structure to support scale of operation with clearly defined roles and responsibilities

Continuous reengineering to upgrade operations

3.2 THE ROLE OF INSURANCE IN MOTOR FLEET MANAGEMENT

- ELUSAKIN, S.

INTRODUCTION:-

The awareness campaign FRSC have been carrying out to achieve a safer and more secured road transport system in Nigeria is not worthy. We are proud to identify and associate with the FRSC'S overall objectives of RTSSS which among others include:-

a. Ensuring safe and standardized fleet transport operations for all;
b. Checking the excesses of transport operators and;
c. Entrenching the culture of safety consciousness in organizations and companies with fleet of vehicles.

There is no doubt that both the Federal Road Safety Corps and the insurance industry share common objectives in ensuring the safety and security of lives and properties on Nigerian roads.

As most of us may be aware IGI is a leader in motor insurance underwriting business in Nigeria and hence a strong stakeholder in the transportation industry as a whole.

WHAT IS INSURANCE?

Insurance is defined as the promise of compensation for specific potential future losses in exchange for a periodic payment. Insurance protects the financial well-being of an individual, company or other entity in the case of unexpected loss. Some forms of insurance are required by Law while others are optional. Incidentally, motor insurance falls within the class of those that are required by Law in view of the need to protect the members of the public from the risks they are exposed to as a result of crashes caused by motorist. Essentially, due to many considerations insurance is needed to serve as:-

Sina Elusakin is the Executive Director, Special Risks, Industrial and General Insurance Plc, Lagos, Nigeria.

Protection against the unexpected

Insurance provides protection against unforeseen circumstances, for example, the death or long illness of a breadwinner or homemaker which can put strain on a family's finances. Insurance is designed to minimize the financial impact of an unexpected event.

Cash flow management

Ability to fund expenditure budget depends on the realization of the revenue budget. The insured needs to financially protect their properties in order to be indemnified at the time of loss as they may not have resources (cash) to replace such damaged item(s) at the time of loss. Insurance will therefore allow them to replace the assets without causing any financial stress to their budget or cash flow.

Protection against anticipated third-party liability (injury or death)

The quantum of incurred claims under this class of business sometimes remain huge, motor insurance therefore provides compensation to the insured against all sums that he shall become legally liable to pay in respect of:-

a. Accidental bodily injury to any person (whether or not death result)
b. Accidental loss of or damage to third party property

Compliance with the law

In an attempt to comply with the law, it becomes mandatory that certain types of insurance cover must be purchased e.g. motor insurance, workmen's compensation, advance payment bond, performance bond, among others.

MOTOR/AUTO INSURANCE

Motor insurance (also known as auto insurance) is the insurance purchased for cars, trucks and other vehicles. Its primary use is to provide protection against losses incurred as a result of traffic crashes and against liability that could be incurred in an crash.

Motor insurance is the most common of all the known classes of insurance. The law demands that any vehicle driven on public roads must have a certain level of insurance. The Road Traffic Act ensures that drivers must meet liabilities they incur should they injure other people or cause damage in an accident.

The member of the public who is injured or whose property is damaged as a result of an auto accident is known as the third party, while the first and the second parties are the car driver and their insurer. The third party may be a pedestrian, a passenger in the car

driven by the insured, or the driver or passenger in another vehicle. The injured third-party can claim compensation from the driver of the offending car. The driver then relies on his or her insurance to pay other person's claim.

TYPES OF MOTOR INSURANCE

a. Act only

This is only the minimum cover required by law-third-party, liability risks incurred on public roads. Policies of this type are very rarely issued. Few motorists would be content to rely on them unless, because of poor driving records, they could not obtain any other cover.

b. Third party in addition to the coverage provided by the Act only

This type of policy applies on private property. It covers third party claims and provides protection against other legal liabilities. For instance, passenger indemnity covering the possibility that a passenger in the car may cause an accident perhaps by carelessly opening the door and knocking a cyclist over. It also provides cover against certain legal costs.

c. Third party fire and theft insurance

Further to the protection given by third party insurance, this type of policy covers loss or damage to the insured's own car as a result of fire, theft or attempted theft.

d. Comprehensive insurance

In addition to the aforementioned covers, comprehensive cover protects in other valuable ways. The most important of these is accidental damage cover whereby the policy holders can have their own damaged vehicle repaired or replaced. It also includes personal accident insurance, providing payment for death and specified serious injuries. It is salient to mention that such payments are usually restricted to the policy-holder and his or her spouse. In general, in addition to the cover afforded by the Third Party Insurance, the comprehensive Insurance policy insures against loss of or damage to the insured vehicles by:

(i) Accidental collision or overturning;
(ii) Fire, self ignition, lightning, explosion, theft or attempted theft;
(iii) Malicious act;
(iv) Damage whilst in transit

The policy also pays for the cost of towing disabled vehicles resulting from loss or damage, and in addition to this, the IGI policy will pay the cost of an alternative vehicle while the insured vehicle is undergoing repairs. We may also undertake to track the insured vehicles where the client requires this and the vehicles meet the minimum requirements for doing so.

CLASSIFICATION OF MOTOR VEHICLES

For insurance purposes, motor vehicles are classified as follows:-

PRIVATE CARS - These are vehicles used for social, domestic and pleasure purposes;

COMMERCIAL VEHICLES (PASSENGER CARRYING) TAXES, BUSES AND HIRE CARS – These are vehicles used for carrying fare paying passengers.

COMMERCIAL VEHICLES (OWNED GOODS)- These are vehicles used for carrying owned goods.

COMMERCIAL VEHICLES (GENERAL CARTAGE) - These are hired vehicles for carrying goods belonging to other for a reward.

MOTORCYCLES are two-wheeled auto-bicycles used for social, domestic and pleasure purposes or for commercial purposes.

MOTOR TRADE VEHICLES - These are un-registered new vehicles owned by a corporate organization engaged in sales, services and repairs of vehicles.

There are many options open to the fleet manager in the insurance of his vehicles. However, rather than individual approach, the most convenient and cost-effective way of arranging insurance is by the method which is today referred to as the Motor Fleet Insurance. In view of its importance to this gathering, the concept which I am aware some of us are already familiar with shall be explained.

MOTOR FLEET INSURANCE

Fleet Insurance is imperative for anyone who owns more than five vehicles or simply possesses numerous vehicles. It is a type of insurance which covers a number of vehicles under a single policy. It extends a number of advantages and also saves the fleet operator from facing issues he will experience when holding many insurance policies or other auto insurances.

The major advantage of Fleet insurance is that a number of vehicles are covered under a single policy. This also helps the operator to do away with the stress and hassle of handling a number of separate policies for each vehicle. For example, if you own two cars dedicated for business travel and four vans for a delivery business, handling all these individually would be an issue. This policy will cover all your vehicles and ensure that each one falls on the policy. Another advantage of having fleet insurance is that the process of claiming and response is much more efficient and effective, compared to other options.

INSURANCE AND FLEET MANAGEMENT

With the recent depreciation of the Naira and general economic meltdown, fleet managers have many challenges which they need to address if they want to remain relevant. One question that remains paramount is, what role has insurance played in the growth of the business?

RISK MANAGEMENT

Insurance companies have become more vocal when it comes to risk management in the transportation industry. Through the underwriting measures they put in place and risk management services they render while insuring vehicles they have assisted Fleet Managers and motorists in general to:-

a. Prevent or reduce loss or damage to property;
b. Satisfy health safety and environmental requirements;
c. Achieve regulatory compliance and void fines
d. Formalize fleet management policies;
e. Improve claims performance records.

CUSTOMIZATION OF POLICIES

Experience has shown that insurance companies can customize the wording of their policy to suit respective clients. By this, it boosts client's requirements and peculiar needs. As we are all aware, every business is different and peculiarity becomes necessary to meet dynamic situations.

Flexibility in approach needs to reflect what prospective client wants and what they stand to benefit. The goal might be to:

a. Quickly respond to repair, supply parts with minimum destruction to business;
b. Specialized claims either on light or heavy vehicles;
c. Assistance in recovery of any uninsured losses

OPTIMUM COVER

It is also possible to have array of extensions to cause unnecessary expenses when need arises. These might include:

a. Medical insurance for drivers;
b. Breakdown and recovery assistance
c. Personal effect cover
d. Personal accident cover etc

INSURANCE AND ROAD SAFETY

There is no gainsaying the fact that road accidents and the consequent loss of life, limb and property are alarmingly high, in Nigeria. Statistics from the Federal Road Safety Corps indicate that in 2006 alone, a total of 4,955 people lost their lives to road accidents in the country while 17,390 were injured within the same period, in road crashes. On the average, 4,800 deaths are recorded annually.

However, in addition to the commendable effort of the law enforcement agencies, especially the Federal Road Safety Corps, there is no doubt that the insurance industry is assisting in improving road safety and thereby reducing both human and financial losses on our roads through the several risk management measures they introduce in the course of their motor insurance underwriting.

The insurance industry has also played significant role in meeting the claims arising out of the insured road accident risks. However, in spite of these, the Nigerian insurance industry still has a greater role to play in the improvement of road safety in Nigeria.

It is however necessary to state that the current insurance tariff as regulated by NAICOM and as practiced by underwriters does not provide enough room for prudent and scientific underwriting of motor insurance. This is because, unlike what happens in the developed countries, motor insurance underwriting in Nigeria focuses more on the motor vehicle rather than the driver. This approach does not maximally address the issue of road safety.

There is need for incentive for good drivers, who are able to observe the road safety rules and penalty for bad ones who constitute both physical and moral hazards on our roads. The Corps Marshal of the Federal Road Safety Corps (FRSC), Mr. Osita Chidoka identified the cause of road accident in Nigeria to be disregard for traffic rules, impatience of drivers, over-speeding, driving under the influence of alcohol, driving against traffic, overloading, poor maintenance of vehicles and the use of bad tyres among others.

It is also worrisome that one can hardly see any driver of commercial vehicles using glasses or being subjected to eye test but does not suggest that they have perfect eyesight. It is common knowledge that many of our licensed drivers including the professional drivers of buses, truck taxis and petrol tankers suffer from eyesight deficiencies and are thus prone to road accidents. Some 30 to 40 percent of licensed drivers suffer from night blindness, otherwise known as low luminance myopia, yet the commercial drivers are eager to embark on long haul journeys in the night. No wonder there seem to be more accidents recorded during the night despite the fact that fewer vehicles are on the road during the time.

It is in this context that the insurance companies should play a more effective role in road safety through their approach to underwriting. Insurance companies need to cooperate with the FRSC in ensuring that its objectives are met. In addition to this:-

a. Insurance establishes and operates a scheme under which drivers who pass the test of advance driving are given substantial rebate in premium, as much as 20 percent. The institute of Advanced Motoring in the United Kingdom can serve as a model. This voluntary nonprofit earning institute, founded in 1956, has evaluated the driving standards of thousands who present themselves for its advanced test at various conveniently located centres. Studies have revealed that those who passed have 25 percent better accident record on an average. Noting that majority of the driver's licenses currently carried by Nigerian motorists are fake, it would be better if our insurance companies do set up such an institute of their own under the umbrella of the Nigerian Insurer's Association in collaboration with the FRSC.
b. The National Insurance Commission (NAICOM) needs to review the current Tariff such that insurers can be able to offer cheaper insurance to motorists who show evidence of passing an eye test (including a test of night blindness).
c. Insurance companies also need to generally improve on their mode of vehicle inspection to ensure that minimum safety standards are met and in the light of their inspections, reward safer construction and penalize unsafe ones through variation in the premium.
d. There is also the need, for the insurance industry to introduce insurance certificates with security features such that the enforcement agencies can be able to decipher between the original and fake ones. This will no doubt reduce the menace of uninsured drivers on our roads.

As for us in IGI, we have agreed that motorists who pass the FRSC certification will be given generous discounts, particularly under fleet arrangement. We have

also introduced some other coverage within our Motor Insurance Package to further assist motorists to improve safety and also mitigate the losses they are exposed to. These include the:

a. Enhancement of the medical treatment limit as a result of injury sustained in an Accident
b. Introduction of discount for safety consciousness;
c. Accident insurance for the driver of insured vehicles

Apart from Motor insurance, we are also able to offer services in other areas of risks that a transport operator may be exposed such as the insurance of other property against fire, flood, storm, explosion, earthquake, lightning and theft, among others. Other available coverages include Goods in Transit Insurance, Fidelity Guaranty among others.

IGI are available in 40 branches all over the federation and are prepared to provide necessary assistance in analyzing the risks of the fleet operators and provide adequate insurance programme for the benefit of the operators and the general public.

3.3 MANAGING GOVERNMENT VEHICULAR FLEET: THE NEED FOR A DEDICATED OPERATIONAL FUND

- USMAN, M. K.

MANAGING GOVERNMENT VEHICULAR FLEET THE NEED FOR A DEDICATED FLEET OPERATIONAL FUND

It has been a tradition in the federal departments to procure vehicles without any provision for preventive maintenance, fueling budgetary or training of personnel and motivational package for drivers.

Other deficiencies include but not limited to

- Absence of standard motor insurance policy
- Absence of standard fleet management software
- Absence of vehicle preventive maintenance schedule
- Absence of training program for federal fleet managers
- Lack of coordinated vehicle maintenance/repair program

The unattractive tradition can be said to be responsible for the persistence breakdown of government vehicles and its subsequent grounding.

SOLUTION PREFERRED

In view of these familiar challenges, the need to formulate a strategy that will lead to the establishment of a dedicated federal fleet operational funding mechanism has become imperative.

The combination of federal, state and local governments of Nigeria has an estimated vehicular fleet of about 700,000. If only governments can improve in its fleet management, the country will be saving over 50 percent of its annual expenditure on fleet related.

MK Usman is the Managing Director of M K Usman Motors, Kaduna

OBJECTIVE

The centralized federal fleet operational funding strategy (as proposed) is aimed at assisting all federal departments and agencies to improve services, thereby enhancing highway safety and national security.

Other benefits include

- Improve fleet public safety services 24/7.
- Conserve government fund.
- Adequate utilization of fleet allocation.
- Increase vehicle life-span.
- Motivate fleet managers and drivers alike.
- Track fuel consumption by odometer
- Initiate yearly fleet operational budget
- Promote transparency in transport management, etc.

TELEMATICS FLEET MANAGEMENT OPTION

A product of Motor Vehicle network Int'l

A web based fleet management administration

The word TELEMATICS comes from TELEcommunications and inforMATICS

TELEMATICS FLEET MANAGEMENT FEATURES

A. Safety
B. Security
C. Economic
D. Comfort

SAFETY

- Speed violation alert
- Vehicle crash alert
- Diversion from pre-defined route
- Alert on seat belt
- Vehicle breakdown rescue (corporate clients with large number fleet).

SECURITY

- Engine control by mobile phone
- Door lock/open by phone
- Geo-fencing
- Real vehicle position tracker
- In vehicle monitoring
- Panic alert

ECONOMIC

- Real time fuel level monitoring
- Oil level monitoring
- Provision for self insured option
- Time management

COMFORT

- Application on mobile phone communication system
- Application on web based system
- Remote mobile operational system

TRADITIONAL FLEET MANAGEMENT OPTIONS

- Yearly vehicle safety inspection
- Vehicle inventory
- Vehicle evaluation
- Vehicle/drivers data automation
- Drivers record
- Yearly insurance claim and non-claim report
- Self insured strategy
- Preventive vehicle maintenance
- Drivers training

FLEET ADMINISTRATORS WORK SCHEDULE

Fleet administrators at the Headquarters, Region, and Field officers operating motor vehicles should carry out without fear or favour as follows

a. Maintain custody and accountability for all vehicles and drivers assigned to their personnel, including the establishment of record keeping and reporting systems relating to motor vehicle acquisition, use, operation, maintenance, fueling, drivers record and vehicle disposition (auction).
b. Comply with the government transport standard regulations, of procedures, and guidelines that apply to the administration of Road Transport Safety Standard Scheme (RTSSS) motor vehicle management programme.
c. Determine and report current and future needs for motor vehicles, related facilities, and accessory equipment.
d. Demand for funds and facilities for maintaining, storing, and operating motor vehicles and obtaining related supplies, services and accessories.
e. As required, formulate maintenance, repair, and spare parts storage procedures for motor vehicles and related equipment.
f. Implement instructions and recommendations from Fleet Management consultants

concerning motor vehicle operations and drivers management, if any.

g. Comply with established standards for driver qualifications, training, and indoctrinating motor vehicle operators, and issuing and caring for motor vehicles and personnel.

h. Prepare and submit motor vehicles operations reports, as prompt as required.

3.4 PUBLIC PRIVATE PARTNERSHIP STRATEGIES IN FLEET MANAGEMENT

- ONIFADE, D.

In this Presentation, will be discussed:

- What is PPP?
- Reasons for PPP
- Key benefits of PPP
- PPP Application to the Transport Sector
- Asset management and PPP
- Fleet Management Metrics
- Fleet Management System – The LAGBUS Experience
- Fleet Management System - Safety Managers' Roles
- Conclusion

What is PPP?

"Public-private partnership" (PPP) refers to contractual agreements formed between a public agency and private sector entity that allow for greater private sector participation in the delivery of transportation or other strategic projects.

It is a system, in which a government service or private business venture is funded and operated through a partnership of government and one or more private sector companies. These schemes are sometimes referred to as PPP or P3.

Expanding the private sector role allows the public agencies to tap private sector technical, management and financial resources in new ways to achieve certain public agency objectives such as greater cost and schedule certainty, supplementing in-house staff, innovative technology applications, specialized expertise or access to private capital.

Dotun Onifade is the Operations Officer,
Lagos State Bus Services

Typically, a private sector consortium forms a special company called a "a special purpose vehicle" (SPV) to drive the project.

Reasons for PPP

Accelerating the implementation of high priority projects by packaging and procuring services in new ways;

- Turning to the private sector to provide specialized management capacity for large and complex programme;
- Enabling the delivery of new technology developed by private entities;
- Drawing on private sector expertise in accessing and organizing the widest range of private sector financial resources;
- Encouraging private entrepreneurial development, ownership, and operation of highways and/or related assets; and,
- Allowing for the reduction in the size of the public agency and the substitution of Privated sector resources and personnel

What are the key benefits of PPPs?

PPPs provide benefits by allocating the responsibilities to the party – either public or private – that is best positioned to control the activity that will produce the desired result. With PPPs, this is accomplished by specifying the roles, risks and rewards contractually, so as to provide incentives for maximum performance and the flexibility necessary to achieve the desired results.

The primary benefits of using PPPs to deliver transportation projects include:

- Expedited completion compared to conventional project delivery methods;
- Project cost savings;
- Improved quality and system performance from the use of innovative materials and management techniques;
- Substitution of private resources and personnel for constrained public resources; and,
- Access to new sources of private capital

PPP application to the Transport Sector

Public-private partnerships can be applied to a large range of transportation functions across all modes. These include:

- Project conceptualization and origination
- Design
- Financial Planning and finance
- Construction/Fleet procurement

- Operation
- Maintenance
- Revenue Collection
- Programme Management.

These activities are typically bundled into contract packages reflecting the public agency's objectives related to service sustainability, effective asset management, schedule and cost certainty, innovative finance, or transfer of management and/or operational responsibility.

PPPs are used in several sectors like transportation, education, health care, road and building construction, energy, tourism, parks and recreation, and technology

Examples of Public Private Partnership Projects in Nigeria

- **Transport**
  Airport (Murtala Mohammed International Airport, Terminal 2 (MMIA2, project located in Lagos)
  Railway (Lagos-Kano Rail line)
  LAGBUS Asset Management Limited
- **Power**
  Independent Power Projects
- **Roads**
  Expansion of Lekki-Epe Expressway

Case Study of Lagos State – Summary of Infrastructure needs

The Presidential Committee on Redevelopment of Lagos Mega-city Region in its 2006 report noted the following key areas of infrastructural deficiency in the metropolis –

- **Drainage** -required to reduce the incidence of flooding given the flat topography and Atlantic coast of Lagos
- **Sewage** - No central sewage system in existence and only 2 percent of population served by off-site sewage treatment plants
- **Power** - it is estimated that the metropolis requires approximately 6,000MW of electricity and that less than 20% of current needs are being met. Furthermore, it is projected that demand for power will top 15,000MW by 2020;
- **Transport** - an integrated, multi-modal transport system including light mass Transit railway, water transport, new roads and the introduction of high capacity buses;

Asset Management and PPP

Asset management is a strategic business process and decision-making approach to managing the on-going maintenance needs of physical assets such as transportation infrastructure. It requires the use of outcome-based performance measures, and uses data-driven analyses to link those goals to a maintenance program. It involves the economic assessment of trade-offs among alternative maintenance investment options, and as such combines engineering and economic analysis to identify cost-effective investment decisions over an extended time frame.

Given the notion of long-term, life cycle efficiencies, asset management analysis often result in the use preventive maintenance techniques, rather than waiting for Fleet, highway, bridge or tunnel to deteriorate significantly before rehabilitating it.

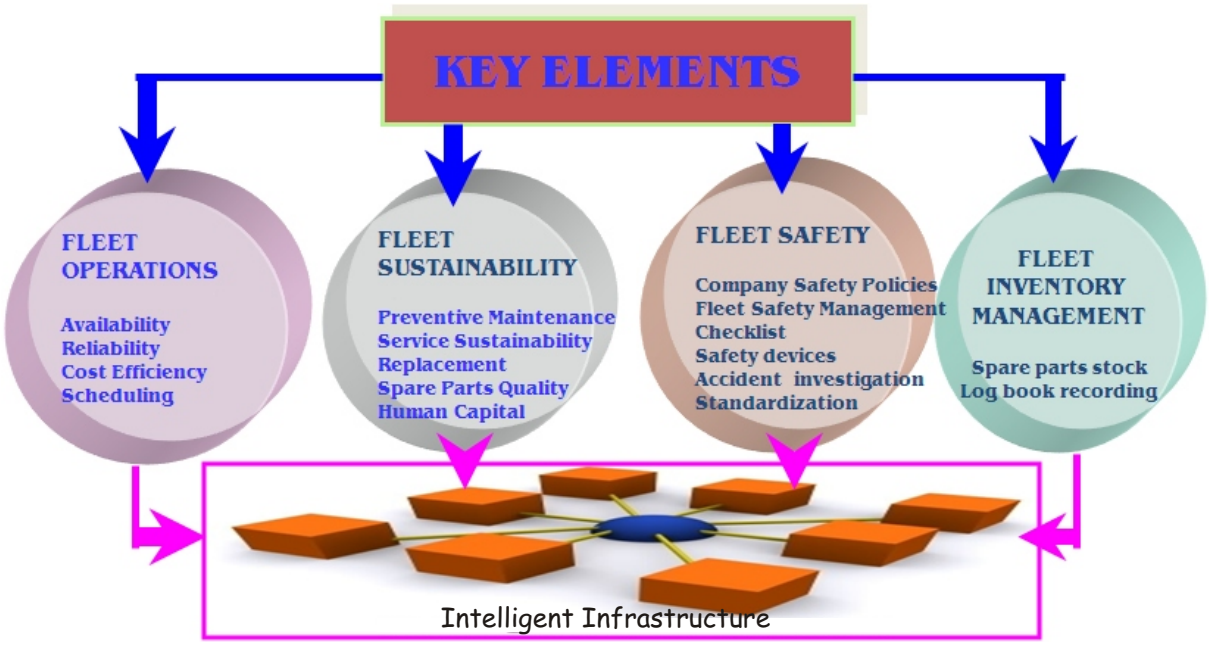
Asset management can result in significant cost savings over the life cycle of transportation infrastructure. It is also commonly employed in partnership projects because of the cost efficiencies it creates and can be used equally well by either the public or private sector.

Fleet Management

Fleet management is the optimization of existing fleet asset and infrastructure to achieve a very high level of efficiency, performance, safety , sustainability and output.

An effective fleet management system must address the following:

- Fleet procurement and standardization
- Cost efficiency
- Proper inventory management
- Fleet scheduling and routing
- Fleet efficiency – by trips and mileage
- Fleet sustainability and replacement
- Effective preventive maintenance
- Fleet Safety
- An integrated ERP package
- Human Capital Training and Retraining



3.1: Fleet Management System

Fleet Management Metrics

Fleet Management System – LAGBUS Experience

LAGBUS was incorporated on 18th November 2004.

The company commenced operations on the 17th February 2007 on 3 routes with 123 Marcopolo buses.

Today, operates in over 28 Local government areas in Lagos State.
LAGBUS presently owns a total of 529 buses - 339 Marcopolo Torino Eagle buses and 190 Air-conditioned Daewoo .

LAGBUS buses currently cover over 80,000 km daily in metropolitan Lagos

LAGBUS operations have covered 37,500,000km in about 1.5m trips and carried over 34,500,000 passengers in the past two(2) years.

We are comfortably positioned to run the service from twelve(12) points in Lagos.



Plate 3.1: Fleet type-Marcopolo Torino Eagle



Plate 3.2: Fleet type - Daewoo



Plate 3.3: Marcopolo Air-conditioned Executive Bus



Plate 3.4: Marcopolo Air-conditioned Super Executive Bus - Paradiso



Plate 3.5: Marcopolo Air-conditioned Super Executive Bus - Paradiso



Plate 3.6: Marcopolo Air-conditioned Super Executive Bus - Paradiso

FLEET MANAGEMENT – SAFETY MANAGERS' ROLES

Generally, the Safety Managers are the drivers of the various company safety policies and must ensure daily implementation and compliance by all operatives for a sustainable, effective, safe, customer friendly and laudable Fleet Management System.

The following processes needs to be introduced by the Safety Managers and disseminated to the various functions for effective coordination and communication:

- Daily fleet Checklist – inbound and outbound,..\Vehicle checklists.
- Fleet break down management procedure
- Route accident preventive and investigative process
- Trip/Journey Management Process
- Fleet Operatives training and retraining programme
- Fleet fault report trend and analysis process
- Random checks procedure – For fleet and Operatives
- Fleet replacement safety plan
- Fleet Safety reporting process and templates

3.5 INFORMATION TECHNOLOGY IN VEHICLE FLEET MANAGEMENT

NWAEGBE, K. C. mni

The increase in the attendant management requirements of Vehicle Fleet Operations has outweighed the common human mental capacity as advances in technological breakthrough in vehicular dynamics and design increase year after year.

Fleet management encompasses but not limited to evaluation and risk management, policy and documentation, monitoring and measurements, among others. The fleet management overall aim lower fleet operational cost, reduce in incident losses, reduce in Staff time lost, reduced insurance cost, more effective vehicle use , vehicle maintenance and organizational reputation.

In a bid to effectively maintain an equitable balance in the resources of an organization and management of its fleet, application of an efficient, cost effective automated assistance such as Information Technology (IT) becomes inevitable, especially focusing on organizational service delivery agenda.

Information Technology (IT) is the study, design, development, implementation, support or management of computer-based information systems, particularly software applications and computer hardware. IT deals with the use of electronic computers and computer software to convert, store, protect, process, transmit, and securely retrieve information. Today, the term Information Technology has ballooned to encompass many aspects of computing and technology, and the term has become very recognizable.

When computer and communication technologies are combined, the result is information technology. Information technology is a general term that describes any technology that helps to produce, manipulate, store, communicate, and/or disseminate information.

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Thus, in this context, Information Technology is the application of a customized applied science employing the use of a computer/ computer aided facility as a standalone or on a network to manage data and information between Vehicle Fleet Administrator(s), Vehicles and Drivers to enhance communication, continuous update on vehicle location, fuel economy, idle time monitoring, theft and vehicle recovery and real-time route monitoring.

For the purpose of this discourse, application of Information Technology to Vehicle Fleet Management will centre on Customized Fleet Software, Vehicle Tracking System, Driver Monitoring, Fleet security/Control, and Remote Vehicle Disabling System.

a. CUSTOMIZED FLEET MANAGEMENT SOFTWARE

This is an application programme developed solely to address a unique organizational need. It may be developed on different platforms or operating systems (Windows, Linus, Macintosh etc).

The Interface of the application has both front and back ends depending on choice, level of access and interface friendliness. The front end allows the user to interact easily with the computer while the back end handles the database storage and security. Please see figures 3.2I and 3.3 attached.

b. VEHICLE TRACKING SYSTEM

One of the most basic functions in Fleet Management Systems is vehicle tracking. This component is usually Geographic Positioning System (GPS) based or on a Cellular Triangulation Platform. Once vehicle location, direction and speed are determined from the GPS components, additional tracking capabilities transmit this information via a computer programmed device such as a data logger to the Administrator on a Fleet Management software application in a remote location by either satellite communication or terrestrial communication architecture.

A typical example of this feature is available at the FRSC Data Centre and Abuja Leasing Company (ALC) operators of the Abuja Green Cabs.

c. DRIVER BEHAVIOUR MONITORING AND ROUTE SURVEILLANCE

In any transport or haulage service, three (3) main components come into play namely the Driver, Road and Vehicle. Of these three, the Driver is the most vital and yet most complex factor to control, thus by combining data received from the Vehicle Tracking system and the onboard data logger or any other installed computer aided facility, it is possible to form a profile for any given driver and report his/her behaviour along the route of travel .

D. FLEET SECURITY AND CONTROL

Fleet Security and Control includes security of the vehicle while being stopped or not in operation and the ability to safely disable a vehicle while in operation. This enhances the control of the Fleet Manager to recover or monitor stolen or route diverted vehicles and reduce the chances of lost or stolen cargo or send relief to broken-down vehicle within a short time frame. With this feature in place, it gives the Fleet Manager preventative measures to address cargo damage and loss.

e. REMOTE VEHICLE DISABLING SYSTEMS

Remote Vehicle Disabling Systems provide authorized users (in this case the Fleet Manger) usually at remote locations the ability to prevent an engine from starting, prevent movement of a vehicle, and to stop or slow an operating vehicle. Remote disabling allows
a dispatcher or other authorized personnel to gradually decelerate a vehicle by downshifting, limiting the throttle capability, or bleeding air from the braking system from a remote location.

Some of these systems provide advance notification to the driver that the vehicle disabling is about to occur. After stopping a vehicle, some systems will lock the vehicle's brakes or will not allow the vehicle's engine to be restarted within a certain timeframe.

CONCLUSION

Fleet Management allows companies which make transportation their business to remove or minimize the risks associated with vehicle investment, implore efficiency, productivity as well as reducing their overall transportation costs while ensuring compliance with government legislation on safety practices.

However, depending on traditional methods on the reliance on physical human capability can be very limiting. Thus involvement of modern technology and the effective application of Information and Communication Technology in Fleet Administration and Management will no doubt ensure increased productivity and task accomplishment.

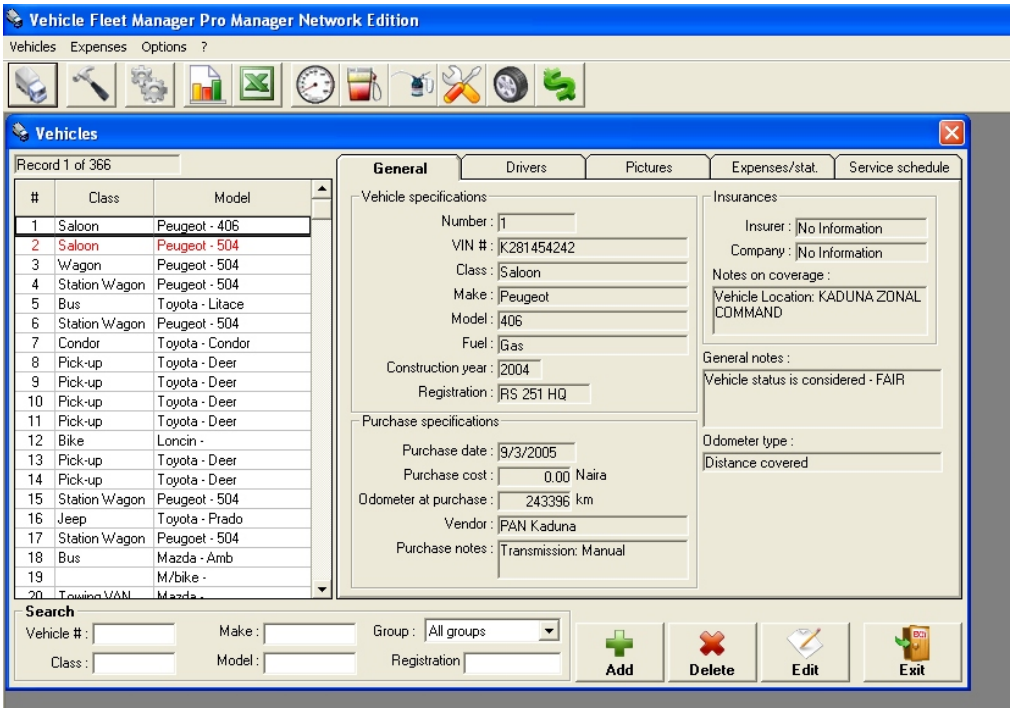

Fig. 3.2 (An Example of customized Fleet Management software)

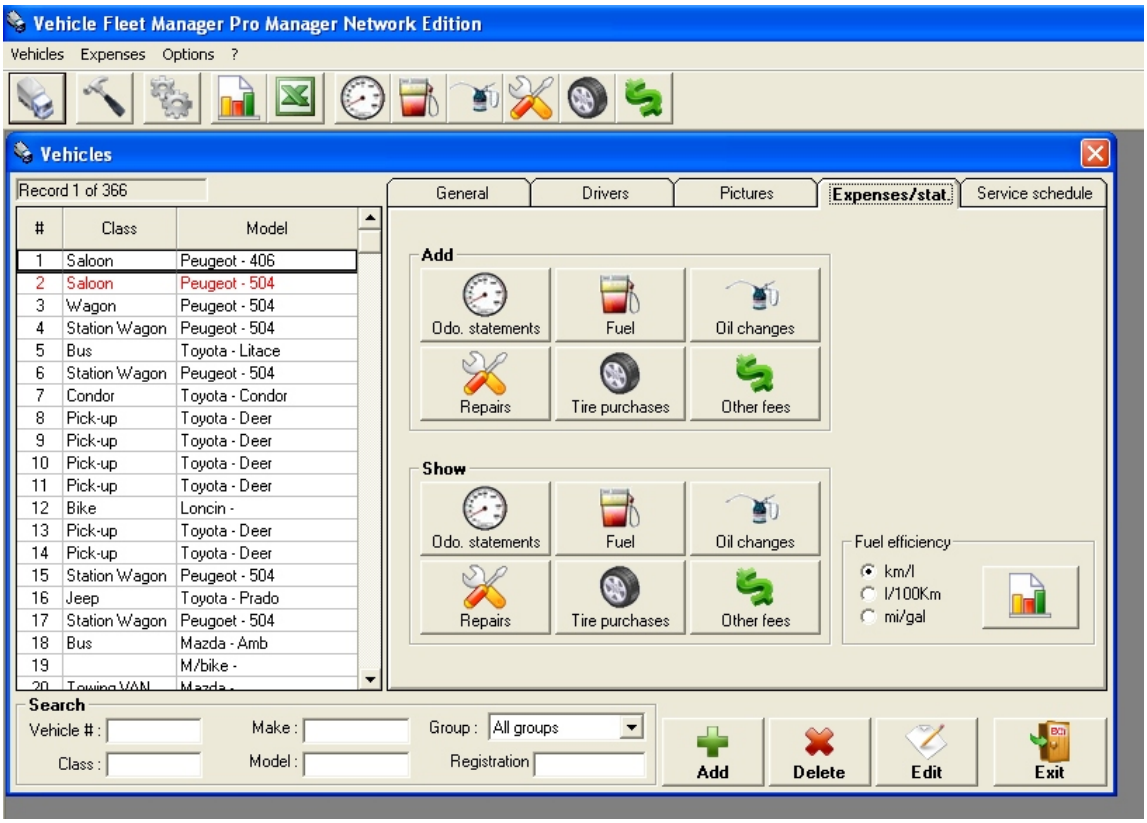

Fig. 3.3 Fleet Management software programme on vehicle, Driver etc

3.6 VEHICLE MAINTENANCE

- AGOMOH, K.

Preamble

The use of vehicle is a major part of transportation, this being an essential ingredient in the socio economic development of any nation, as it is aimed at efficient and safe movement of people and goods from place to place. It is a service of facility which creates time and place of utility through the physical movement of people and goods. The basic requirement of transport system includes provisions of both mobility and accessibility of our societies. This provision enhances linkages between land and masses, and it fosters the interchange of persons, goods and ideas. The sociopolitical and economic well being of societies often depend on these linkages.

The primary objective of transportation would be difficult to achieve without proper provisions to ensure that transport facilities are available and function optimally. For example, the economic objective of transportation is to support industry (FRSC) through the effective transfer of products and or producers (services and or service providers) between two points. This function of transportation would be impossible if vehicles are not available or if they are not in good working condition. Also, the social objective (service provision) of inter population linkages and social activity centre like schools, markets, hospitals,(auto crash points), movement of law enforcement agents and security operatives to places will be hard to attain without proper consideration for transport facility and its adequate maintenance.

Facility maintenance has not been given its rightful consideration by those responsible for their provision in our country (Nigeria) over the years. The more efficient, safe, fast and convenient transportation is, the larger the range of our efficient service delivery and relevance. To achieve this (vehicles, roads, parks, rest points, etc) must be provided and kept at their optimal functional conditions at all times which can only be achieved

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through effective maintenance.

Huge sum of money had been wasted in the transport industry in Nigeria because adequate attention was not paid to the importance of maintenance after acquisition of highly valuable vehicles/equipment. It is not good enough to acquire this level of vehicles equipment, without due consideration of its effective maintenance as this will amount to a waste of resources and failure in service delivery. Hence, due consideration must be given to maintenance in order to afford us the desired service. With an effective maintenance culture in place, the safety, comfort, regularity, comprehensiveness and prompt response to demands will be ensured.

CONCEPT OF MAINTENANCE

Maintenance in its most elementary way involves checking, repairs, rehabilitation and other related activities aimed at bringing facilities/equipment close to their original performance level, avoiding sudden depreciation of value. More technically maintenance refers to "all those measures aimed at keeping and restoring specified state". In respect of vehicle maintenance this specified state is equated with the state of wear stock which the manufacturer provides the vehicles with when they leave production line. As the vehicles are operated under different conditions, the wear stock provided by manufacturers is used up gradually. So, the vehicles need to be continually monitored, checked and maintained. The back-up services offered by the workshop in this regard, makes it possible to restore the wear stock close to the specified level every time.

Workshop and their associated facilities are required for inspection of vehicles, servicing and for preventing and correcting faults and defects. In this respect, the quality and efficiency of the workshop and its equipment are crucial to the operational efficiency of the vehicle, and by extension, the overall performance and survival of the fleet. In effect the accessibility, availability, punctuality, safety, comfort and profitability of transport delivery are hinged on the ability of the maintenance crew to reduce breakdowns, faults and down time to the barest minimum

With the advent of more sophisticated technology, increasing urbanization, advent of foreign goods and equipment, the special training of technicians to service, repair and maintain facilities became necessary. This need was not properly addressed to meet the growing installation of the new infrastructure. The maintenance capacity therefore drop locally and imported labor became main stay and sustenance of our equipment and facilities. However, with the down turn of the economy it is glaringly clear that something need to be done since the foreign exchange required to hire offshore labor is virtually

none existent now. For this purpose it is necessary here to describe different forms of maintenance and to categorize the maintenance activities appropriately.

STRATEGIES FOR MAINTENANCE

Maintenance activities may be articulated into two main levels viz:

Preventive Maintenance (PM) and

Corrective Maintenance (CM)

In the first case, the works are carried out on the facilities before they breakdown. The work is essentially geared towards preventing facility breakdown. In corrective maintenance, repairs are carried out when the facility has broken down or functioning in an unsafe, inefficient, uncomfortable and or non optimal manner. Preventive maintenance is routine periodic work or adjustment carried out to keep equipment in the best operating condition. It includes, a series of unscheduled action undertaken to restore the facility at the specified level of performance; and involves inspection, detection of faults and eventual prevention of failures.

PM addresses the following questions:-

i. When is PM required?
ii. What level of PM is required?
iii. How should it be administered?
iv. How long should it take?
v. Who should carry it out?

For effective PM to take place the following has to be addressed:-

a. Skill of operators of facility
b. Manner of facility use
c. Correct timing for checks

The points listed below deals specifically with servicing and rectification of transport facilities i.e vehicles:-

i. Inspection
ii. Adjustment
iii. Tightening
iv. Cleaning
v. Lubricating
vi. Routing replacement of spare parts

With this operation, the most vital is inspection since it is the art and science of discovering and correctly diagnosing incipient failures or break downs that are about to occur. Inspection is aimed at finding something wrong rather than something right. The

inspection procedure includes the following:-

a) Look for fray or damaged wiring
b) Feel the motor to detect overheating
c) Listening to noisy parts/components
d) Test of insufficient or excessive belt tension, etc.

Psychologically, people may tend to look for good conditions rather than bad ones. Inspectors must discipline themselves to prepare negative rather than positive reports. So, they should not say "Test proper belt tension", rather "Look for misaligned pulley and shaft", because when the instruction is in the negative, the inspector will be alert for poor and potentially breakdown prone conditions.

Generally, personnel who operate vehicles/equipment and facilities should not attempt to make repairs or do any PM work that require special skills, or the dismantling of equipment unless they have the necessary skills. However, he should be able to carry out a certain amount of inspection cleaning, adjusting and lubrication. A vehicle driver should, for example, be able to:

- Check oil levels
- Check tyres for pressure and wear
- Check battery electrolyte level
- Check coolant level in radiator
- Check fluid level, windshield wipers for proper functioning.
- Check belts, hoses, horn, lights, trafficators and other warning signals for malfunction;

  Every morning before driving off

CORRECTIVE MAINTENANCE

In corrective maintenance, the facility is upgraded and modified as necessary. Corrective maintenance involves unscheduled actions undertaken as a result of the inability to restore a facility to the required level of performance.

Upgrading facilities can best be exemplified by the correction or salvage of facilities, like motor vehicles seats could be refurbished or dents in the body repaired and a new coat of paint applied. It may also take the form of modifying a vehicle suspension, to enable it carry more tonnage, better comfort and stability.

FINANCING MAINTENANCE

Maintenance and the facilities required to carry it out should be considered to be capital project which involves substantial financial commitment. There must therefore, be a

balance between cost and need in their development. Generally, it is preferable to pay for maintenance facilities from available funds because this is the cheapest method (no interest on loans). However, this might require an increase in taxes, or rates which public may find difficult to accept. Other methods of financing transport maintenance include special subsidies, grants, loans, etc, from government. Any local administrator, who has a responsibility for planning and implementing a maintenance program for transportation, should approach the problem systematically. Systems analysis is an invaluable technical and administrative tool with a wide range of applicability.

ORGANISATIONAL STRUCTURE IN MAINTENANCE

As soon as the objectives of an equipment/vehicle maintenance management programme has been identified and formally established, it is possible to develop an organizational structure best suited for their attainment. Facility maintenance lends itself well to a line and staff organization, as a guide that can be enlarged or reduced.

CONCLUSIONS AND RECOMMENDATIONS

This paper has tried to address the important issue of transportation maintenance without stressing the obvious consequences of improper or lack of maintenance. There is an urgent need for the transport industry to put in place a maintenance strategy to ensure the longevity of the available transport facilities. This will enhance safety, comfort, reliability, efficiency and profitability through assessibility of the industry. Consequently, the following recommendations are made:-

- The transport industry should develop policies that aim at emphasizing the importance of maintenance
- More emphasis should be accorded the maintenance of roads, parks, garages, rest points/help areas etc;
- There should be fleet standardization as means of enhancing maintenance efficiency through specialization;
- Imported vehicles should undergo proper road worthiness test to meet strict and well articulated standards;
- Standard workshops should be established by fleet owners in which personnel are trained progressively to meet changing technologies; and
- Adequate fiscal provisions should be made specifically for maintenance Management.

To this end, few guides to vehicle maintenance and routine checks of three pages are attached for easy references/study.

3.7 "TYRES: THE MOST OVERLOOKED SAFETY FEATURE"

- THOMAS, K.

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2. Tyre Technology
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   - Check for External Damage
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   - End of Life
   - Emergency Braking
   - Cuts
   - Impact and Sidewall Damage

Kayode Thomas is the Chairman, Bauer Investments Ltd. Providers of the Ride-on Tyre Protection System.

- Tye Age
- Driving Habits

6. Conclusion

Tyres: What They Really Are?

To some people tyres are a status symbol; to most people they are a necessary evil, to others, they are big, black, round and very expensive. Tyres are an incredible piece of engineering that contributes to motoring safety. The gyroscopic forces exerted on a tyre during normal usage are incredible. Tyres not only have to cope with gyroscopic forces during rotation, they also have to be able to handle the immense lateral forces placed on the side wall during cornering but also the forces placed on it, during acceleration and deceleration. All this and still give a low noise, comfortable ride and deal with all weather condition. In order to understand tyres and appreciate the importance of taking care of them, it is worth looking briefly at how it all began.

A Very Brief History

John Boyd Dunlop, invented the first practical pneumatic car tyre more than a century ago, in 1887. Simple ideas can change the world. In 1888, while watching his son ride a tricycle, John Boyd Dunlop noticed his discomfort whenever he rode over cobbled/paved ground. He knew the tricycle's solid rubber tyres were to blame. The solution? He wrapped the wheels in thin rubber sheets, glued them together, inflated them with a football pump for a cushioning effect - and created the first commercially viable pneumatic tyre. It was however as far back as1839 that Charles Goodyear discovered that by adding sulphur to melted latex the much sought-after attributes of elasticity and strength were attainable. This new vulcanised rubber was used initially as 'cushioning tyres' for carriages and cycles.

Tyre Technology

People could be forgiven for thinking there is limited technology involved in tyres. However, tyre manufacturing has become extremely technical and forward-thinking, as manufacturers look to push the boundaries of what can be achieved through new technologies. Whether it is improvements in fuel economy, handling performance or safety, technological developments in the tyre world are making a big difference.

Run Flat Tyres

One of the major recent developments in the tyre world has been the continuing popularity of run flat tyres. These allow a car to continue to move safely for a period of time, despite its tyres losing pressure. The two main technologies in use are Reinforced Tyre Sidewalls and Rubber Rim Clips. The former can be placed on any tyre rim,

reinforcing the sidewall and enabling your tyres to support your car's weight. New rubber compounds are used to thwart total tyre damage, meaning that even if you lose pressure in your tyres you should be able to handle the vehicle effectively, reducing the risk of causing an accident. Rubber Clips are slightly simpler to explain - they prevent the tyre rim from piercing your tyre when it runs flat. Michelin are the pioneers of this new technology.

Tyre Sealants

Latest available technology is a gel tyre "bonded" to the tyre that means the tyres become similar to a run flat. However, unlike run flats, sealants are cheaper, extend tyre life by hydro-dynamically balancing tyre/wheel assemblies, lowering tyre operating temperatures and helping tyres maintain their set-point pressures. Tyres with sealants benefit from better handling, better fuel economy, longer lasting tyres and a safer ride, thus helping to reduce the expense and aggravation of flat tyres and premature tyre failures.

Tyre sealants, which remain in gel-like state for the life of the tyre, are typically installed into the tyre via the valve stem after the removal of the valve core where they will provide puncture protection for the legal life of the tyre. As the tyre rotates, the centrifugal force of the rotating tyre evenly spreads the sealant over the entirety of the internal tread area. The coating prevents leaks immediately a penetration occurs as thousands of strong interlocking fibres several times stronger than steel react instantly through a combination of the internal pressure of the tyre and the centrifugal force of the rotating tyre, sealing instantly, usually without you knowing.

Eco Tyres

Eco (or Low Rolling Resistance Tyres) are made by adding silica to the tread compound of a tyre. This affects the amount of energy a tyre can absorb while it is turning or 'rolling'. The less resistance caused during rolling, the less fuel your vehicle requires to move. Traditionally however, reducing resistance has come at the expense of grip in wet conditions, which is not something many of us would accept. Eco-tyres solve that issue by using silica in the tyre, which means manufacturers can improve wet grip and reduce rolling resistance.

Nitrogen

Filling your tyres with nitrogen may seem odd but that's exactly what motor sport and aviation professionals have been doing for years. Nitrogen is completely safe. And by using it in a mixture with oxygen to inflate your tyres, the theory is that it is possible to negate the issue of slow deflation, which is caused by oxygen slowly infusing through the

tyre wall from the atmosphere. Having a tyre that does not deflate means you will improve fuel consumption and will probably improve safety standards, too. It is not yet a standard practice, but nitrogen could well be here to stay as a result.

Looking After Tyres

Your tyres are the only grip and contact between your vehicle and the road. They should also provide a comfortable ride, yet be as robust and hard-wearing as possible, maintaining safe and controlled manoeuvrability for your vehicle. To achieve this, tyres need to be carefully constructed from a combination of different ingredients. As many as 200 separate raw materials can be used in the construction of one tyre. So why are tyres so important?

Consider the following facts about tyres:

i. Flat tyres are the number one cause of vehicle breakdowns.
ii. Underinflation due to road hazards or poor maintenance results in almost 90% of tyre failures
iii. It takes approximately 83 litres of oil to manufacture just one new truck tyre.
iv. Industry studies show that only 8 percent of fleets have drivers who check their tyre pressure with a gauge each week.
v. A 5-psi differential in pressure can result in 8 mm change in tyre circumference. In a 100 km the smaller tyre would be dragged nearly 246 meters.
vi. A good rule of thumb is that every 10-psi reduction in overall tyre inflation results in about a one percent reduction in MPG.
vii. Tyres are the top reasons for truck and tractor road breakdowns
viii. Tyres are the top costs for hours spent on road breakdowns
ix. Tyres are the most overlooked safety equipment on any vehicle

In order to look after your tyres properly therefore, it is important to understand the things to watch out for, as well as those numbers and writings on tyres that seem to mean nothing to most motorists. Below is a diagram that sheds more light on this.

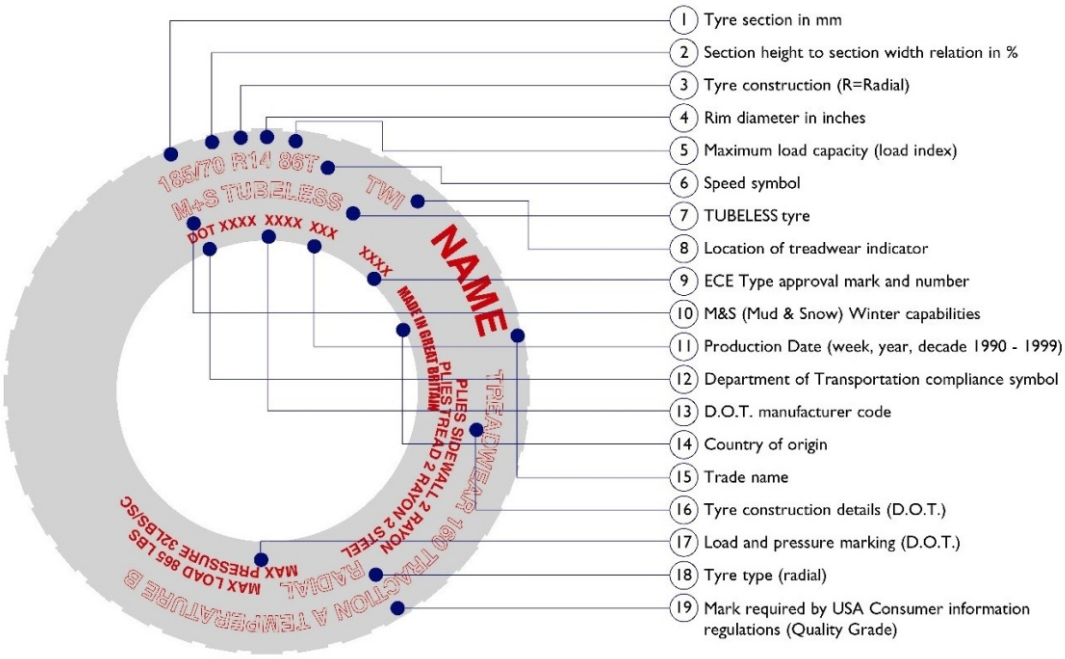


Fig. 3.4: Tyre Information

B. Maintaining Correct Tyre Pressures

Rubber is naturally porous and all tyres will suffer from air loss due to porosity leaks, bead and rim leaks (due to badly fitted tyres, rusty or damaged rims) and valve leaks. There are three main reasons why maintaining the right tyre pressure is important. The first is safety. Tyres that are under inflated have lower grip, cornering and straight line steering ability, more prone to blow outs due to the extra flexing of the tyre wall and are more prone to side wall impact damage from kerbs. Under inflated tyres lead to extra tyre wear, uneven tyre wear, can overheat, have poor stopping ability and are positively dangerous. Over inflated tyres on the other hand can lead to poor vehicle handling on the road.

The second reason is economy. Over or under inflated tyres suffer more damage than those with the correct pressure and need to be replaced more regularly. Vehicles with under-inflated tyres have increased rolling resistance that require more fuel to maintain the same speed.

The third reason for maintaining the correct tyre pressure is the environment. Correct tyre pressures help to maintain optimum fuel efficiency. This can equate to lower Cabon dioxide (CO_2) emissions coming from your vehicle than those with incorrect tyre pressures and that has to be good for the environment. Pressure is measured by calculating the amount of air that has been pumped into the inner lining of your tyre in PSI or BAR pressure. The manufacturer of your vehicle

specifies the suitable pressure, and it is the driver's responsibility to make sure that the pressure is checked and corrected on a regular basis, at least every couple of weeks. It is important to check tyre pressure regularly. It is not always apparent that air is being lost, but it generally escapes at the rate of up to two pounds of air every month. More air is usually lost during warm weather, so more regular checks are needed when temperatures rise. Look for the tyre pressure recommended for your vehicle in your vehicle hand book or within the technical information usually found on the inside of your vehicle's front right hand door, driver's seat belt or fuel tank flap. Always check the tyre pressure with a tyre pressure gauge when your tyres are cold. Finally, if you are using your vehicle to carry additional load or weight, always consult your vehicle handbook for the correct loaded tyre pressure.

c. Tyre Rotation

This dates back to the "good old days" when vehicle tracking and tyre balancing were not as good as they are today. The idea was that if you had uneven tyre wear, you rotate the tyres around, to wear the tyres evenly. However, many tyre manufacturers agree that it is no longer good practice to rotate your tyres in order to extend their legal life. Uneven tyre wear is a very good indictor that there is something wrong with your vehicle, so by rotating your tyres you are also increasing the amount of money that you have to pay out at one time. You may have to buy 4 tyres instead of just 2 tyres for instance.

Furthermore, partly worn tyres are more likely to experience punctures particularly in wet weather conditions. Front tyre deflation will create an under-steer effect, which is easier to control than oversteer (the effect produced by a rear tyre deflation). In the event that a tyre deflates suddenly, then it is easier to control the vehicle if this occurs at the front of the vehicle.
For improved handling and stability, it is now recommended that the 'best' tyres should always be fitted at the rear of the vehicle. This is irrespective of whether the car is front or rear wheel drive. If replacing a single tyre, it is recommended that this should be paired at the rear with the tyre having the most tread depth.

d. Check for External Damage

Cuts, lumps and bumps are often caused by an impact between the tyre and a kerb, pothole or object in the road. If your tyre has any of these symptoms then you must have the tyre checked as quickly as possible by a tyre specialist, as this sort of damage can result in sudden tyre failure. Also, emergency braking can sometime leave your tyres with a 'flat spot'. This can be another reason for premature tyre

removal. It is always recommended to have your tyres checked if the vehicle has been involved in an emergency manoeuvre like sudden and heavy braking. If you have any concern or doubt about the condition of your tyres, it is advisable to see a specialist as soon as possible.

e. Wheel Alignment

Incorrect alignment can result in rapid irregular tyre wear and can even affect the handling and safety of the vehicle. Wheel alignment can be affected by driving against a kerb, hitting a pothole in the road or by excessive wear to steering or suspension components. Alignment of wheels and tyres to the specification required by your vehicle is an important way to guarantee a smooth ride and to get the most out of your tyres.

The direction and angle at which tyres are set are both important. Wheel alignment or 'tracking' involves checking the direction and angle against vehicle manufacturers' specifications. These are often described as toe in, toe out, positive camber or negative camber. "Toe" refers to whether the front of the tyres are closer or further apart than the rear of the tyres. Different types of vehicles need different toe settings to allow for the way that wheels pull either towards each other or apart. "Camber" is the inward or outward tilt of a tyre. The camber is set by the vehicle manufacturer, and can be affected by potholes on the road and may need to be adjusted periodically.

8. Wheel Balancing

Wheels that are not balanced or are out of balance generally produce a vibration that is uncomfortable to drive in and results in premature wearing of suspension and steering components, rotating parts and tyres. Correctly balanced wheels help to eliminate vibration and avoid premature wear caused by an imbalance in the rotating wheel and tyre assembly. The first sign that your wheels may be out of balance is when your steering wheel starts to wobble above a certain speed. The light weight of modern cars means that they don't dampen down the vibrations caused by spinning wheels in the way that older, heavier vehicles could. A driver may not always sense an imbalance at the steering wheel. It could be present but dampened by the vehicle weight. This is why balancing is equally important for both front and rear wheels. Wheels are balanced on a wheel balancing machine. The machine rotates the tyre and wheel assembly and automatically calculates the weight and location of the balance counter weight. As a result of wheel balancing, you should notice a smoother ride and better wear from your tyres, again saving you

time and money.

However, not all vehicle vibrations are due to tyre imbalance. Other reasons include out-of- round tyres or wheels, flat spots on tyres, mis-mounted tyre/wheel assembly, bent wheels, bent axles, loose or damaged wheel bearings, worn shock absorbers, ball joints, etc

g. Spare Tyres

The purpose of a spare tyre is to provide a replacement if one of the tyres on your vehicle is flat or damaged. This means that it is vital to check your spare tyre as carefully as those in day to day use. It is also important to be prepared for changing a tyre, which you may need to do in fairly difficult locations (such as at the side of an expressway in the rain). You should also familiarise yourself with the location of the vehicle jack, the spare tyre and the locking wheel nut tool before you need to use them in a real situation.

Ensure also that you have a wheel brace as well as a good, inflated spare tyre. Also take care to ensure that you know the location of your wheel-locking nut if your vehicle has one.

w. New Valves

Valves help to maintain tyre pressure and permit air to be added or removed. The valve in your wheel is a small but very important part of your vehicle as far as safety and tyre life is concerned. It holds the pressure inside the tyre assembly and is the access point to adjust your tyre pressure. A valve cap in good condition is also essential as it provides a secondary seal and prevents dirt from getting inside. Valves can be made from rubber which deteriorates with age and use. Valves can become damaged or worn but will inevitably deteriorate through ageing, the force they are subjected to while driving and exposure to the elements. They are relatively inexpensive yet vital to the performance of tyres and your safety. Manufacturers recommend valves are replaced every time your tyres are changed.

An increasing number of vehicle makes and models have pressure sensor valves. The sensors feed back automatically by way of either an audible warning or via driver display and some show variations to the manufacturer's recommended tyre pressure.

4. Changing Tyres

One sign that your tyres need changing is noticing a deterioration in performance. For example, your vehicle does not handle or grip the road as well in poor weather conditions as it normally does, or it takes longer to stop when you apply the brakes. The fact that tyres wear gradually can make it difficult to identify the reduction in performance, so it is best to have them checked regularly and preferably by an expert. It is the driver's responsibility to ensure that the tread on your tyres is not worn beyond the legal minimum limit in most advanced countries of 1.6 millimetres. To make this easier to identify, tyre manufacturers mould Tread Wear Indicators (T.W.I) into the design of the tyres tread pattern usually at a tread level of 1.6mm. As soon as the tread is worn to the height of the tread wear indicator, the tyre has reached the legal minimum tread depth and you should replace the tyre as soon as possible. You should also be aware that there are many different reasons for tyre wear. Your tyres don't just get worn through age and use, but through emergency braking, under-inflation or overinflation. And if your wheels are misaligned, one edge of the tyre can wear more rapidly than the other edge.

A weekly walk around the car is recommended to check the tread, look for bulges or wear and it is advisable to check tyre pressures everytime you the tank is filled.

5. Typical Causes of Tyre Wear

i. Under-inflation: This will cause the tyre to wear on the outer edges of the tread, leaving the central tread area far less worn. The tyre inner-liner can also degrade.

ii. Over-inflation: This will result in the central tread area being forced into contact with the road causing rapid or crown wear.

iii. Wheel misalignment: This will cause the edge of the tread to be "feathered" and wear progressively from one side.

iv. Excessive wheel camber: This causes sloping wear on the outer edge of the tread on one shoulder of the tyre.

v. Illegal Wear: This tyre has been used well after reaching the legal minimum pattern depth of 1.6mm across the central $\frac{3}{4}$ of the tread, going around the complete circumference of the tyre.

vi. End of Life: The tyre has reached the legal minimum pattern depth of 1.6mm

vii. Emergency Braking: An emergency braking manoeuvre can cause the tyre to rapidly wear through the complete casing, causing the tyre to deflate.

viii. Cuts: Sharp objects can cause considerable damage rendering a tyre unserviceable.

ix. Impact and Sidewall damage: A bulge or "egg" may indicate localised casing damage

i e

impact damage. Sidewall or shoulder damage should never be repaired.

x. Tyre Age: commonly identified by small cracks (crazing) appearing in the sidewall but in most circumstances tread depth can be used as a suitable indication of when tyres should be replaced as tyre treads generally wear out before the ageing effect becomes a problem. Premature tyre ageing can affect safety and increase the risk of failure.

xi. Driving habits: Largely responsible for the state of your tyres. Every vehicle has parts that need to be replaced constantly and the cost of replacing tyres, is more than all these parts. Proper tyre care can substantially prolong their average life apart from allowing you to enjoy more comfortable and safe motoring. It is important to estabish what caused a tyre fault. The condition of a tyre can be a valuable clue to tracking down a mechanical defect, or a pointer to bad driving habits. If unnoticed, more serous faults can develop.

6. Conclusion

When you think that your tyres are the only point of contact your vehicle has with the road, you can appreciate why it is vitally important that you select the right tyre type for the vehicle you are driving and for the purpose it is being used, whilst at the same time taking caring for the tyres very seriously indeed. The truth is that almost all motorists have either experienced a puncture or know someone who has experienced one. Still, many will never have one again; However you want to look at it, despite the dearth of data, available statistics from the Federal Road Safety Corps (FRSC) is a very fair and conservative representation of accidents on our roads. FRSC officials have conceded that the most frequent causes of accidents on our roads are due largely to tyre punctures, tyre blowouts, speed limit violations and dangerous driving. According to Charles Darwin "it is not the strongest of the species or the biggest which survive; it is the one most responsive to change". Nigerians should therefore begin to realize, that because of the uniquely terrible nature of roads bequeathed on us, there is the urgent need to see the wisdom in protecting our tyres and by inference, our lives. We must as a matter of urgency respond to change in our attitude to driving on the roads and looking after our tyres.

However, in normal circumstances choices should primarily not exist in cases of life and death. So the sole choice therefore should be life, which thus entails safety. If the FRSC says a major cause of accidents on our roads is tyre-related, the only choice is to take good care of our tyres and by extension our lives and those of other road users.

3.8 CORPORATE SUPPORT FOR ROAD SAFETY

- FAWEHINMI, Y.

1. THE ROAD SAFETY PANDEMIC

- In 2004, Road traffic injuries were the ninth leading medical cause of death in the world.
- However by the year 2020, if nothing is done to address the issue, road accidents would have become the third most significant cause of injury and death, surpassing war and HIV!
- Road traffic collisions
  - kill more than 1.2 million people/year around the world
    More than the number killed by malaria or diabetes.
  - About 50 million are injured in traffic accidents each year.

2. PECULIARITIES IN ISSUES OF ROAD SAFETY

- **Developing countries bear a greater brunt of the weight.**
  - Account for just 32 percent of the world's trucks and cars, but they suffer 75 percent of the deaths on the world's roadways.
  - Africa is worse
  - Traffic deaths in low and middle – income counties are predicted to increase by 83 percent, while they will decrease by 67 percent in high income counties.
- **Gender**
  - Men account for over 70 percent of the victims of road accidents.
- **The demographic dimension**
  - Over 50 percent of road traffic deaths occur among people 15-44 years.

3. ROAD SAFETY IN NIGERIA

"Accident rate in Nigeria is one of the highest in the world but everything is being done to reduce it. The problem is not the regulations. We have relevant rules in place

Yomi Fawehinmi is of the Arrive Alive Road Safety Initiative (AARSI) and the Planning and Strategy Analyst, Chevron, Lagos, Nigeria.

but our problem is enforcement of the laws. Most of the drivers do not know the road signs and markings"- The Minister of Transport (as at then), Mrs. Diezani Alison Madueke

- Giant Steps been taken to improve the situation
- Situation worsened as a result the state of:-
  - Road infrastructure
  - Institutions for education, policy development, research and law Enforcement
  - Driving habits
  - Vehicles
  - The Okada Menace

-Six times more likely to die in a crash then people on other types of enclosed Vehicles.

-8:10 Chance that a motorcycle accident will result in death or very serious injury"

Plate 3.75 PICTURES OF THE ROAD SITUATION IN NIGERIA





4. WHOSE ROLE?

- Traditionally, Road safety is a public service
- However, there is need for the private sector to get involved in road safety

5. THE BUSINESS CASE FOR PRIVATE SECTOR PARTICIPATION IN ROAD SAFETY

- Minimize/ eliminate the high cost of accidents
  - Property damage
  - Administrative cost- Policing , etc
  - Lost output
  - Medical cost
  - Human cost of pain, grief and suffering
  - Loss of lives

    -Cause of 1:3 deaths in the Oil and Gas business

- As a risk mitigation strategy
- Road safety initiatives buildcompany reputation
- Cost minimization strategy
  - For insurers- No accidents=No claims

6. THE ARRIVE ALIVE PROJECT

- Pioneered and launched in April 2004 by Chevron
- The goal is to achieve zero fatalities on our roads.
- Arrive Alive's charter is to take action and collaborate with governments, private sector companies and international donors to improve road safety
- The project currently, operates as non-profit coalition in
  - El Salvador
  - Guatemala
  - Nigeria
  - South Africa
  - Uganda

7. ARRIVE ALIVE VISION

The focus of Arrive Alive is to help key stakeholders in countries in which we operate to eliminate fatalities and injuries among Chevron employees, contractors and the public.

To achieve the goal of Arrive Alive, Chevron seeks to proactively collaborate with key stakeholders to find and implement solutions to the root causes of road traffic incidents.

8. BACKGROUND: BUSINESS DRIVERS

WHY CHEVRON IS INVOLVED

- Our workforce interface with the public daily
- Creates goodwill and a good reputation
- Supports Company's safety goals
- Instigate behaviour changes among children
- Supports the values of the Company
- Provides a platform to Show the company as a good stewards of her Employees, contractors, and communities

9. ARRIVE ALIVE VALUE DRIVERS

- To save lives.
- To move Chevron further along the pathway to zero crashes, injuries and Fatalities.
- To reduce costs associated with MVCs.

10. KEY OPERATING PRINCIPLES

- Collaborate
  - Coalitions are formed with stakeholders.

- Holistic
  - Develop projects that incorporate
    - Road Safety Education
    - Support for Enforcement
    - Advocacy
    - Simple engineering
- Protect people
- Root – cause focus

11. THE ARRIVE ALIVE ROAD SAFETY INITIATIVE (AARSI)

- AARSI was established by a coalition of private sector companies
  - Chevron Nigeria
  - Zenith Bank Plc
  - First Bank of Nigeria Plc
  - Diamond Bank Plc
  - http://www.arrivealivenigeria.com/

12. AARSI SIGNIFICANT STRIDES TO DATE

a

Hot Spot Remediation	Enforcement	Education/ Communication	Advocacy

- **2 Hot spots corrected in Lagos**
  - Obsorne Bend
  - Ogudu Bridge

Plate 3.8: Hot Spot Correction at Osborne Road, Ikoyi.





BEFORE:
Informal sources claim about 1 crash per week

AFTER:
88 percent of respondents claims no crash has occurred since the correction

Plate 3.9: Ogudu





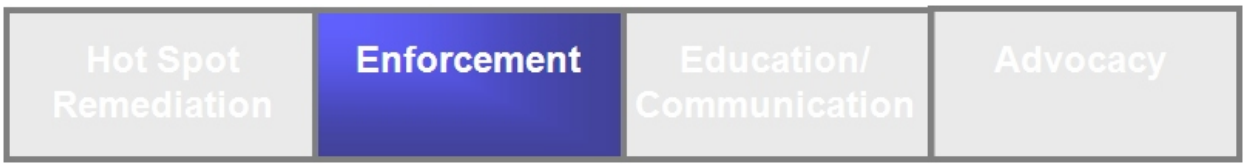


Before:
Major traffic slow down point

After:
Reduced traffic

AARSI SIGNIFICANT STRIDES TO DATE (ENFORCEMENT)

b



- Supported the Federal Road Safety Commission (FRSC) & Lagos State Traffic Management Authority (LASMA) on deployment/usage of breathalyzers
  - Provided training
  - Donated breathalyzers
- Distributed over 5000 Helmets to Okada Riders

C. AARSI SIGNIFICANT STRIDES TO DATE (PROMOTING ENDURING SAFETY)

- Established Road Safety Clubs in Nine schools
- Working with the Lagos state government to develop a curriculum on safety
- Trained over 4000 okada riders in Lagos in
  - Use of correct safety helmets
  - Safe driving
- Developed Several Communication on safe driving habits
  - Radio Jingles
  - Production of Flyers
- Jingles aired on Cool FM,WAZOBIA and RHYTHM Radio Stations

D. AARSI SIGNIFICANT STRIDES TO DATE (ADVOCACY)



- Advocacy on Blood Alcohol Content limit
- Advocacy on ensuring the use appropriate helmets.
- Promoting Safety Engineer in road construction
- Promotion of the "Safe Road Corridor " concept

13. CHEVRON SUPPORT TO ARRIVE ALIVE

- Financial support
- Technical support

- COE in the U.S
- local Support

LESSONS LEARNT

- Develop a programme that supports your strategic fit
- Start small and grow big
  - Choose a geographic area
  - Choose an area of intervention
- Work with others to make this happen
  - Be on board with FRSC
  - Utilise other partners
- Have scorecard to measure performance
- Sustain your interest
- Get funding for activities in good time

15. WHERE YOU CAN BE INVOLVED

- Be a better road user
- Support the Road safety institutions in Nigeria
- Start a road safety program in your organization
- Join the AARSI

16. JOINING AARSI

- Synergy opportunities
  - Funding
  - Technical Support
  - Share Cost
  - Extend Mileage
- Joining a league of recognized partners in Road Safety
- Sustainable support
- Professionalism and Good Project Management Skills

17. WILL YOU JOIN US?

Finally,
We all have a Role to promote Road Safety in Nigeria

3.9 FLEET MANAGEMENT

- OPENE, A. O. (CSP)

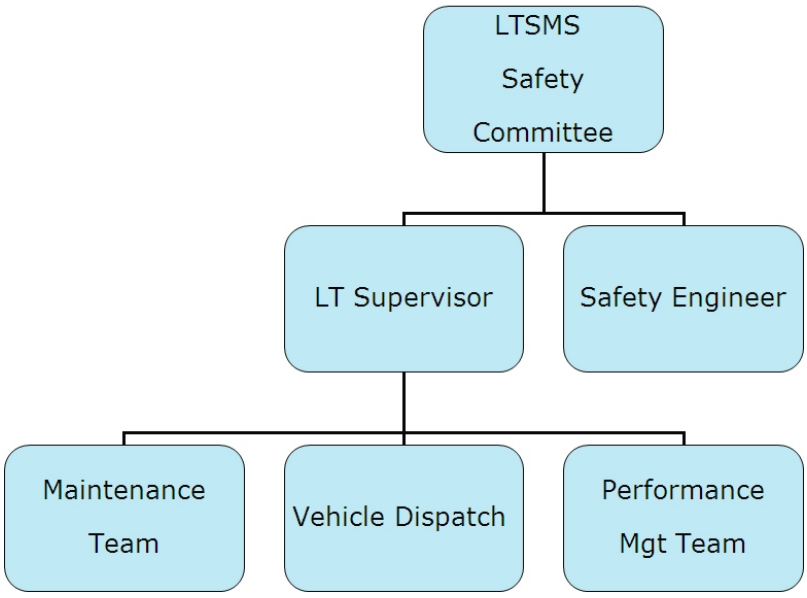
1. Introduction

- Operates over 600 Motor Vehicles
  - Lagos
  - Port Harcourt
  - Warri
  - Escravos

  Fleet is managed using LTSMS

2. Objectives of Land Transport Safety Management System (LTSMS)

- Reducing the number of motor vehicle incidents.
- Minimizing personnel exposure.
- Developing and maintaining an emergency response capability
- Establishing driver selection, testing and training programmes.



LSTSM Org Chart

Alex O. Opene, (CSP) Chevron Plc,
Lagos, Nigeria.

3. The How of Fleet Management

- Driver Selection and Training
- Vehicles Selection
- Care and Maintenance of Vehicles
- Journey Management
- Drivers Behavioral Safety
- Vehicle Operating Standards
- Recognition and Consequence
- External Collaboration

a. Drivers Selection and Training

- Ensures Driver's qualification and fitness for duty

Operator's Requirements

- Licensed, at least 6 years experience
- Fit for Duty
- Cheveron (CVX) Drivers Permit – pass a Defensive Driving (DD) test
- Drug Free
- Aged between 25 – 40 years at hiring
- Have a clean MVC records for at least 2 years

- **Drivers Training**

  Driver's Training

  Defensive Drivers training
- Classroom and

- Behind the Wheel (On-the-road instruction)
  - Basic – good for one year – for employees
  - Advanced – good for 2 years – for pro drivers
  - Remedial – for those involved in road crashes
  - Refresher – periodic updating every 2 -3 years

- **Defensive Driving - Content**
- Traffic rules and regulations
- Company driving policies and procedures.
- Local culture and attitude to driving.
- Emergency Response Procedure
- Crash Reporting
- Defensive driving/Commentary Drive

- **Types of Training for Drivers**
- Defensive Driving Techniques/Commentary Drive
- Chevron MVS Think Incident Free
- Take Five to Stay Alive Guiding Principle to Safe Driving

- DD principles
- Aim high in steering
- Get the big picture
- Keep your eyes moving
- Leave yourself out
- Make sure they see you

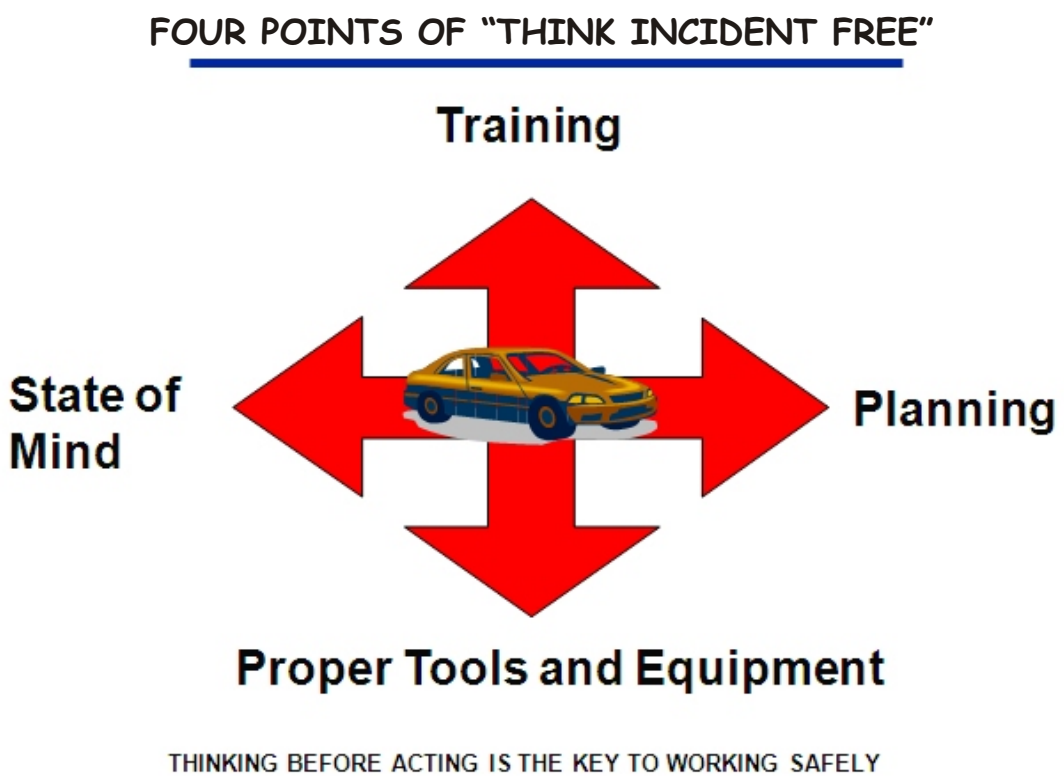


Fig. 3.6: Four Points of "Think Incident Free"

- **Four Points to Consider for Safe Journey Management**

I. PLANNING

- Is this trip necessary?
- Can I combine trips to minimize travel?
- Have I considered other transportation options?
- Have I consulted local resources to determine the safest route of travel?
- Have I carried out hazard assessment?
- Am I allowing time for safe travel (including time for breaks)?

- Have I communicated my travel plans (expected departure/arrival time, route) to others in my workgroup?
- Do I have my valid drivers license?

ii. PROPER TOOLS & EQUIPMENT

- Have I conducted vehicle inspections?
- Do I have directions, local contacts, and emergency numbers?
- Is there an emergency kit? First aid kit? Other equipment appropriate for the climate and terrain?

iii. TRAINING

- Am I familiar with the controls and operation of the vehicle I will be driving?
- Have I completed a commentary drive recently?
- Will I drive defensively using the 5 seeing habits?

iv. STATE OF MIND

Will I give my full attention to the safe operation of this vehicle?
If/when State of Mind or other conditions change, will I stop and revise my plan?
Am I well rested and alert?

- **Take Five to Stay Alive**

Simple Steps to Safe Driving

- Question the need for every trip
- Wear your seatbelts
- Don't drive under the influence of drugs/alcohol
- Don't drive when tired
- Keep vehicle speed appropriate to road conditions

Stay alive – drive safely, or not at all.

b. Vehicle Selection and Replacement Requirement

- Vehicle selection based on application
- Replacement of vehicle will depend on the following factors: -
  - Age ~ 6 years
  - Odometer reading –65,000 kilometers
  - Damaged Vehicle - Vehicle involved in serious crashes

c. Care and Maintenance of Vehicles

- Daily Inspections – use checklist and correct any defect

- Preventive Maintenance
- Corrective Maintenance

d. Journey Management

The prime objective of journey planning is to enhance the safety of all travellers by identifying the hazards associated with each journey.

This shall be done by:

- Reducing risk exposure by minimizing the number of journeys
- Communicating and addressing known and identified hazards
- Ensuring the driver is fit for duty and the vehicle is fit for the purpose
- Applying 2 hrs – 30 minutes rule

- **Night Driving - minimize**

- **Fatigue Management**
  - A stretch break every 2 hours of driving
  - Maximum of 11 hours driving in any 24 hours period
  - Maximum of 70 hours on-duty in any 8 day period
  - Must have 34 consecutive hours to restart the 70 hours clock

e. Driver Behavioral Safety

- Monitor Drivers behaviour behind the wheel
- Use of Drive Right device



Plate 3.10: A Drive Right Device

- DriveRight – stores information for over 500 trips
- The device monitors the following:
  - Vehicle harsh acceleration
  - Vehicle harsh deceleration
  - Driving within speed limit
- Each driver is assigned a unique 4-digit DriveRight id number
- Data downloaded once monthly or after a MVC
- Information used for driver coaching and performance monitoring

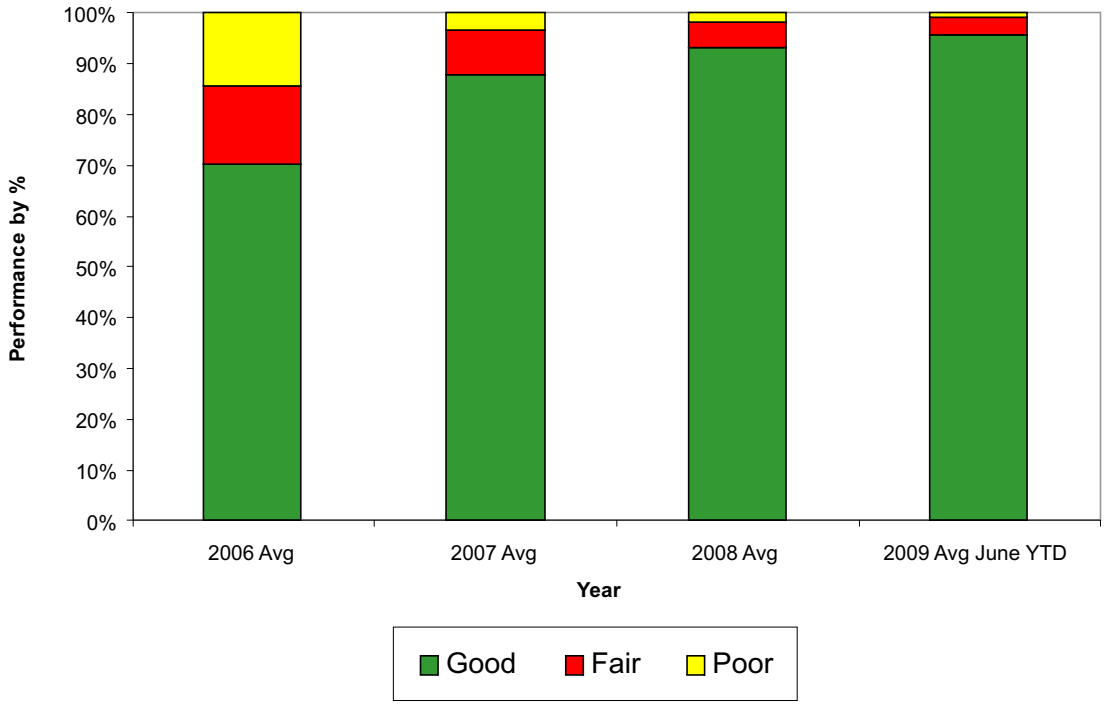


Fig. 3.7: Driveright Performance Comparison

f. Vehicle Operating Standards

- Use of Cellphone – Banned
- No drinking and driving
- No drugs
- Cargo – may be allowed in passenger compactment if restrained
- Unauthorized Passengers – Not allowed

g. Incident Investigation

- Driver checked for alcohol presence
- Drive Right data downloaded
- Team formed to investigate crash
- Results shared to prevent a recurrence

H. Recognition and Consequence

- Good Drivers rewarded
- At risk drivers penalized

i. External Collaboration

Collaborate with external stakeholders – Arrive Alive, FRSC LASTMA, etc
This collaboration shall include:

- Sharing best practices
- Transport safety awareness campaign
- Training
- Localized projects to improve motor vehicle safety

3.10 PRIVATE SECTOR STRATEGIES IN FLEET MANAGEMENT

- ISA L.

The Federal Road Safety Commission (FRSC) should be commended for organizing a training programme for Safety/Transport Managers, which I consider relevant to the Road Safety standardization scheme recently introduced by the commission to further enhance the culture of safety consciousness.

I equally give kudos to the Federal Government for adequately funding the FRSC as evidenced by the massive acquisition of new operational vehicles and motorcycles for the Commission towards the end of last year, and the recent launching in Abuja of the new 20 Ambulances and additional 100 motorcycles for FRSC by her Excellency, the First Lady of the Federal Republic of Nigeria Hajiya (Dr.) Turai Umaru Musa Yar'Adua. Most importantly, their strategy for quick response to accidents has become fantastic.

INTRODUCTION:

The title of this paper is "PRIVATE SECTOR STRATEGY IN FLEET MANAGEMENT." in order to do justice to the topic, I have to, first and foremost, recognize the fact that, in terms of ownership and organization, road transport in Nigeria, is haphazard, chaotic and uncoordinated.

There is a lack of focus by the appropriate authorities on road transport issues. The situation is compounded by the seeming absence of an effective transport policy to guide industry practices. Consequently, the Transporter remains a pendulum between two different Ministries at the Federal level, non of which in practical terms, is directly responsible for policy directives and compliance.

For the purpose of this paper, the focus is on the heavy duty vehicles for the movement of goods and passengers.

Alhaji Lawal Isa is the National Operations Coordinator, Nigerian Association of Road Transport Owners, Headquarters, Abuja.

THE ROAD TRANSPORT SCENARIO

In Nigeria, the private operators actually predominate in both the freight and passenger traffic of the road transport sector. Many of the entrepreneurs are small scale operators with a range of between one to ten vehicles. There are also quite a number of medium and large scale fleet operators. As at 1960 when all other modes of transport were competitively and effective functional, the "Stanford Research Institute" report showed that road transport accounted for two-thirds of total freight traffic and more than 90 percent of passenger traffic in Nigeria. The economic advantages of large fleet company can be summarized in terms of more effective use of resources resulting from the employment of higher capacity plants, division of labour etc. while the economic advantages of a small fleet company include higher efficiency due to constant personal supervision and absence of complex bureaucracy, as well as better utilization of capacities and employment of labour on part time basis etc.

One can appreciate the fact that if road transport dominates the output of the transport sector, and the private sector suppliers dominate production in this transport system, then the contribution of the private sector suppliers of road transport services to the total output of the transport sector is substantially significant. For example, the current policy of "Public Private Sector Partnership" (PPP) indicates that the resource cost with regards to investments in road development hitherto provided by the public sector is gradually shifting to the private sector through concessioning. The Lagos-Ibadan road is a pilot project in this regard. Abuja-Kaduna-Kano road, Shagamu-Ore-Benin and two other roads have similarly been earmarked for concessioning to private sector.

STRATEGY IN FLEET MANAGEMENT

Logically speaking, the strategy for fleet operations in this country is more or less improvised. This also varies in details between different segments of road transport. In any given situation. it is essential that the transport operator knows the pattern of demand, and must therefore have the capacity and resourcefulness to meet the demand as economically as possible.

Fundamentally, supplying transport services in the right place at the right time to suit the needs of the market is the essence of transport operations. And since the pattern of transport demand is very diverse, the transport operators must have to be very resourceful. Part of the skill of the operator is to meet these diverse demands with the right sort of vehicles yet, at the same time, secure the best possible utilization of vehicles and drivers.

Equally important is flexibility and business acumen which are essential to efficient transport operation, and this also depends upon the whole hearted cooperation of transport staff at all levels particularly drivers, whose fidelity is a key element to the success of the enterprise. Unfortunately, this is a scarce commodity in the industry.

THE DEMAND FOR HEAVY VEHICLES

There has been a steady growth of heavy vehicles in this country both in size and in numbers. because of their preponderance on Nigeria roads, they have been nicknamed as "KINGS OF THE ROAD" OR "JUGGERNAUT" they include articulated sided body trailers, open body trailers, low loaders, luxury buses, tippers and tanker trucks, among others. They are very common sight on our highways.This trend is not necessarily on account of the growth of the economy, because not less than 4000 factories have already closed down in Nigeria. Rather, it has to do with the mundane status of other modes of transportation especially railways and waterways.

INTER-URBAN: These are road vehicles on movement between urban centres, originating from one area and terminating in other areas within the country: serving shopping centres, warehouses and factories (distributing finished products and delivering raw materials), transporting food items and other agricultural products from the rural areas. They also service the ports with export cargo, and conveying import items to the hinterland. Moving petroleum products from the refineries, oil depots and tank farms from different locations to various destinations in the country.

INTRA-URBAN: These are vehicles on shunting movements within an urban area and are generated by the derived demand for:- transportation of consumer goods to markets, shopping centres, and warehouses, raw materials to factories and petroleum products to the numerous filling stations.

On daily basis, Truckers in Nigeria deploy One Thousand, Six Hundred and Six (1,606) Tanker Trucks to lift petroleum products from the functional refineries and depots to meet Nigeria's estimated daily consumption of thirty three million litres. Overall performance in the year 2008, shows that a total of 15,403.536,652.00 (Fifteen Billion, Four Hundred and Three Million, Five Hundred and Thirty Six Thousand, Six Hundred and Fifty Two) litres of Diesel, kerosene and Petrol were lifted. This involved 466, 773 (Four Hundred and Sixty Six Thousand, Seven Hundred and Seventy Three) trucks of 33000 litres capacity.

The performance in respect of dry cargoes at Nigerian Ports for the same period is not available but the latest available figures for 2003, showed that a total of 39,765,945

(Thirty Nine Million, Seven Hundred and Sixty Five Thousand, Nine Hundred and Forty Five) tones were handled at all Nigerian ports. There can be no question of monopoly by road transport in this case, given the accessibility to water transportation at the ports in Port-Harcourt, Onne, Warri, Koko and Bunitu. Another key element is the physical representation of the transporter at any point of loading petroleum products or dry cargo, for documentation and other formalities.

NECESSARY LOGISTICS

It is absolutely necessary for a fleet operator to build an office complex within a fenced large expanse of land for administrative work and as operational base, with all necessary logistics including a comprehensive workshop for maintenance (panel beating and painting etc). Some fleet owners also employ trained nurses in case of industrial accidents and for treatment of minor illnesses. On the other hand, private individual operators with one or few number of vehicles rely absolutely on the local motor vehicle mechanics and allied tradesmen for the maintenance of their vehicles.

RESOURCE MOBILIZATION

Road transport requires a capital base for equipment procurement and sustainable operation. In the 1950's and up to early 1960's vehicle acquisition was made possible through the "hire purchase scheme" operated by the defunct. "BENTHWORTH OF FINANCE" under an agreement by which post dated cheques covering the period of installment payments were written in favour of the Motor Sales Company which released the vehicle to the prospective Transporter. Subsequent oil boom in the 70's and 80's changed all that when the economy empowered virtually anybody to acquire vehicles on cash and carry basis. This was to be adversely affected by the introduction of "STRUCTURAL ADJUSTMENT PROGRAM" (SAP) as a result of economic recession.

Difficulties and problems set in for the road transport subsector, to the extent that vehicle population dwindled. There was acute scarcity of spare parts and Transporters had to resort to cannibalization of vehicles for maintenance and repairs of the more roadworthy ones. In the 80's the Federal Government had to release over 30 million U.S. Dollars to the transport sector at the official exchange parity to the naira to ease the problem. That was when the commercial banks glaringly showed evasiveness to grating loans or overdrafts to Transporters. Now the same banks are falling on each other in the quest to attract the interest of Transporters to patronize their respective leasing arrangements. What is however discouraging is the high interest rates which initially can be pegged at 23 percent subject to periodic review upward without prior consultation. In a year, it can be jerked up to 30 percent.

In other African countries like Egypt and South-Africa, the bank interest rates are 9 percent and 7 percent respectively. While it is 0.25 percent in America, 0.5 percent in Britain, and just 0.1 percent Japan. In this circumstance, whatever strategy is applied, it is just a survival of the fittest.

3.11 JOURNEY MANAGEMENT

- IDEN, E.

INTRODUCTION

A study conducted by the World Health Organisation (WHO) predicts that road deaths will increase and that by 2010 they are heading towards becoming the second largest contributor to mortality globally.

This has been classified as a global concern and urgent interventions are needed to mitigate the potential risks.

THE CONCEPT OF JOURNEY MANAGEMENT

This is a system whereby a journey plan is agreed between a driver, a supervisor or the journey manager.

This plan covers:

- The time of departure and estimated time of arrival at destination
- The safest route to take avoiding all potential hazards
- Rests and breaks to prevent tiredness and fatigue

PURPOSE OF JOURNEY MANAGEMENT PLAN (JMP)

To ensure:

- Safety of lives
- Safety of assets and properties
- Reputation
- Adherence to defined policies and laws
- Accountability
- Review process

Ehi Iden is the Chief Executive Officer,
Occupational Health and Safety Manager Ltd.,

MANAGEMENT SYSTEMS/POLICY

Right recruitment process which includes:

- Driving test
- Physical and medical fitness test
- Induction into a new corporate policy
- Safety and defensive driving training for drivers' qualification and certification
- Short observation term

OVER -SPEEDING AND SPEED-CHECKS

- In Vehicle Monitoring Systems (IVMS)
- Vehicle Data Recorder (VDR)
- Drive Right

These must be interpreted and feedback given to the drivers upon receipt of report

JOURNEY MANAGEMENT PLAN

The objectives are:

- The necessity of the journey
- Journey risk assessment
- Journey management plan effected, if the risk assessment warrants
- Appoint a journey manager

FUNCTIONS OF A JOURNEY MANAGER

- Pre-trip briefing and documentation which includes:

i. Routes (known dangerous routes, speed limits etc)
ii. Stops
iii. Hazards (terrain)
iv. Loads
v. Communication means
vi. Report on journey completion
vii. Contingency plan in case of emergencies

- Appropriate vehicle is assigned for the journey taken in to consideration the hazards and risk identified
- Ensure drivers are physically and mentally fit considering the number of hours they have worked. Past moments of sleep is important
- Vehicles are inspected with the appropriate checklist before the journey begins. See example.

- Rest stops are scheduled
- The driver understands his responsibility to report journey completion to JM
- An estimate of the expected time of arrival at the destination is made
- The person at the destination must initiate a contingency plan if the driver does not arrive at expected
- Trips during the hours of darkness or when visibility is poor must be reviewed and approved before commencement

ALCOHOL AND DRUGS USE

- Drivers MUST NOT operate a vehicle while under the influence of alcohol, drugs, narcotics or medication that could impair operators' ability to safely operate the vehicle.

DRIVERS FITNESS AND ALERTNESS

- Drivers must be medically assessed before employment
- A follow-up every year (unless age or medical condition dictates otherwise) to ensure they have the functional capacity to operate a vehicle safely.

DRIVERS MUST NOT OPERATE A VEHICLE

- Unless appropriately rested and alert
- If he has sleep disorder (apnoea)
- Drivers must advice management when they have disability or condition that could prevent them from driving safely
- Drivers shall have the right to refuse to drive when they feel they have not fully rested or alert
- Drivers should be informed on how to identify fatigue and alertness problem And deal with it

DRIVING AND DUTY HOURS APPLICATION

- Drivers minimum driving time between breaks= 4-5 hours
- Maximum driving hours within a rolling 24 hours period= 10 hours
- Maximum duty hour in a rolling 7 day and 14 day period= (14 days period= 120 hours, subject to an 80 hour/7 day maximum i.e. an average of 60 hours per week.
- Off duty period in a rolling 7 day period= 24 hours minimum

MANAGEMENT SYSTEMS

- Land transport management companies should effectively implement best standards Land Transportation Safety Recommended Practices which includes:

i Leadership and Commitment
ii Policy and strategic objectives
iii Organisation, resources and documentation
iv Evaluation and risk management
v Planning
vi Implementation and monitoring
vii Audit and review

3.11 PREVENTION AND COMBATING AUTOMOBILE FIRE

- DUNG, M. P.

INTRODUCTION:

Fire hazard is social and economic problem at home, school, offices and industries causing great loss to lives and leading to unemployment, corporate and personal waste.

FIRE PROTECTION/PREVENTION: - It is the provision of measures against fire outbreak with the aim of ensuring personal safety and restricting the spread of fire, reduce lost of lives and property destruction.

FIRE CONTROL: - This is the detection of fire outbreak and the active fire fighting for complete extinction.

Fire protection/control is the responsibility of everyone and the art of its application depends on the knowledge by the individual or group in the vehicle at that point in time.

CAUSES OF FIRE IN AUTOMOBILES

As with other fires, vehicles fires require a flammable substance (fuel), an ignition source (heat or flame) and oxygen.

a. **IGNITION SOURCE**: -
These include:

(i) Electrical short circuit
(ii) Spark from an engine ignition system
(iii) Hot exhaust system components
(iv) Back firing of an engine,
(v) Over heating of tyres, brakes and bearings
(vi) Friction generated sparks from collision or from metal components scraping

Arc. Michael Pam Dung is the Director of Fire, Plateau State Command

against pavement

(vii) Careless use of cigarettes and matches or lighter

(viii) Leakages,

(ix) Vehicles crash etc there is generally sufficient supply of oxygen for a motor vehicle fire

b. **OXYGEN**: There is generally sufficient supply for a motor vehicle

c. **FUEL**

DESIGN AND CONSTRUCTION:- Many items in the vehicles interior such as upholstery, paneling, carpeting or floor mats are flammable, if ignition occurs from any source, and prompt control is not acted, the vehicle can be completely destroyed.There have been reports of major fires in wood van bodied truck and trailers and wood have been mentioned as the contributing factor.

Cargo must be covered during transportation on flatbed, open-top and other types of non-enclosed vehicles, tarpaulins is the only practicable means of providing the needed protection because fire rarely starts in them.

The location, construction and security of fuel tanks are important features of design for fire safety in motor vehicles. Fuel tanks systems must be maintained in a condition free of leaks and must be capped. Connections must be checked regularly. Metal fuel lines are subject to vibrations. Flexible lines may deteriorate due to age and can be damaged due to chaffing, cutting or proximity to hot surfaces. In a gasoline system, flooding of the carburetor due to dirt in the float valve may cause an over flooding of gas into hot surfaces and the result is fire.

VEHICLE ELECTRICAL SYSTEM

Automobile electrical system fire safety is largely a matter of proper installation, fusing and maintenance, important points to note include:-

a. The location and protection afforded the battery

b. Durability of battery cable and protection of exposed terminals

c. Adequate fire resistance for all wirings

d. Proper fusing of normal lighting and accessory circuits

e. Proper support, location, and security of all wirings, with adequate protection afforded by rubber insolating bushing where wiring passed through metal and

f. Correct ignition system maintenance

Fires of electrical origin are usually fed by only deposits in and around the engine or ignite combustible materials such as interior fabric lining and upholstery.

MISCELLANEOUS VEHICLE HAZARD: - Proper exhaust system installation is important because the hot surfaces might ignite nearby combustibles vehicle components, flammable liquids, grease or similar exposed materials.

PREVENTION OF MOTOR VEHICLES FIRES:- The prevention of motor vehicle fire is by taking the necessary precaution against the causes listed above and explained below:-

a. **ELECTRICAL: -** More attention need to be paid to the routing of wiring, gaining of insulation and components and failure mode of components (do they short circuit or open circuit when they fail?)

b. **LEAKAGE: -** There is the need to minimize leakage in both minor and major crashes by extraneous plumbing and openings in fuels and hazardous liquid and gaseous cargo containers should be eliminated.

c. **REPAIR OF VEHICLES: -** The hazard posed here is when naked flame is used to repair vehicles especially in the night. Some items use in the repairs of vehicles are flammable, paints, solvents, adhesives and oil rag. Don't operate on engine without the carburetor air cleaner because fire may result if the engine back fires through the carburetor.

USE OF EXTINGUISHERS: This is very important when the fire is at its incipient stage.

a. Shut off (switch off) the engine and all electrical system
b. Get everyone out of the burning vehicle and injured persons taken away completely from scene of incident to place of safety.
c. Call the Fire Service through the best available means.
d. Attempt to fight the fire only if it can be done without endangering one's personal safety.

BASIC PRINCIPLES TO BE OBSERVED WHEN FIGHTING VEHICLE FIRE

a. The fire should be fought from wind ward side. This will help to carry the extinguishing
agent toward the fire and help blow smoke and flame away from the fighter.
b. A fire extinguisher should be aimed at the base of the flame
c. If leaking, flammable liquids are involved, work towards the source of leak because ultimate control may depend on the ability to shut off leaking fuel.
d. If flammable gas is burning, it should be allowed to continue until the source of the leakage is controlled.

e. If an extinguisher is not available, sand or wet leave may be used to control flames.
f. If stopping to help at the scene of a vehicle fire, you should park at safe distance from burning vehicle.
g. After fire has been extinguished, a vehicle should not be operated until all the burnt parts are cool and cause of fire corrected.
h. If an electrical fire is in progress, turning off the ignition and switching off lights may cut the flow of current and permit easy extinguishment. If tools are available, the battery should be disconnected.
i. In fighting an under hood fire, great care must be used in opening the hood to avoid injury because of flaming.
j. Extinguisher should be recharged without delay.

RULES IN VEHICLE FIRE FIGHTING THAT SHOULD NEVER BE BROKEN.

a. Never approach a burning vehicle without a full bunker gear, the materials used in today's vehicles give off deadly poison gases and these materials also add much more fuels to the fire, making them much hotter than older models of vehicles.
b. Never risk injury to save a burning vehicle; it was already a junk when you arrived at the scene.
c. Never cross in front of the burning end of vehicle as bumper can blow off.
d. Never enter the vehicle with any part of your body until every piece of that vehicle is completely cooled. Airbags can blow out and the inflator throwing shrapnel in all directions.
e. Never open the hood or truck lid without first cooling.

CONCLUSION

Human injuries in motor vehicle fires come from direct exposure to heat and from inhalation of toxic combustion products. In some cases, an injury results from or exacerbated by the inability of a vehicle occupant to get out of a burning vehicle, as a result of doors or seats turned or because the passengers are injured or stunned by the crash.

In case of an accident, the engine, all electrical accessories of all the vehicle(s) involved should be turned off to minimize the danger of fire. At night headlights can be left on to protect the scene, but persons should be alert for indications of overheating of fire. If leaking of fuel is detected, smoking and use of naked flame must cease.

For the interest of presenting cargo fires, motor carriers should prohibit smoking while vehicles are lading or unloading so that sparks or hot ashes will not lodge in the cargo and

burst into flamed later.

Driver should check tyres and temperature every two (2) hours of continuous journey. The driver should also check his rear view mirror frequently for any unusual smoke and if there is, he should stop and check and also avoid smoking while driving.

Chapter 4

The Menace of some operators of articulated lorries in Nigeria has become worrisome.
There is the need to regulate the activities of the drivers on the contributions of this group which is enormous to the economic well-being of the Country.

4.1 MENACE OF ARTICULATED VEHICLE OPERATORS: PICTORIAL EXPRESSIONS & FRSC EFFORTS

- CHIDOKA, O.



Plate 4.1: Threats of Articulated vehicles (Tanker) on Nigerian roads



Plate 4.2: Trucking along on bad tyres

Osita Chidoka is the Corps Marshal and Chief Executive,
Federal Road Safety Corps, Nigeria.



Plate 4.3: Unlatched containers



Plate 4.4: Incessant breakdowns as a result of poor maintenance culture



Plate 4.5: An abandoned brokendown "trailer" at night- a death trap



Plate 4.6: Thrown overboard



Plate 4.7: Multiple crashes



Plate 4.8: Jack-kniffing- a regular occurrence



Plate 4.9: End of the road



Plate 4.10: What a contest?



Plate 4.11: Up in flames



Plate 4.12: Hell on earth



Plate 4.13: Completely out of use



Plate 4.14: Farming?- Definitely not!



Plate 4.15: Scattered!



Plate 4.16: Salvaging remnant



Plate 4.17: Road block



Plate 4.18: Down again!



Plate 4.19: Competing for space



Plate 4.20: At logger-heads?



Plate 4.21: Over the culvert- even electric poles are not safe!



Plate4.22: Armageddon



Plate 4.23: Another commotion



Plate 4.24: All at a stop!



Plate 4.25: Wasted!



Plate 4.26: Consigned to the dunkyard



Plate 4.27: Another show of shame



Plate 4.28: Cadavers



Plate 4.29: Gone forever!



Plate 4.30: Sacrificed!



Plate 4.31: Another painful loss



Plate 4.32: Hidden under the tormentor



Plate 4.33: FRSC set to stem the ugly trends



Plate 4.34: Stepping up of enforcement activities



Plate 4.35: Offenders must be arrested



Plate 4.36: Officers and men already mobilized for action



Plate 4.37: We won't spare any violator



Plate 4.38: Mobile Courts will also be set up to try erring drivers



Plate 4.39: We will continue to inspect all vehicles to ensure Compliance with the standards under our RTSSS



Plate 4.40:Passengers manifest- a must!



Plate 4.41: We shall also intensify our Public enlightenment and Consultation activities



Plate 4.42: More Ambulances are being injected for Rescue Services



Plate: 4.43: This madness on Nigerian roads must stop!

Thanks for your attention as you join the Crusade

4.2: FUEL TANKERS/TRUCKS OPERATIONS IN NIGERIA - SAFETY/TRANSPORT MANAGERS' PERSPECTIVE

- ABASS, T.



Plate 4.44: Articulated lorries (Tankers)

1. MANAGER'S ROLE IN DRIVER SAFETY

- Appropriate training in all equipment to be used
- Appropriate training in product knowledge and associated hazards
- Proper operating procedures for routine tasks
- Work schedules patterns that allow for appropriate breaks and rest periods
- Appropriate personal protective equipment and training
- Proper equipment and tools
- Qualified instructors to provide proper training in the practical aspects of safe Driving and Safe operating procedures

2. FLEET SAFETY MANAGERS

a Role Purpose

To coordinate and direct regulatory compliance reviews, drivers training and

Otunba Toyin Abass, the Chief Executive Officer,
Lagos - Logistics Consult

vehicle maintenance reviews to ensure owned fleet operates in a safe and cost effective manner

b Key Accountabilities

- Conduct motor vehicle and driver regulatory compliance reviews
- Develop and implement vehicle service practices
- Conduct vehicle component serviceability tests
- Conduct periodic "check rides" with motor vehicle drivers
- Conduct training seminars for drivers and mechanics
- Monitor vehicle maintenance expense to identify high cost components and propose solutions to reduce expenses

c Key Interfaces

- Fleet Managers, Equipment Vendors, Drivers, Mechanics

d Key Competencies

- Strong motor vehicle operational knowledge
- Strong knowledge of legal and industry standards relating to truck operations
- Highly effective trainer
- Strong interpersonal skills; able to deal effectively with management, drivers, vendors

e Key Performance Indicators (KPI's)

- Vehicle safety, personnel safety, spills, crossovers
- No of drivers/mechanics attending training seminars (percent)
- Vehicle maintenance costs

3 RISK ASSESSMENT REQUIREMENTS

a. Preload and Loading operations

- All product loading points are required to be assessed for risks prior to the first Truck loading
- Due to significant change to the loading facilities, parking areas, ingress and egress at the terminal
- Periodically as required by risk assessment schedule

b Delivery routes

- All primary routes that are currently used for transportation of the Company

goods plus any potential alternative routes that may be used when primary routes are not available be assessed for risks

- All primary routes that are currently used for transportation of the company goods plus any potential alternative routes that may be used when primary routes are not available must be assessed for risks
- Prior to the route being driven by any company or contracted truck
- Due to significant change to the route
- Periodically as required by the route risk assessment schedule
- Route analysis must be performed for all existing customers

c Delivery Site Layout

Delivery site risk assessment is required for all new, modified and existing customers

- Prior to the site being delivered to for the first time by the company or contracted truck
- Due to significant change or modification to the delivery site that would affect the delivery process
- Periodically as required by the risk assessment schedule.

4 HAZARD ASSESSMENT CHECKLIST

a Preload and Loading Hazard

- **Objective:**

  To determine if current procedures, equipment and facilities adequately provide an environment conducive to the safe loading of the products at company and third party terminals

5 a Drivers Recruitment & Selection Criteria

- Prepare advertisement including key aspects of the recruitment Specification
- Receive and screen applications
- Shortlist candidates and schedule interviews
- Perform first interview of candidates (personality profile)
- Schedule second interview for shortlisted candidates
- Perform license check, literacy and numeracy tests
- Perform a practical driving test
- Rank successful applicants
- Make provisional offer of employment

- Perform medical evaluation
- Perform a Drug & alcohol screening
- Verify references provided by the driver
- Confirm employment status to applicant

b Specification / Attributes

- Qualification (driving license for class of vehicles)
- Existing skills and experience
- Driving record
- Personal characteristics
- Personal image
- Personal circumstances
- Motivations
- Health/fitness
- Level of education
- Demonstrated intelligence

c Test Drive Checklist

- 1 = Excellent, 2 = Acceptable, 3 – Not Acceptable

Pre-trip

- Eye sight test
- Driving license
- Driving experience – trucks/tankers
- Circle check of truck before moving
- Cab entry
- Use of seat belt
- Air system/brake check

d Test Drive Checklist Driving

1 = Excellent, 2 = Acceptable, 3 – Not Acceptable Driving

- Moving off
- Observation – anticipation/planning
- Mirrors – near side/off side
- Signals – timing/application/use
- Positioning – junctions/corners/lane discipline/roundabouts
- Steering
- Cornering – left/right hand
- Passing/overtaking
- Following distance

- Pedestrian consideration
- Brakes application/use
- Clutch control
- Gears – progressive shifting/changing down gears
- Acceleration sense overall
- Speed – within legal limits/speed for conditions
- Road signs observation/obey
- Stopping – smoothness/positioning

e Test Drive Checklist Maneuvering

1 = Excellent, 2 = Acceptable, 3 – Not Acceptable Maneuvering

- Accuracy
- Observation
- Shunts

6. MEDICAL ASSESSMENT FOR DRIVERS

- Drivers Information
- Health history
- Vision
- Hearing
- Blood pressure/pulse rate
- Laboratory and other test findings

7. TRAINING

- Induction training
- Planned developmental training
- Training for changes
- Remedial training
- Refresher training

a DRIVER TRAINING – MINIMUM SKILLS/KNOWLEDGE

- Personnel protective equipment (PPE)
- Vehicle safety features
- Defensive driving
- Truck loading/Unloading procedures (tankers)
- Route card procedures
- Emergency response
- Basic fire fighting
- Incident reporting

- Pre-trip inspection
- Truck defect Reporting

8 PRE-TRIP INSPECTIONS

a. Trucks/Tractors

Air brake connections, Air compressor, Air lines, Battery, Body, Brake accessories, Brake air pressure or vacuum gauge, Brake failure warning light, Brake pedal, Hydraulic brake fluid, parking brake, clutch, delivery equipment, oil pressure, emergency equipment, fire extinguishers, reflective cones or triangles, engine, exhaust system, fifth wheel, front axle, fuel system, horn, all lights & reflectors, mirrors, radiator, drivers seat belts, steering mechanism, steering wheel, suspension, springs, air bags, tank, tyres, warning signals, wheel, rims, fasteners, windshield, wiper, washer

b. Trailers

Air brake connections, parking brake, landing gear, all lights and reflectors, tank, delivery equipment, suspensions, springs, air bags, tyres, wheels, rims, fasteners, backup alarm

c. Truck Defect Report

Objective

- To be used by drivers to report noted defects while operating the truck
- Give details of defects
- Forward to truck maintenance unit
- Rectification of defects
- Certification of repairs
- Signatures/endorsement of work done

9 FACTORS AFFECTING TRUCK SAFETY

a. The Vehicles

- Equipment Standards/Compliance
- Local Manufacturers/Importation – country entry point

b. The Drivers

- Literacy/Educational level
- Work Hours
- Defensive Driving Training/Refreshers
- Drug & alcohol

c. The Environment

- Road conditions, Road signs, Highway codes

10. TRANSPORTERS ASSESSMENT

a. Guidelines/Framework

- Management, leadership, commitment & accountability
- Truck design & construction
- Process information/documentation
- Personnel & Training
- Operations & Maintenance
- Management of change
- Incident Investigation & analysis
- Emergency Preparedness

b. Trucks Certification

- Pre-trip and post trip truck inspection report
- Truck defect report
- Planned maintenance inspection
- Quarterly visual inspection report
- Yearly preventive maintenance inspection

11 PERFORMANCE EVALUATION PROCESS

- Key Performance Indicators (KPI's)
- Accidents Statistics - Website based Data Bank
- Performance Reviews
- Communication/Feedback

12 SAFETY PROGRAM

- 5 minutes safety talk
- Tailgate meetings
- Safety awareness sessions
- Recognition/rewards programs

13 ROUTE ASSESSMENT

- Route Assessment of Major Routes
- Hazard Identification/Bad spots
- Assessment of Road Signs
- Assessment of Night Driving

14 ROUTE HAZARD ASSESSMENT METHODOLOGY

Objective

- To be able to provide each driver with the most accurate, safe and efficient route/approach to any customer location

Route Assessment

- Obtain a map of the trade area showing the supplying terminal and customer delivery site
- Identify the most direct route from the supply point to the customer site
- Identify possible alternative routes
- Divide the routes into reasonable segments to assess
- Number the route segments for both primary and alternate routes
- Assign an "Assessor" to perform a route hazard assessment for each segment
- Develop route card using the checklist data

15 ROUTE HAZARD ASSESSMENT METHODOLOGY

a. Route Card

- Recommended route from primary supply point to the customer delivery site
- Approved alternative routes/blocked routes
- Road type/condition, traffic type/congestion levels
- Day and night visibility issues
- Location of intersections, traffic, signals, signs, etc
- Location of schools, busy or congested areas and high accident frequency areas
- Location of authorised tyre repairs, mechanical repairs, food/rest or overnight lodging stop areas

b. Delivery Site Plot Plan

- Location of recommended truck ingress (way in)point
- Location of recommended truck egress (way out) point
- Location of the buildings
- Location of pump islands or other pertinent structures
- Indicate the truck path within the site
- Location of storage tanks with identifying nos
- Location of fill points
- Location of recommended truck parking area for unloading
- Location of tank vents
- Label street names or numbers

- Traffic direction
- Indicate North in relation to the drawing
- Indicate and describe any site specific hazards

16 FLEET OPERATIONS – CRITICAL DRAWINGS

a. Delivery vehicles

- All vehicle tank dimensions
- Details and locations of shutdown systems and other safety features
- Name of manufacturer
- Date of manufacturer
- Date of drawing and issue number of drawing
- Details of any modifications or upgrades to vehicle/tank and revision Number

b. Maintenance of Records

- Critical drawings
- Operating manuals
- MSDS
- Exposure
- Regs, codes, Standards,
- Licenses
- Critical safety equipment M&R

c. Operations & Maintenance Procedure

- Start of shift procedures
- Safe loading procedures
- Safe unloading procedures
- Product custody transfer procedures
- Maintenance procedures
- Work control procedures
- Critical safety equipment
- Higher risk operations

d. Change Management Procedures

- Key personnel change
- Contract hauler change
- Truck equipment change
- Delivery route change
- Procedural change

- Facility change

e. Haulers Evaluation Process

- Haulers company profile
- Quality of management
- Safety records
- Safety policies & organisation
- Drugs & alcohol policy
- Written procedures/instructions to drivers
- Driver recruiting and training program
- Driver policies and controls
- Personal protective equipment (PPE)
- Vehicle maintenance and maintenance standards
- Incident recording, investigation and analysis

f. Incident Investigation Analysis/Reporting

- Date and local time of incident
- Physical location of incident
- Nature of incident
- Damage control measures
- Alcohol & drug testing
- No of company employees/contractors involved, extent of injuries
- No of third party personnel involved, extent of injuries
- Extent of damage to company owned facilities or equipment
- Extent of damage to contractor owned facilities or equipment
- Extent of damage to third party property
- Effect on company operations
- Authorities involved or notified, extent of involvement
- Extent and nature of media coverage
- Equipment or product quality checks
- Preliminary conclusions

g. Incident Root Cause Analysis

Why incident occurs?

i Personal factor

- Lack of skill or knowledge
- Attitude or lack of Motivation
  - Correct ways take more time or require more efforts
  - Shortcutting standard procedures is accepted or rewarded

4.3 STANDARD FOR FUEL TANKER SENSITIZATION

- ABASS, T.

AGENDA

- Background – Nigerian Environment
- Global Best Practices
- The Nigerian Standards & Specifications
- Compliance & Stakeholders Commitment
- Implementation next steps

Background

- Most Tank Manufacturers currently produce Fuel Tankers without reference to NIS approved standards
- Absence of compliance process to certify imported or manufactured Fuel Tankers to NIS approved Specs.
- Absence of re-certification process of Fuel tankers on a regular basis, after deployment for operational use.
- High Equipment failure related incidents by Fuels tankers – High fatalities/injuries,

  Some of them avoidable

Fact No 1

- **Fuel Tankers Manufacturing in Nigeria**

  -Who are the Tank Manufacturers?

  -Standard of their production factories versus NIS specification requirements?

  -Who monitors/certify their production quality specifications?

  -Who monitors standard continuity on a regular basis after production (re-certification)?

  -Who monitors incident rates on Nigerian roads due to Fuels tankers/equipment

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related failures?

Fact No 2

- **Fuel Tankers Importation to Nigeria**

  -Who are the Tank Importers?

  -Standard of the imported tanks versus specification requirements of NIS?

  -Who monitors/certify specifications of the tanks?

  -Who monitors standard continuity on a regular basis after importation (re-certification)?

  -Who checks rate of equipment related incidents of the imported tanks on our roads?

Fact No 3

- **NIS specification for Fuel Tankers**

  -Approved NIS Specifications in place

  -Adoption by Tank Manufacturers for production purposes?

  -Awareness Stakeholders Forum for compliance?

  -Quality Assurance Certification guidelines?-

  -Fuels Tankers Compliance KPI's

Fact No 4

Benefits

-Improved tankers standards -

-Reduced incidents rates due to equipment failures on our roads

-Reduced product spills index rate during truck rollovers

-Reduced fire incidents at service stations due to improper bonding

-Improved environmental issues due to use of API adaptors

Best Practices – Tanks Gravity

- The construction must be done according to the highest possible standards.
- The tank should have the lowest possible centre of gravity which for box-shape tanks should not exceed 1m65 in loaded condition, and for circular tanks not more than 1m75

Best Practices – Tanks Shapes

- The tank shape is free to be chosen, box or circular, but the total carrying capacity and overall stability of the tank is very important. A static tilt angle in loaded condition of 25° must be possible.
- The tank should be mounted in such a way that in any possible loading situation, all compartments can be completely drained if the truck is parked under an angle

of max. 4° in any direction. The maximum volume left in a compartment and its drain pipes (restmenge) is 100 ml. (excluding the volumes in eventual measuring systems).

Best Practices – Tanks Compartments

- Inside each compartment with an ullage of more than 4.500 litre, one additional baffle plate is preffered. All baffle plates- and participation-plate are preffered in double-S-form
- The maximum distance between any point in a tank compartment and the nearest Conductor, tank shell, partition or baffle plate should not exceed 0.8m to reduce the maximum static energy possibly build up at the surface of the liquid during loading.

Best Practices – Tank Manholes

- Each compartment will have an opening for inspection. Whether quick operable manlids (fill cover) or bolted inspection covers will be fitted, will depend on the operational area for that specific vehicle. All manlids will be of the self-latching type with double locking mechanism
- Each compartment must be equipped with an incorporated high level/overspill detection system (The bottom loading couplings should be 4" API and installed on the off-side of the road tank vehicle .

Best Practices – Piping System

- The design of the road tank vehicle piping system, should not leak at 2 times working pressure.
- The piping system shall be capable of withstanding "shock" loading conditions, such as may occur if the foot valve is closed against flowing product in an emergency situation.

Best Practices – Foot Valves

- Foot valve (pneumatic actuated) shall have a closing characteristic that can minimise surge pressure generated under maximum product flowing conditions. The valve fitted is preferred to have a closure time against pump pressure of not less than 2.3 seconds, and not greater than 4 seconds
- The vapour manifold vents installed must be opened by the main air switch and by The same of foot valves operating control

Best Practices – Overfill Protection

- Overfill Protection system with a 5-wire optical system, A high level cut-off probe

approved compatible with the used monitor and certified for use in petroleum products, should be installed in each compartment of the vehicle. The vehicle high level cut-off system wiring should be both physically and electrically isolated from other vehicle circuits by the use if dedicated conduits and junction boxes.

Best Practices – Tanks Interlocks

- To prevent spillage and/or other hazards, effective means should be provided in The form of interlock to prevent the vehicle being moved until all foot valves, top handrails and vents are closed and all loading, vapour hoses, earthing and overfill protection cables are disconnected. It should be fitted at valves' locker door and top handrail.

Best Practices – Delivery Couplings

- Nominal compartment capacity will be labelled at each discharge coupling. Delivery couplings should be 4" (API 1004) equipped with rolling product indicator at each one.
- Near and off side underrun protection shall be installed at the sides of the tanker where no cabinets or other parts of the body work are providing a flat surface. The maximum gap between the body parts and / or the cyclist protection will be 0.3m.The side grades will have a flat surface of at least 0.2m height

Best Practices – Tanks Testings

- All couplers and hose stowage must be protected against dripping, by adequate collectors to retain the product provided with a drain valve. All hoses will be stored in cabinets fixed at the tank sides.

- Compartments and piping systems should be tested for tightness. Tank and vapour Return system should be tested for vapour tightness. All equipment must be tested on its functionality in real operation

More Global Best Practices

Tank Design

Lowest possible center of gravity to mitigate possible rollovers

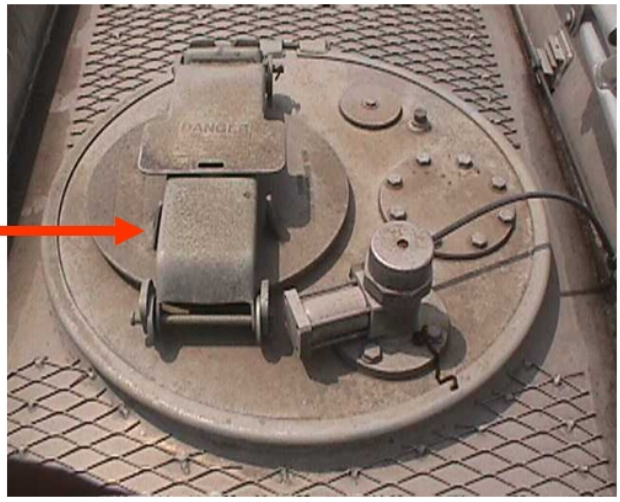
Specification to the most relevant international road transport standards



Hatch and Dome Cover

Locking devices on dome cover lids to prevent them from opening during a roll-over

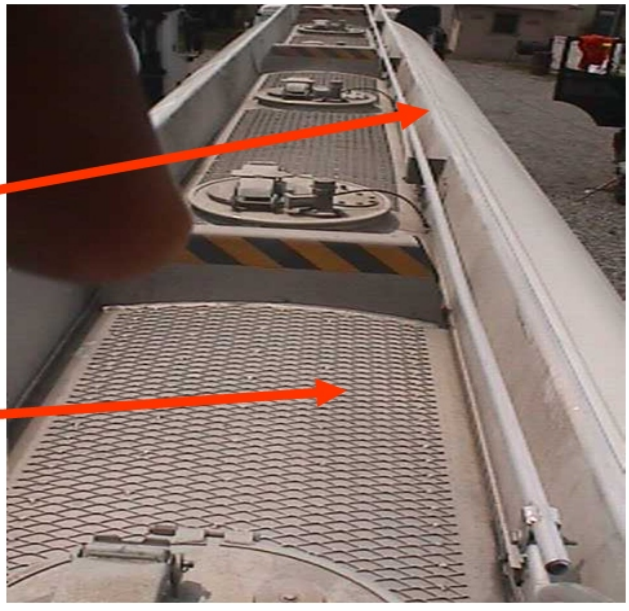
Latches should be parallel to the tank side and facing the rear when in the locked position



Rollover Protection

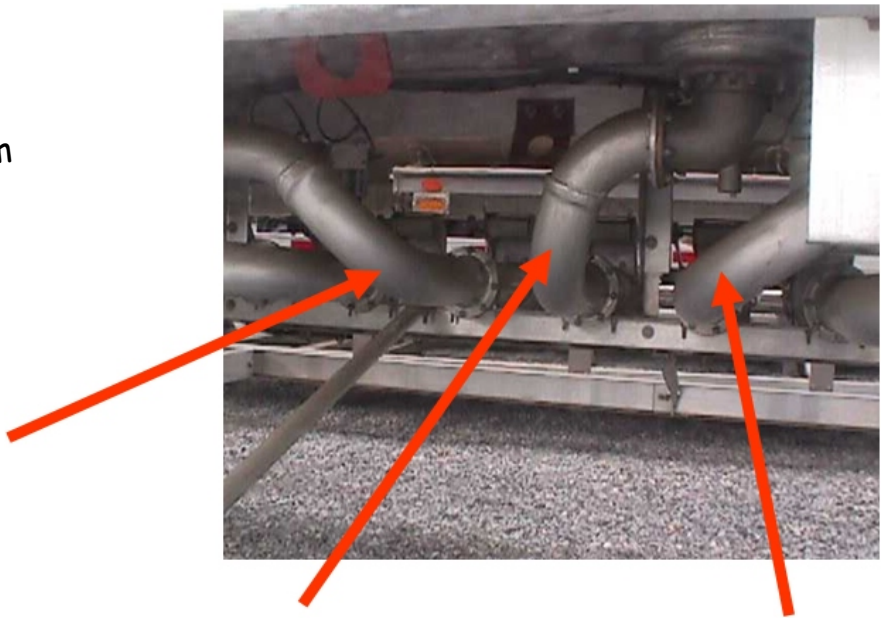
Features to support and protect its upper portion in the event of a roll-over

A frame or a dam to provide a safe walkway and high enough to protect dome covers and other items



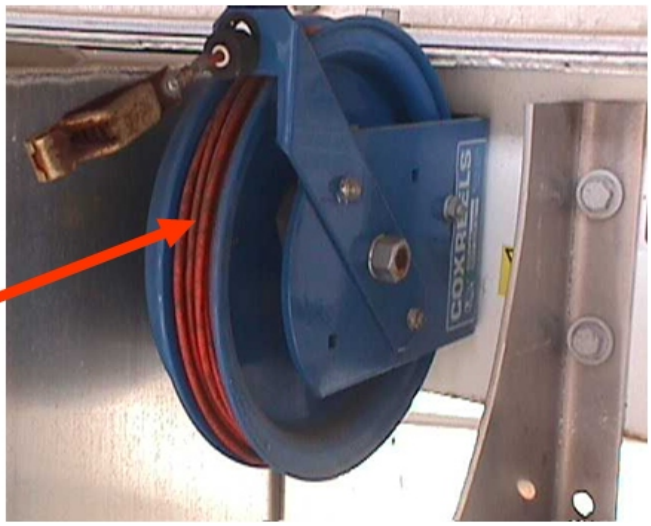
Piping System

To withstand maximum operating pressures



Bonding Cable

To avoid static electricity



Anti-lock Brake System

To improve vehicle control in emergency situations

To prevent skidding

For effectiveness, all axles on a truck should have ABS

All axles should have brakes to balance the air braking systems

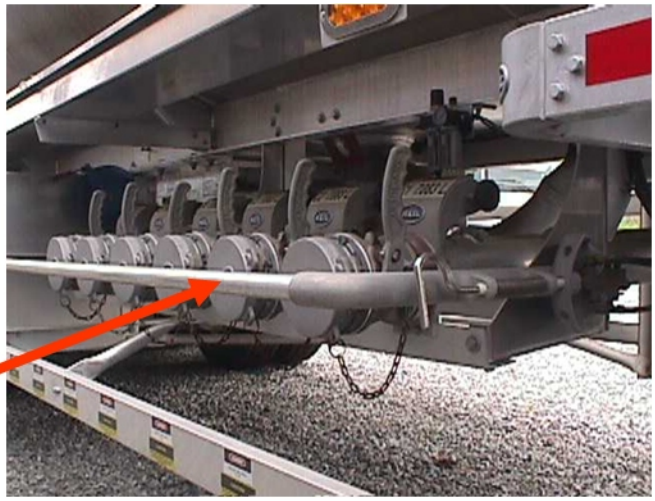


Brake Interlock System

To access the valves for loading or unloading

Raising the bar activates the trailer parking brakes

Prevents movement of the vehicle until hoses have been disconnected and the bar lowered into a locked position



Product Indicator

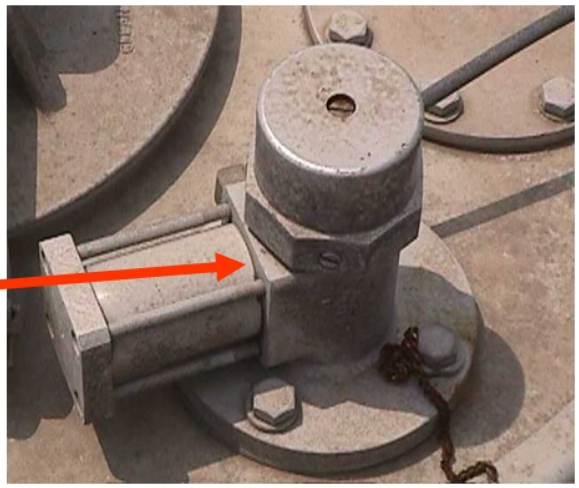
Multi-sided rotating indicator with one side labelled "empty" as an additional visual verification



Pressure Vacuum Vent

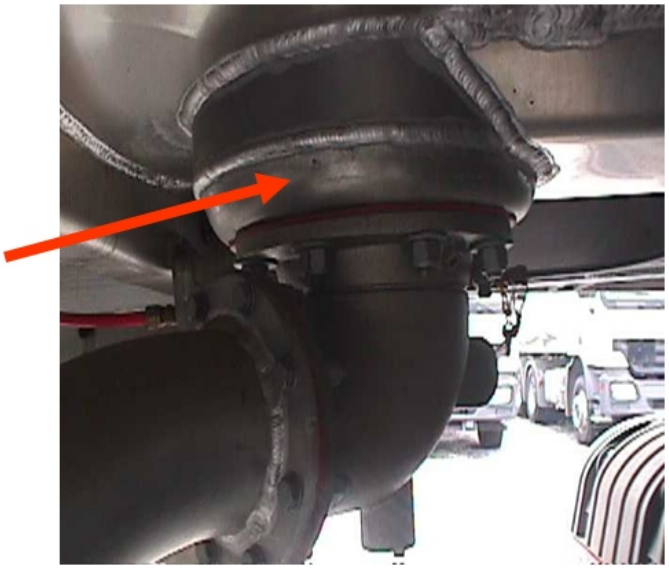
Latchable hatches and pressure/vacuum vents with overturn protection for each compartment

Liquid tight in the event of a rollover



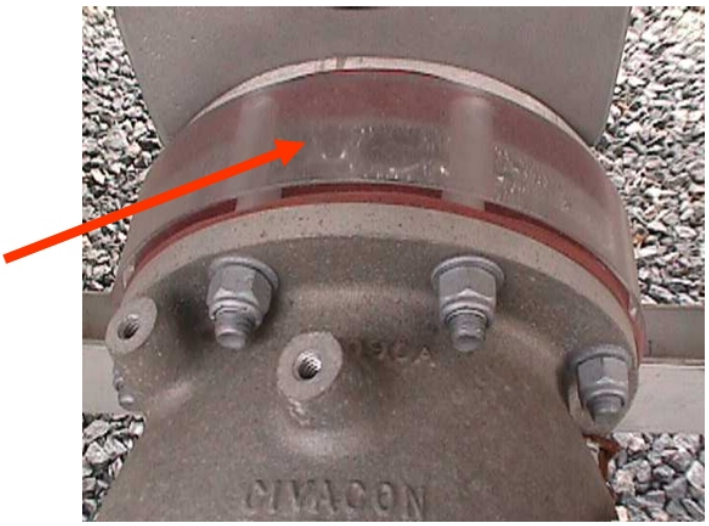
Bottom Valves

Latchable hatches and pressure/vacuum vents with overturn protection for each compartment Liquid tight in the event of a rollover



Sight Glass Product

For visual verification of products color/grade to assist in leak check of the compartment bottom valve



Rear and Side Under run

To prevent a motorcycle or bicycle from running under a trailer



Reflective Tapes

To increase visibility of a vehicle especially at night



Rear Amber/Reverse lights

Four amber clearance and signal lights, one at the midpoint and one at the front on each side

A cluster of three light on each side in the rear bumper and a high mounted center red brake light



Backing Alarm

An audible alarm to signal when the truck is backing

Separate unit for tractor in case of decoupling from the trailer



Tyre Specifications

Low profile tyres to reduce vehicle heights and increase stability

Wide bias tyres to increase payload and stability



Access Ladder

At the rear of the tank with wide anti-slip stairs

The top of the tank with foldable hand-rail protection against people falling off the tank



Master Battery cut-off

For emergency disconnection of battery power in the event of an accident or major



Emergency Shutdown



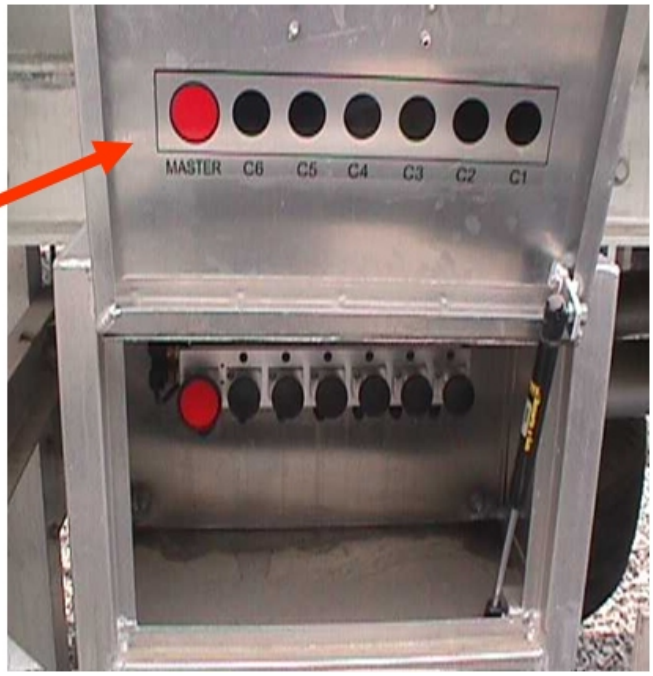
For emergency disconnection of battery power in the event of an accident or major electrical problem

Fire Extinguisher



A 9 kg dry chemical unit mounted near loading/discharge valves

Air Operated discharge



To control product discharge

Vapour Recovery Vent



To recover vapour during loading and unloading operations

- **Barrel Inspection**
  -External visual inspection
  -Internal visual inspection
  -Leaks test verification
  -Hydrostatic pressure test verification

- **Air suspension or Leaf spring system check**

- **Loading system checks**

- **Accessories checks**

4.4 RATIONALE FOR AXLE LOAD CONTROL

- ENGR. T. MENE PHD,

1.1 GENARAL

Road freight transport is indispensable for any country's economic development, which is evident in the fact that in countries all over the world, an increasing percentage of freight is carried by road. Road transport services are provided mainly through two principle role players – the provider of the road facility or road authority – and the provider of the vehicle infrastructure or the vehicle operator.

These both role players have complimentary roles, but find themselves in conflict in the area of axle loading. The transport operator can reduce the unit cost of transport by increasing the payload of his vehicle. However, in doing so, the damage to the road, and hence the cost to the road authority of maintaining the road network increases. Other factors also affect the situation.

Axle load control is therefore traditionally justified on the basis of three main interrelated concepts – damage to the road system, competition, and safety. In this case a fourth item has been added as the lack of axle load control can seriously jeopardize the concession of roads for maintenance purposes, which I understand is one of the main initiatives of the Federal Government in its present Road Sector Reform.

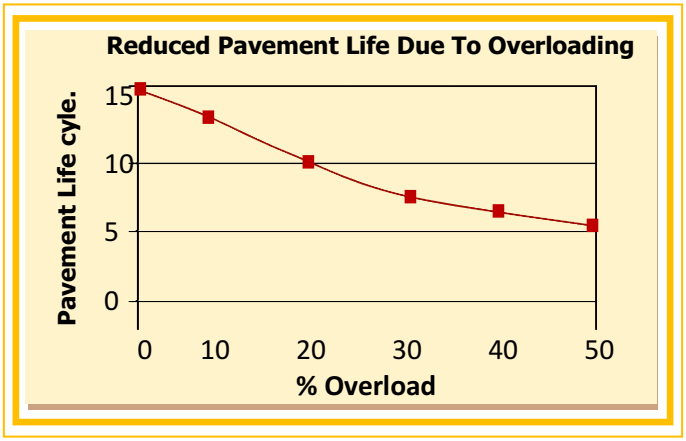
1.2 DAMAGE TO THE ROAD SYSTEM

The amount of damage to the road pavement is dependent upon the loads imposed upon it. The relationship is an exponential function, sometimes referred to as "Fourth Power Law", in which the amount of damage caused by an axle is calculated by the ratio of the weight of the axle compared to the weight of the standard axle, raised to the power of an empirical factor "n". "n" has been established to be in the range 4 to 4.8 in most countries (hence the "Fourth Power Law" name).

Engr. T. Mene PhD, FICWCI, MCIHT, RMaPS
Project Manager & Advisor
(Safe Corridors AARSI, FRSC World Bank).

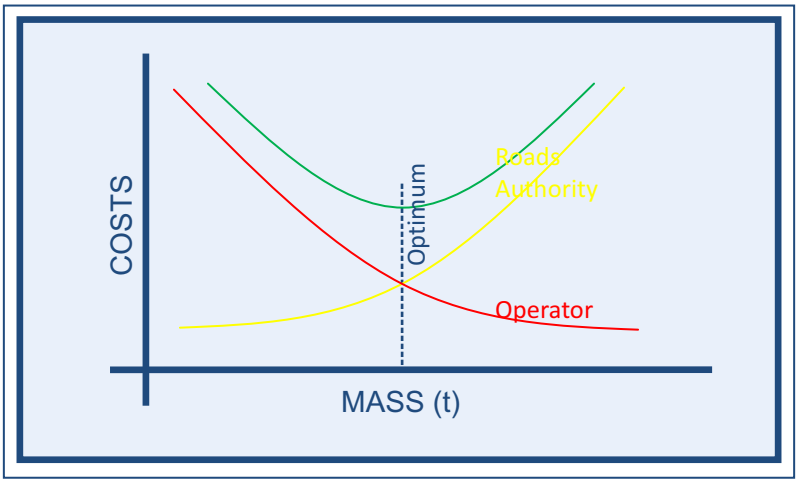
This means that as soon as the axle loads exceed the weight of the standard axle the damage increases exponentially at the fourth power, resulting in a 20% overload causing more than twice the damage caused by the standard axle, a 50% overload causing six times the damage and a 100% overload, i.e. an axle weighing twice the legal limit causing 16 times the damage of the standard axle. This increase in damage results in rapid deterioration of

Figure 1: Effect of Overloading on Road Pavement Life



One of the objectives of road authorities is therefore to ensure that the total transport costs to the national economy (which include both the operators' cost and the road authorities' costs) are kept to a minimum. On the one hand, they have to provide adequate road infrastructure to achieve this, but on the other hand, they have to protect the road network from destruction due to excessively high vehicle overloading. Legal limits for axle and vehicle loading should ideally be aimed at achieving this minimized total transport cost. An illustration of these concepts is provided in figure 2 following.

Figure 2: Schematic Illustration of Theoretical Optimum Axle load



Vehicles that are loaded in excess of the legal limits are termed to be overloaded. From the above it is clear the overloaded heavy vehicles are a serious threat to any country's road network. A study done in 1994 estimated that between 20 to 30 percent of the heavy vehicles in Southern African countries are overloaded. Information collected during the Study indicated that axle loads in excess of 20 tons per axle were recorded, with vehicle weights up to 64 tons in some cases, i.e. twice the legal limit of 32 tons. As much as 50% of certain types of heavy vehicle traffic were overloaded.

1.3 COMPETITION IN THE ROAD TRANSPORT INDUSTRY

For road transport to be sustainable, and economically efficient, road transport operators must pay for the costs they incur in operating their vehicles, as well as the costs they induce as they use these vehicles on the roads. The costs of the road system is normally collected through vehicle license fees and levies on fuel, but may be subsidized by general tax revenue going into roads.

Through a system of bidding and tendering, people desiring to transport goods by road will obtain the services of heavy vehicle operators, who will, in price they offer for their services, take into account the cost of both the operation of the vehicles as well as any fees or levies they have to pay for the use of the road. This results in an economically efficient and sustainable system.

If however a transport operator overloads his vehicle, he is able to offer a lower price than his law abiding competitors in the industry because he will be carrying more tons of goods per trip on his vehicle, while the operating costs of the vehicle will only be marginally higher. If he overloads by 20% of goods only for part of the weight of the overloaded vehicle, he may actually be carrying between 50% and 100% more goods than exactly similar heavy vehicle that is legally loaded. He can offer his services at between two thirds, and, or a half of the price that the legally loaded operator can offer. However the costs to the road system of this overloaded vehicle will not be recovered from this operator unless he is apprehended for overloading. The second purpose of axle load control is therefore to ensure that there is a fair competition between transport operators that will allow an economically efficient system to operate in the industry as a whole.

Many transport operators who want to work within the law are undercut by unscrupulous competitors who overload their trucks, in order to offer lower tariffs. This places law-abiding operators in a predicament. These operators are then "almost compelled" to start overloading to compete with rival operators and the situation is quickly compounded.

Responsible and law-abiding operators need protection by the authorities in the form of strict control over those who have contempt for the law.

1.4 SAFETY ON THE ROADS

Overloaded heavy vehicles can become a severe safety risk. Heavy vehicles are designed to carry specific loads, and are equipped with engines, tyres, suspension and brakes to safely carry these loads. However if these design loads are exceeded, three safety risks result, as set out in the following subsections.

1.4.1 Vehicle Failure

Heavy vehicles are a complex combination of elements, each of which is carefully designed for the purpose to which they are intended. Engine power, braking capability, structural strength, and tyre load capacity are all designed for a specific range of loads. Naturally because of the dynamic nature of the loads, these designs have some factor of safety in them. However, overloaded heavy vehicles have reduced this factor of safety, such that if a combination of factors coincide (like a particularly bad bump at the bottom of a long hill where vehicle speed is above average) then the vehicle will be far more likely to fail catastrophically, than if it was legally loaded. This can result in accidents due to the vehicle being unable to stop or maneuver to avoid other vehicles or road users, usually with very severe results.

1.4.2 Traffic Hazard

Heavy vehicles that are broken down are generally not moveable until specialist towing services can be mobilized to remove them. If such vehicles break down on a road where sight distance is restricted, or in other areas where traffic-flow is restricted, then traffic hazard is created. Overloaded heavy vehicles are more likely to break down and create such a hazard to other traffic, which in turn increases the chance of traffic accidents.

1.4.3 Traffic Obstacle

Overloaded heavy vehicles are considerably slower than legally loaded vehicles when ascending or descending grades in hilly and mountainous areas, due to their reduced power to weight ratio. This causes a major impediment to smooth traffic flow, and results in the drivers of other vehicles becoming impatient and making higher risk maneuvers, also increasing the probability of accidents occurring.

1.4.4 Maintenance and Concession of Road

Maintenance of roads is more difficult due to the damage resulting from overloading, resulting in much more major interventions being required earlier in the life of a road. This in itself requires totally different maintenance organizations and resources allocations. In the case where roads win concession for maintenance and rehabilitation purposes, it is untenable for a concessionaire to price to cover the risk of the damage due to overloading, as this can be extensive and is outside the control of the concessionaire (who is reliant on public authorized officers to do overloading control).

It therefore becomes a high risk factor, which either has to be priced by the concessionaire, or will result in a lack of interest in concession concerned. It is significantly more efficient to control the amount of overloading and provide for a more measured way of compensation for damage due to overloading in the concession. To do this, control and weighing information must be available.

1.4.5 Overall Rationale

While transporters profit from inadequate law enforcement, overloaded vehicles are damaging roads, the condition of the roads is deteriorating and funds to rehabilitate these are needed earlier than planned. In addition the equilibrium of fair competition in the transport industry is being disturbed by overloading, safety on roads is being compromised and the possibility of concession of roads for maintenance purposes is being jeopardized.

On the other hand, to operate an effective axle load control program requires investment in infrastructure, in staff training and commitment from authorities and staff. Experience in other countries, which is now confirmed in principle in this piece of work, shows that investment in effective axle load control provides rates of return well above investment criteria limits; and provides immeasurable benefits in terms of healthy and fair competition within the road freight industry and between modes of freight transport.

In most cases, the most economic and realistic solution to the overloading problem is a comprehensive and effective axle load control program.
It is an accepted fact that "a good axle load policy is lacking" in Nigeria and "surveys are not regularly carried out to establish the extent of compliance with relevant legislation on overloading". My observations are:

? While there is an initiative to rehabilitate some weighbridges, there is no effective control of axle or vehicle loads; and effective prosecution of overloading offences (as well

as other offences) is not possible at the present time.

? The present load limits (32 tons GVW) are not coordinated with the regional ECOWAS standards, and so constrain vehicles to a size which is not necessarily the most efficient.

? A simple close observation on our road systems could practically prove the magnitude of damage overloading is doing to our road network.

? Observe the road network between Ibadan to Lagos and from Lagos to Ibadan, or Kaduna to Kano and from Kano to Kaduna and you would find that the more damaged or deteriorated sections of the roads, are sections used when the tankers are fully loaded.

? There is need to ensure that all vehicles shall go through the weighbridges at axle load control points and that there are no other routes except through the weighbridges.

? Physical barriers need to be constructed around weighbridges to ensure leak-proof scheme.

? All overloaded materials need to be off-loaded at the point of detection with legislated severe fines on the spot to prevent re-occurrence of offence.

? Based upon the independent axle load surveys conducted, a substantial investment in axle load control will be justified.

A comprehensive approach is therefore proposed to involve all stakeholders, confirm policy on overloading, create awareness, develop efficient limits, legislate these, develop an efficient network of enforcement facilities, operate these to effectively enforce the limits legislated, provide court and judicial system that ensures justice is maintained and appropriate penalties and sanctions are applied to offenders and particularly to sanction regular offenders.

Chapter 5

Safety Managers are expected to understand basic driving skills, rules and regulations, responsibilities and psychology of their drivers, as well as show concern on their training needs.

5.1 DRIVER TRAINING TECHNIQUES

- BAFFA, D. H.

INTRODUCTION.

In a gathering of this nature, the focus is always on the efforts to reduce Road Traffic Crashes on our highways. In the past till date, we have witnessed various groups of people involved in Road Traffic Crashes; from the Pedestrian to the motor cyclist and to drivers, irrespective of the type of vehicle or the number of years of driving experience. As it has been established, that Road Traffic Crashes cannot suddenly be eradicated, this paper purposes to acquaint us with various techniques of Training different categories of drivers, so as to contribute to the reduction in Road Traffic Crashes. In this paper, the drivers (according to a journal on beginner driver education) will be categorized into the following:

A. Beginner Driver
b. Professional Driver
c. Experienced Driver.

Generally, the methods adopted in Drivers' Training include:

1. Formal Classroom Approach
2. Use of soft ware/driving simulators
3. Behind the wheels
4. Practical Driving (in-vehicle instruction)
5. Public Enlightenment
6. Use of Local Language, Visual Aids
7. Visual Acuity Test. (see National Drivers' Training Manual 2008)

CLASSROOM APPROACH:

The use of Classroom Approach/method became necessary, considering the fact that most of our drivers in the country are either primary school leavers, secondary school

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leavers or have not attended formal education at all. The Driving Standards Agency (DSA 2009) recommends a minimum of 25hrs in classroom. Paper also must be delivered by a qualified classroom instructor to at most 40 students to one instructor (40:1). 24 : 1 is however recommended. The learner driver/new entrant is taught on the Highway Code, Road Signs, some aspects of the
National Road Traffic Regulations, Practical Driving exposures, how to move a vehicle from point 'A' to point 'B', turning left, right, and how to share the road with other road users. It is expected that at the end of the training they should know and interpret as well as react to road signs, move vehicles and interact with other road users. Visual (eye) test is also conducted to ascertain the correctness of would be drivers' sight and possibly recommend so, where the driver needs to use glasses when driving. This means that eye specialists (ophthalmologists) are co-opted into the training to conduct the eye test (Kiel etal, 2009).

The Classroom Training for learners, should include, the use of driving simulators for various categories of vehicles hence cars, trucks and articulated vehicles have different simulators. The essence of this is to present the learner driver with assumed traffic conditions before he is exposed to the practical driving outside the classroom.

The beginner driver must be guided by a qualified in-vehicle driver instructor. A minimum of 10 hrs is needed for the practical (D.S.A 2009). The practical driving exposure is first of all conducted in the driving range. The site for the driving range is so selected to contain as much as possible different features that will be seen on the highways such as bends, obstacles, hills, bridges, pot holes, road furniture etc (Iowa Department of Transport 2008). No learner driver should be taken to the highway without going through the driving range which informs him (the learner driver) of the things to expect as well as do on the highway. When satisfied with his performance the Driver Instructor(s) then recommends the learner driver for issuance of drivers' licence at the end of the Training.

PROFESSIONAL DRIVER: A professional driver is a person who earns a living as a driver of a motor vehicle be it a car, bus, truck etc (Wikipedia). At this stage, a similar training technique to that above, is adopted but in a more detailed and fundamental manner, but the training varies because we have the professional cab/taxi driver, professional articulated vehicle driver, truck driver as well as the private driver (chauffeur). That is to say the training under this category differs from one type to the other. The professional driver is taught, how to detect and fix minor faults / problems in his vehicle.

Proficiency training is also conducted for the professional driver. This type of training is a refresher course to re-iterate in a more elaborate manner what the driver had learnt at

the basic training level especially where new innovations and technology are introduced into various aspects of road interaction, e.g. Vehicle operating systems, safety gadgets like seat belts and airbags etc.

Advancement in vehicle configuration has changed over the years, hence the need to inform the driver about the usage. Example: most modern vehicles come with automatic transmission gear system, air bags and cruise control/speed regulation devices etc. Also the professional driver is taught about the National Road Traffic Regulations and other laws/ regulations guiding the use of the road for examples effects of the use of phone while driving and use of seat belt, among others

Advanced course is also organized for the driver. This is an improvement on the proficiency course and is a mixture between the methods used in the basic and the proficiency training. This becomes necessary because some of the drivers may have forgotten all that was taught them at that level (i.e. Basic & proficiency) and are used to the old model vehicles. These categories of drivers are at the peak of their career, experienced and are also often saddled with the responsibility of supervision of junior or younger ones.

It is also pertinent to note that driving requires classroom training as much as practical training to merge with practical skills. The issue here is not just learning to get drivers' licence but to understand the traffic mechanism as a whole and ultimately how to save your life and that of other road users while driving.

Road Transport Organizations, Ministries, Agencies and Parastatals through their Safety Managers can also organize public enlightenment programmes to educate the motoring public in conjunction with law enforcement agents to minimize Road Traffic Crashes.

MODE OF COMMUNICATION

The best lesson delivered is that which is understood by the trainees/students. It is therefore necessary to use a language that is easily understood, when training any of the above categories of drivers. Where applicable the mother tongue of trainees should be used alongside suitable teaching aids bearing in mind the formal education level of the would be drivers as highlighted above.

In conclusion, the need to adopt a different method or technique in the training of drivers is like the other formal educational sector practices, the Driving profession could be viewed from three (3) level perspective of Basic/Primary, Advance/Secondary and Professional/Tertiary level of acquisition of knowledge.

Driving is a noble profession and deserves to be viewed with all seriousness more so with it's implication on the issue of life and death on our roads.

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5.2 CONDUCT AND COMPORTMENT OF FLEET/SAFETY MANAGERS

- OGAGAOGHENE, G. O.

INTRODUCTION

I count it a great privilege to be invited to talk to a select/distinguished group of persons like you. I am more so grateful for the choice of the topic of the lecture, "Conduct and comportment of fleet/safety managers." This is particularly so, as we will be discussing on issues that we are all familiar with, issues that we engage in everyday as fleet/safety managers in the course of discharging our daily duties.

Let us from the outset put in their right perspectives some key words in the title of our topic of discuss, as this will make for meeting of minds on the same pedestal and hence better understanding of the lecture. The first word in the title, 'conduct' simply means to do or run something, that is, to carry out, manage or control something. It could also mean the way a person behaves, especially in public, or to guide somebody along, to lead a group of people somewhere by going along with them. Comportment also means the way a person behaves while fleet is a group of vehicles under a single ownership or management. Putting these definitions in the context of our topic of discuss, the conduct and comportment of fleet/safety manager is the management or execution of matters, such as work or official affairs relating to a fleet of vehicles. It is how we manage the fleet of vehicles in our care. We will therefore be x-raying your job functions as a fleet/safety manager and how you are to carry out this onerous assignment.

Over the years, the Federal Road Safety Corps, in order to accomplish its obligations of ensuring safety of lives and property on the highways, has embarked on extensive/in-depth researches to determine the cause of road mishaps and the findings led to a collaborative consultation with stakeholders in the transport sector. Another fallout from the findings is the identifying of some key players in the transport subsector and their roles in the escalation/mitigation of crashes on our highways.

G O Ogagaoghene, Corps Commander is the Head of Section, Admin. & Human Resources Department, FRSC

In order to mitigate the unwholesome practice in road transportation which has led to disorderliness, insecurity and unnecessary destruction of lives and properties on the nation's highway, the Federal Road Safety Corps has fashioned out ways of achieving this. These include, among others, the following:

i. Regulating road transportation in Nigeria
ii. Ensuring safe and standardized fleet transport operation for all
iii. Checking the excesses of transport operators which often lead to loss of lives and properties
iv. Entrenching a culture of safety consciousness in organisations and companies with fleet of vehicles which are to be made realistic through:
    a. Public education and enlightenment of stakeholders
    b. Creation of data base of all registered companies, organisation and road transport companies with at least five (5) vehicles in their fleet. This however will provide information on how to plan, regulate, certify and monitor all registered companies
    c. To continuously inspect, assess, certify and decertify relevant companies, organizations and transport operators in accordance with standards contained in the policy document, which are;
    a. Operators Safety Standard,
    b. Drivers Safety Standards and
    c. Vehicles Safety Standard

WHO IS A FLEET OPERATOR, FLEET MANAGER AND A SAFETY MANAGER?

A fleet operator is here referred to companies, organisations and road transport companies that have at least five (5) vehicles in their fleet. A fleet manger is a person who owns or manages for another a fleet of five or more vehicles while safety managers are people appointed by a fleet operator to take charge of the safety unit of the fleets and ensure strict implementation of the policy requirements of the Road Transport Safety Standardization Scheme (RTSSS) in their respective companies/ organizations.

It is expected that all fleet operators must :-

i. Establish safety units and appoint safety managers to man them
ii. Ensure compliance with the minimum safety standards of vehicles, drivers, and terminals for yearly certification which are categorised into three broad categories as follows:-

a. Operators with at least 100 vehicles in their fleet
b. Operators with between 25 and 99 vehicles in their fleet
c. Operators with less than 25 vehicles in their fleet

In certifying the fleet operators, they are grouped into three classes from A-C

A. For a company or organisation to be rated as class A, it must have met at least eighty (80percent) percent compliance, that:-

i. The terminals are rated 80 percent and above in terms of location and other safety parameters

ii. About 80 percent of the drivers must have been trained by either FRSC or other certified competent trainers and instructors

iii. 80 percent of the vehicles are RTSSS compliant and attract RTSSS compliance stickers

iv. Have good evacuation and emergency plans in place in case of crashes/break down

v. Have competent and certified Safety Managers at their headquarters and assistant Safety Managers at their other locations and terminals

B. Those rated and grouped in class B must have at least 60 percent compliance in all the parameters listed above.

C. While those rated and grouped in class C must have at least 50 percent compliance in all the parameters listed above.

REQUIREMENTS OF FLEET OPERATORS AND SAFETY MANAGERS

It is an established fact that fleet operators perform useful services to humanity through the services they render either for profit maximization or for welfare purpose, yet there is need for them to build confidence in their clients and also operate within prescribed and regulated operational standards.

It is equally true that nobody who has a foreknowledge that his journey will not end well will still want to embark on that journey. Of equal importance, is that no reasonable authority will fail to regulate a system that is patronised by over eighty (80 percent) of its populace or through which most essential service are rendered. Neglect, which may lead to more negative consequences, may be too costly for a nation to bear.

It is consequent upon the above that the government through the Federal Road Safety Corps introduced a well thought out code, compact and articulate fleet operators' safety policy which takes into consideration passengers safety, vehicles and operators personnel standard.

A. **FLEET OPERATOR** - Fleet Operators are expected to:-

i. Establish fully functional safety units headed by qualified, competent and experienced
safety managers who are adequately knowledgeable about all the intricacies found

in the National Road Traffic Regulations and other requirements such as vehicle mechanics, route knowledge, vehicle and passenger documentation, driver training and discipline as well as law enforcement and operators relations. This is to ensure smooth operation of fleet owners.

ii. Provide standard terminus/registered office in locations that will not lead to traffic problems such as congestion. These, outside safe boarding and alighting will lead to easy accessibility of location for all parties.

iii. To put in place a standard recruitment policy as well as drivers certification programme for its drivers and ensure that whoever is engaged by them satisfies the relevant provisions of the National Road Traffic Regulations which provides guidelines for issuance, continued holding of drivers licence, categories of licence, use of vehicles as well as conduct of drivers.

iv. Operators must not use drivers with more than one licence, suspended, removed, cancelled or disqualified from driving.

v. Must have an established policy on training and re-training of drivers

vi. Operate a comprehensive vehicle maintenance policy.

vii. Implement the approved passengers manifest.

viii. Write on their vehicles contact telephone numbers, preferably those of the safety managers for feedback from the public, especially on the behaviour of the drivers

ix. Maintain records on driver, vehicles and road traffic crashes and submit same to relevant agencies

x. Provide recovery vehicles and well designed emergency evacuation plan

xi. Entrench security plans ensuring that all passengers and properties are safely handed over at the terminals and also along the route

xii. Participate in fleet operators forum

xiii. They must ensure that their operations meet their client's expectations and are within the standards required by the laws of the land.

b. **SAFETY MANAGERS** –The safety managers must ensure that:-

i. Risks arising from driving are recognised as an integral part of the organisation safety policy

ii. Ensure that the vehicles meet the minimum safety standard

iii. Must have the knowledge of the Nigerian Highway Code.

iv. Must be knowledgeable of the National Road Traffic Regulation 2004

v. Must have knowledge of the basic accident investigation skills/techniques.

vi. Ensure enforcement of the maximum driving period, rest hour, (8Hours rest within a 24 hrs per trip) and that no driver is engaged more than 24 hours

vii. Ensure periodic certification of drivers

viii. Assess and determine accident prone routes periodically and develop defensive driving technique to ensure safety
ix. Maintain a logbook for each driver
x. Ensure the use of passengers manifest for each trip
xi. Submit duplicate copy of passengers manifest periodically and on demand to FRSC
xii. Ensure that the appropriate road worthiness certificate is obtained
xiii. Sending safety report on quarterly basis to FRSC using the approved format
xiv. Observation and vetting drivers temperament and criminal record(s) before employment and behavioural developments should be constantly monitored
xv. Periodic review of disciplinary action on drivers
xvi. Ensure regular training and retraining of drivers
xvii. Periodic examination of drivers performance
xviii. Keep general record of drivers activities

The general requirements of safety managers however include:-

a. Risk assessment
b. Drivers assessment
c. Route assessment and
d. Vehicle assessment

5.3 INTRODUCTION TO DRIVING



Plate 5.1: Fasten your seat belts while driving

What driving is?

Controlling a

- motor vehicle
- motorcycle
- pedal cycle

on public/private roads

- Includes stopping a vehicle at traffic lights or during a traffic hold-up

Who a Driver is?

- Someone who is above 18yrs and licensed to operate a motor vehicle on public/private roads, whether for commercial or private purposes

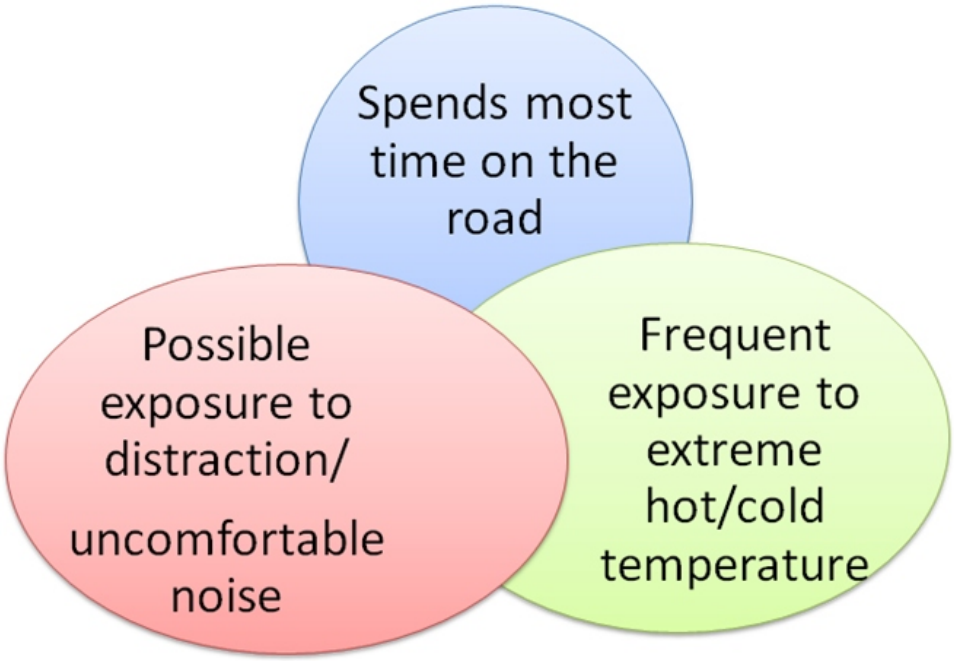


Fig. 5.1: Working conditions of a Driver

Driving, a high risk engagement

- It is a high frequent activity involving the use of all the human senses
- At least one decision must be taken every 3 seconds (20 decisions/min)
- Vehicles on Nigerian roads increased by about 2million between 2005 and 2007

Driving, a high risk engagement

- 90 percent of about 140 million Nigerian citizens are directly or indirectly involved in Activities related to driving on daily basis
- More than 300,000 Nigerian drivers committed series of road traffic offences in 2006
- Driving is the most significant personal risk in human endeavors

Driving

- Is the controlled operation of a land vehicle by an individual, usually a motor vehicle such as a truck or a car, motorcycle/pedal cycle
- Driving in traffic is
  - More than just knowing how to operate the mechanisms which control the vehicle
  - It requires knowing how to apply the rules of the road (which govern Safe and efficient sharing with other road users)
- An efficient driver also has an intuitive understanding of the basics of vehicle Handling

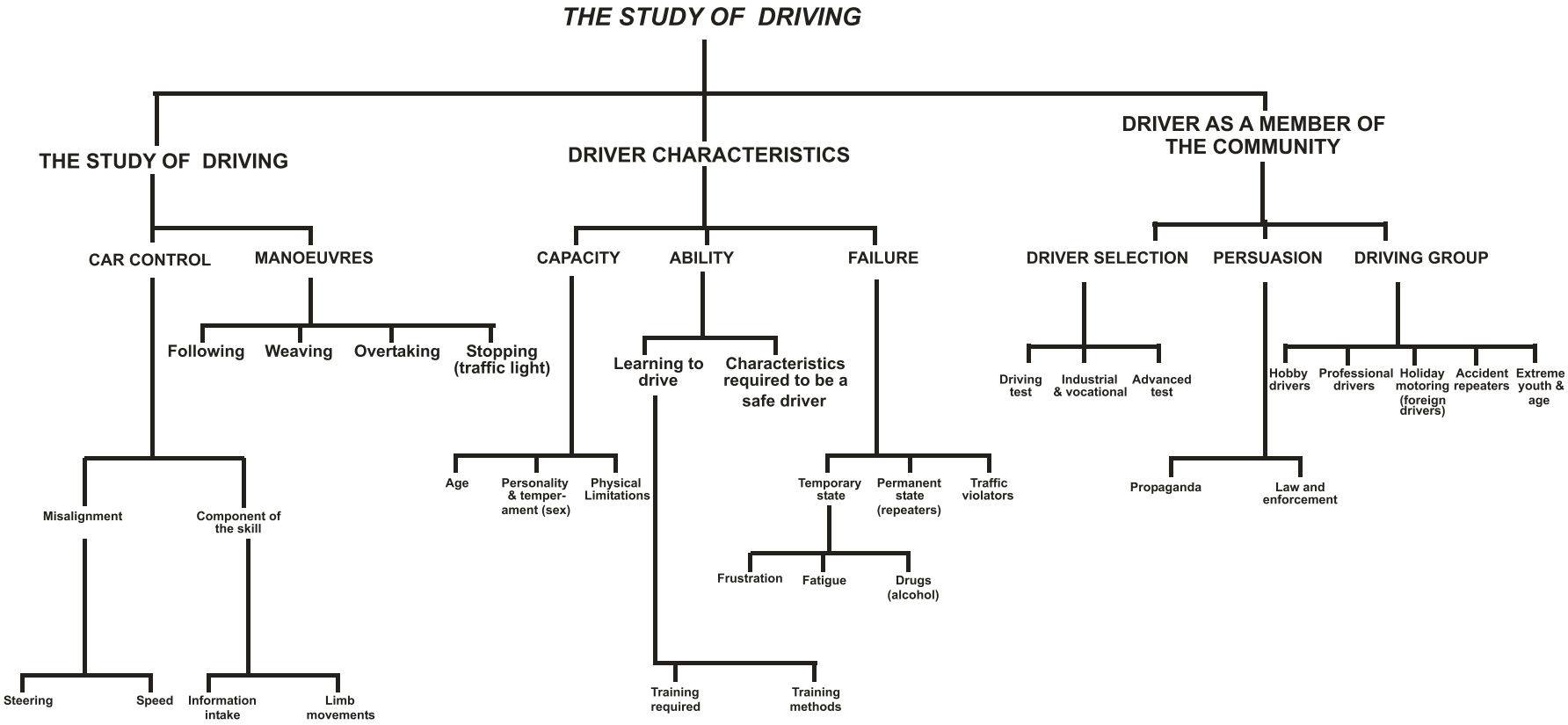
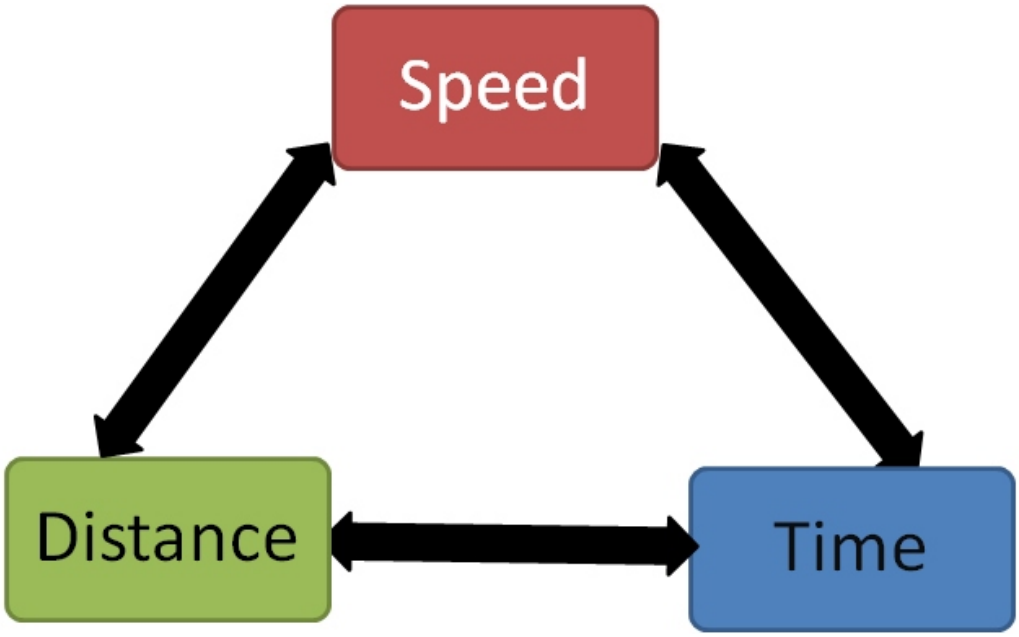


Fig. 5.2 The field of study of driving



These factors must be given adequate consideration before embarking on any journey

Fig. 5.3: Major factors involved in driving

Driving as a physical skill

- A driver must be able to control direction, acceleration and deceleration
- The task include
  - Starting the vehicle's engine with the ignition system
  - Setting the transmission to the correct gear
  - Observing the dash-board

Driving as a physical skill

- Depress the pedal with your feet to accelerate, slow and stop the vehicle, and if the vehicle is equipped with a manual transmission, to modulate the clutch
- Steer the vehicle towards vehicular direction with the steering wheel
- Operate other important ancillary devices such as the indicators, headlights and windshield wipers
- Overtaking and reversing techniques
- Using the mirrors effectively

Driving as a mental skill

- Driver error is an important factor in road crashes and a major factor in the resultant death of over 1million people worldwide every year
- Avoiding such error involves more than just following the rules of the road literally

- It involves complete mental alertness, engaging all the senses

Driving as a mental skill

- Avoiding or successfully handling an emergency driving situation can involve the following skills
  - Making good decisions based on road and traffic conditions
  - On-time evasive manoeuvring
  - Proper hand placement and sitting position
  - Skid control
  - Steering and braking
  - Understanding vehicle dynamics

Driving as pleasure

- Is a feeling of enjoyment derived from operating a motor vehicle
- Factors known to contribute to driving pleasure include responsiveness of the vehicle to driver's manipulation of the controls, which means that the vehicle obeys and executes driver's command without hitch
- Driver's feel for vehicle manipulation under various road conditions

Aggressive Driving

- Is a form of automobile operation in which an operator will deliberately behave with contempt towards other road users and drive in such a manner as to increase the risk of an automobile crash
- Is not usually the result of drug or chemical ingestion, rather the personality and psychological frame of mind of the person operating the automobile

Aggressive Driving

- Can lead to committing infractions against road traffic regulations
- Can also lead to more serious crimes, such as manslaughter or murder
- May, in rare cases, be caused by mental illness
- Unnecessary speeding
- Tailgating
- Frequent or sudden lane changes often without signaling
- Driving on the shoulder of the road or unpaved portions of the roadway
- Harassment of other motorists who do not get out of the way
- Honking and flashing indiscriminately
- Unnecessary revving
- Unnecessary reversing and incorrect traffication
- Driving while impaired by alcohol or drugs

- Threatening or attempting to cause physical harm to other drivers
- Driving recklessly
- Impatience at intersections
- Putting himself in a driving contest situation
- May lead to violation of
  - Stop signs and red lights
  - Keeping to the left side of the lane

- The aggressive driver may attempt to take things personally and seek to retaliate against the other driver
- This normally leads to unsafe driving acts such as reckless speeding or attempting to run a Highway

Triggers of Aggressive Driving

- Traffic congestion
- Running to meet up with late schedule
- Track racing mentality
- Right-of-way claims

What to avoid in Aggressive situations

- Eye contact with another driver, especially where conflict can occur – the other driver may interpret eye contact as a "challenge"
- Agitation and un-relaxed moods
- Scampering out of the way, could escalate the situation

What to avoid in Aggressive situations

- Direct challenge to the aggressive driver by matching up speed or attempt to hold Stubbornly to your position in your travel lane
- Refusal to use the safety belt and discouraging your passenger from doing so
- Contest situations especially on right-of-way

How to avoid becoming Aggressive while driving

- Start the journey well ahead of time to reach your destination on schedule
- Adjust your schedule to avoid driving during peak traffic congestion period
- Call your destination ahead to make your situation known so that you can relax when Running late

How to avoid becoming Aggressive while driving

- Avoid driving when angry, upset or tired

- Make the vehicle comfortable and avoid situations that can raise anxiety
- Relax and remain aware of your posture always
- Sit back in your seat, loosen your grip on the steering wheel and do not clench your teeth

How to avoid becoming Aggressive while driving

- Be polite, courteous and forgiving to other road users
- Control reaction to other people's aggression
- Do not retaliate
- Do not claim right-of-way or indulge in any contest situation
- Assume other drivers' mistakes are not personal

Tailgating

Is the practice of driving on a road too closely behind another vehicle, such as less than the travel distance of two seconds or, equivalently, one vehicle-length for every 5km/h of the prevailing speed



Plate 5.2: Tailgating

Causes of tailgating

- Driver travelling at a higher speed
- Switching into a lane in front of another driver, but without adequate clearance
- Also occur because of ignorance of risks involved
- Over-confidence and carelessness of some drivers

Strategies for reducing risks of tailgating

- Yield to the other driver
- The space between your vehicle and the next should be at least twice the length of your vehicle for a safe stopping distance
- Encourage a tailgating driver to overtake if it is safe to do so
- Allow the tailgating driver pass in some other way
- Slow slightly below the normal flow of traffic speed

Road rage/Road violence

- Is a term used to refer to violent behaviour by a driver of an automobile, which causes crashes or incidents on roadways
- Is a relatively serious act; it may be seen as a violation of property rights and danger to personal security
- Is reckless driving to injure or kill another driver
- Can be thought of as an extreme case of aggressive driving
- Is the informal name for deliberate exhibition of dangerous and/or violent behaviour by a driver under the influence of heightened, violent emotion such as anger and frustration

- Is an emotional state of anger which escalates into
  - Violent criminal acts
  - Threats
  - Attempts at violent acts that results from the operation of a motor vehicle

- Also involves provocative habits intended to humiliate or harass others or instill fear in them

Causes of Road rage

- The Environment
  - Traffic congestion
  - Weather
  - Time constraints

- Instructive responses
  - Actions of retaliation to get back at another careless driver

- Territorial defensiveness
  - Defending one's personal space (the car) in response to another person's driving

Signs & Manifestations of Road rage

- Verbal provocations
  - Yelling of obscenities
  - Threat
  - Excessive horn honking
  - Outright rudeness

- Also include driving actions like
  - Cutting off another vehicle in traffic
  - Blocking others from using a traffic lane
  - Chasing or running another vehicle off the road
  - Deliberate ramming or bumping of another vehicle

- Aggressive driving including sudden acceleration, braking and tailgating
- Cutting others off in a lane, or deliberately preventing someone from merging
- Sounding the vehicle's horn or flashing light excessively
- Rude gesture(such as pointing of the finger at another motorist)
- Shouting verbal abuse or threat
- Intentionally causing collision between vehicles
- Exiting the car to attempt to start a confrontation, including striking someone else's vehicle with an object or the palm
- Threatening to use or using a firearm or other deadly weapon
- Throwing projectiles from a moving vehicle with the intent of damaging other Vehicle

5.4 QUALITIES AND RESPONSIBILITIES OF A GOOD DRIVER

Introduction

- The Millennium started since year 2000 and it is expected that driving in these years of globalisation is to reflect PROFESSIONALISM and ensure SAFETY
- There is also a great demand for human capacity development to ensure good and appropriate knowledge, skills and proficiency in all areas of endeavour
- Thus, every professional must sharpen and improve his skills to meet new standards
- Corporate drivers are not left out as they must leave the level of "common drivers" to "professional drivers"
- There is need therefore for every professional driver to avail himself of every opportunity available for continuous improvement

Qualities of a Good Driver

- Skilful in driving and must have a valid and appropriate drivers' licence
- Courteous and respectful to his employer, peers and other road users
- Observes defensive driving techniques always
- Neat and neatly dressed at all times
- Security conscious always for his employer, property and passengers
- Use safety belt and advice passengers to use same always when driving
- Cost and time consciousness
- Able to communicate effectively
- Knowledgeable in routes, traffic signs and regulations and willing to obey them
- Observes routine maintenance of his vehicle
- Cares for his vehicle intimately (wash, polish, brush, spray etc)
- Is able to carry out some minor (do-it-yourself) repairs on the vehicle
- Makes sure his vehicle is in good condition at all times

- Understands his immediate boss very well and knows his regular routines
- Must be reliable
- Must have knowledge of auto-mechanics
- Have good interpersonal and intergroup relations
- Not rowdy, loud and talkative
- Always ensure that his tools, kits, first aid bag, vehicle papers etc. are intact for every trip
- Takes his job seriously

REQUIREMENTS FOR A GOOD DRIVER

1. Physical requirements

- **A good driver must be**
  - Hale and hearty
  - Able to perform tasks such as sitting, standing, walking, kneeling, bending, talking etc
  - Have good eye sight
  - Have good hearing
  - Be alert (physical and mental) always

2. Knowledge and Education

- The greatest problem of any individual in the present world is Ignorance which may be occasioned by lack of requisite education and access to information
- A good driver must therefore be quite educated and knowledgeable in the following areas, among others:

a. Road Traffic Laws and Regulations

Meant to promote or/and enhance orderliness as well as positive behavioral culture of the drivers

Meant to be obeyed, following particular procedure laid down for adherence /Observance

b. Automobile mechanics skill

Able to perform minor tasks such as identifying problem areas of a vehicle when the need arises

Ability to use the basic hand tools in case the vehicle stalls suddenly is of Paramount advantage/importance

Ability to carry out routine checks on vehicle

c. Knowledgeable in route patronized

- Being familiar with the route(s) he plies
- Ensures high degree of balance in driving
- Eliminates surprises that may ordinarily result into crash
- Allows him to know his location in relation to the environment and other objects/alternate routes
- Assist him to identify in very limited time Help area/hospital and/or location of FRSC or Police Commands nearest crash scenes for appropriate intervention

d. Meets required licensing standards of his profession

- Obtain the appropriate/applicable drivers' licence
- Test certificate(s) necessary for vehicles (road worthiness, hackney permit, etc)
- Proper insurance of vehicle etc

e. First Aid and Casualty handling

- Be knowledgeable in rudiments of first aid and handling casualty

f. Fire prevention and fighting

Know how to

- prevent automobile fire outbreak
- Use fire extinguisher to effect, in case of outbreak

3. Spiritual inclination

Be God fearing

- Abhor the use of 'juju' in the discharge of duties
- The fear of God enables the good driver to adhere to traffic regulations And treat others fairly
- Prays constantly for divine protection and submits, with wisdom, to the directives of the Almighty
- As the saying goes, "submit the steering to Him, He knows the route"

4. **Good sense of judgment and not panicky but quick to reasoning**

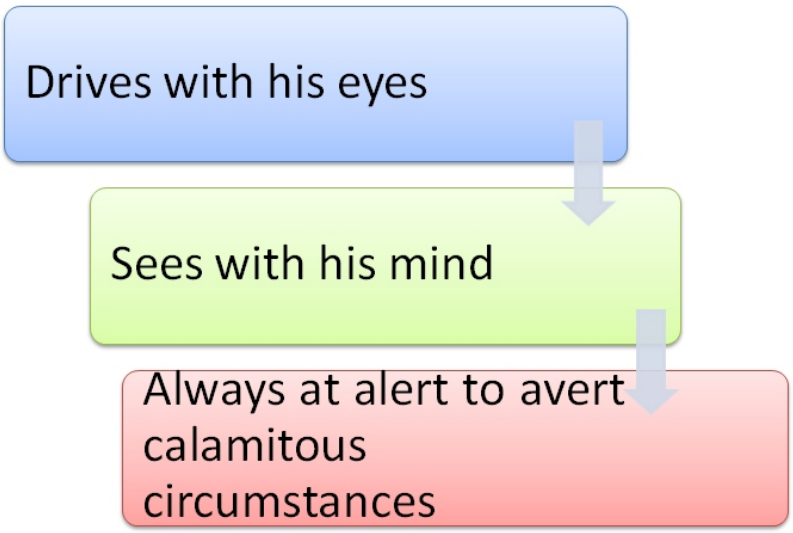


Fig. 5.4: "Seeing with your mind"

5. **Good listener**

- Listens to complaints of the passengers and other peers when complaints are made either in respect of his driving or his vehicle condition/behavior
- Listens to his vehicle for any change in sound so as to intervene in case of malfunctioning of any part
- Avoids Road Accident Immunity Delusion Syndrome (RAIDS)

6. **Ensures Passengers' Comfort, Welfare and Safety always**

- Particularly for commercial vehicles where all regulations pertaining to the passengers' part of traffic obligations as required:
  - use of safety belts
  - not obstructing/assaulting the driver
  - not fighting in or obstructing the entrance of vehicle etc

- Must also appreciate sanctity of lives and must be ready to preserve them always

7. **Trustworthiness, Integrity, Reliability and Dependability**

  - Be truthful
  - Be reliable since the lives and property of motorists are entrusted in his care
  - Ensures his continual dependability having established integrity (doing the Right thing knowing that nobody is going to know whether he did it or not)
  - Ensures smooth and efficient service delivery

8 **Responsiveness, Creativity, Endurance, Perseverance and Humbleness**

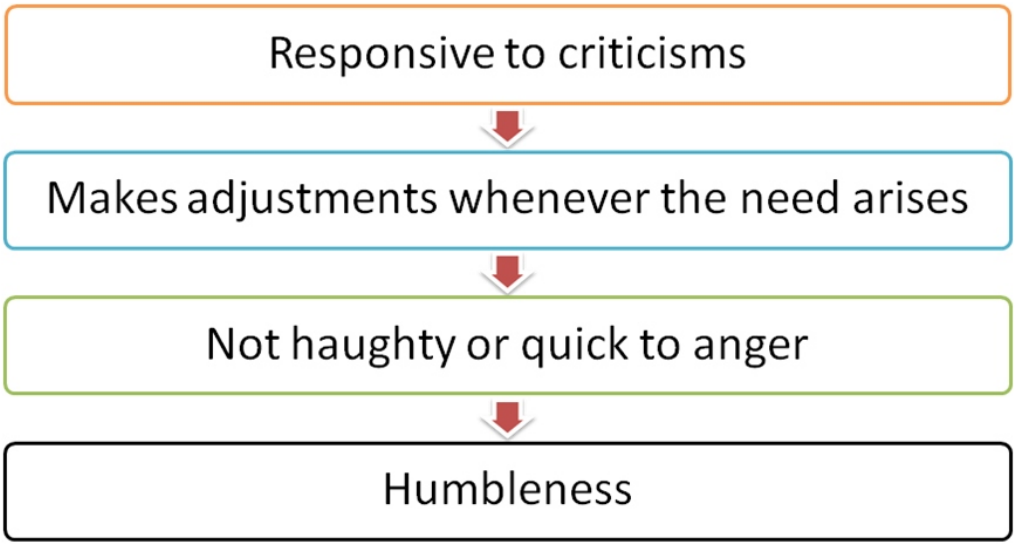


Plate 5.5: Your personality matters in driving

9. Punctuality and good sense of planning

- Punctual at work always
- Plans his journey such that unnecessary over-speeding and fatigue is avoided
- Takes off and arrives on time

10. Neatness

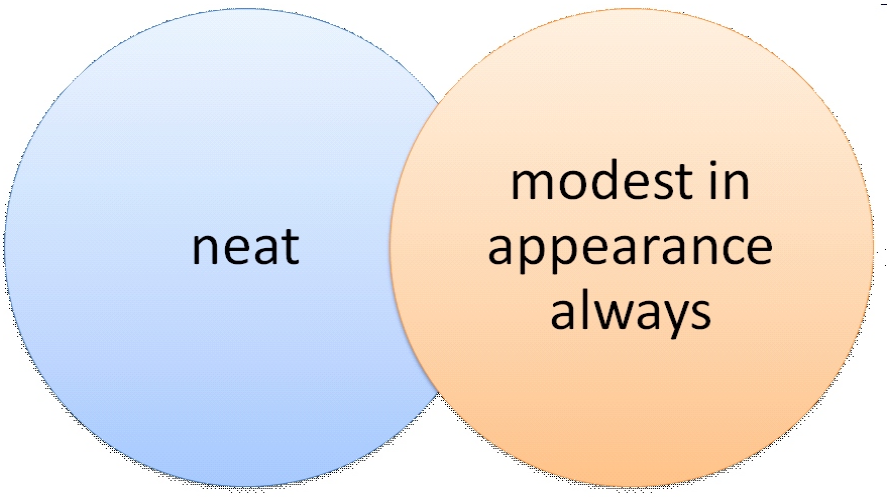


Plate 5.6: Neat and modest appearance

Responsibilities of a good driver

- Include all that pertains to his characteristics as well as, but not limited to the Following:

1. **Vehicle checks and maintenance**

   Checks vehicle to ensure that it functions properly

- Maintains records of
  - Vehicle characteristics
  - Repairs and services effected vide the Log Book
- This will ensure vehicle is properly tended to and will save time, money and possibly Lives and property

2. Fulfillment of Contractual Obligations

- No sane individual will board any vehicle that he knows will terminate his life or one which will not be successfully accomplished on schedule
- No individual will equally entrust freight to any driver/organization(s) that would not deliver baggage safely
- Therefore, the driver directly through its owner (if not owned by him), owes a duty to fulfill contractual agreement paid for by prompt service delivery

3. Road Safety consciousness

- Ensures all codes of practice are observed in the interest of road safety aimed at
  - Maintaining the highest standards of road safety at all times
  - Reducing crashes on the road to a minimum
- There is no speed limit in the pursuit of excellence

4. Avoidance of fatigue

   Do not start or continue a journey if
  - Unwell
  - Fatigued
  - Drunk etc

5. Crash report

- Report road crashes to the nearest Help area, FRSC Command or the Police, for rescue operations and/or for record purpose
- Report adverse driving characteristics of fellow drivers
- Report non peaceful behavior of passengers to the nearest FRSC or Police Command for prompt intervention

6. Keeping vehicles in good condition

- Keeps vehicle in good condition always
  Windscreen
  Clean windows
- Clears obstructing stickers and ornaments
- Subjects vehicle to tests
- Ensures rectification of malfunctioning parts

7. Maintenance of safety devices

- Ensures that all safety devices meant for the vehicle and the passengers are in place e.g.
  - Fire Extinguisher
  - Jack and accessories
  - Caution Sign
  - Safety belt

8. Health related issues

- Notifies the appropriate authorities of any medical conditions, that may arise
- Seeks corrections wherever necessary
  E.g. obtaining medicated eye glasses in case of deteriorating eye sight

9. Journey records

- Report all journeys as may be appropriate for
  - record purposes
  - Reflective consideration
    for better service delivery

Conclusion

- There is no doubt that a good driver is one who is a good citizen and exemplary in every aspect of his profession
- Driving, as a noble profession is as essential as any other
- A driver exudes confidence and knowledge in his chosen carrier thereby Benefitting
  - himself
  - the road users
  - his employers (if it is the case)
  - the nation as well as humanity in general

  Because he would have greatly assisted to stem depletion of the strong and virile youths that are being maimed or killed on daily basis, on our roads

Summary of a Good Driver

- Responsibilities
  - Vehicle checks and maintenance
  - Fulfillment of Contract obligations
  - Road Safety consciousness
  - Avoidance of fatigue
  - Crash report
  - Keeping vehicles in good condition
  - Maintenance of safety devices
  - Health related issues
  - Journey records
- Qualities
  - Physical requirements
  - Knowledge and Education
  - Spiritual inclination
  - Good sense of judgment and not panicky but quick to reasoning
  - Good listener
  - Ensures passengers' comfort, welfare and safety always
  - Trustworthiness, Integrity, Reliability and Dependability
  - Responsiveness, Creativity, Endurance, Perseverance and Humbleness
  - Punctuality and good sense of planning
  - Neatness

5.5 CAUSES, EFFECTS AND PREVENTION OF ROAD TRAFFIC CRASH (RTC)



Plate 5.3: Crashed Vehicles

Introduction

- Transportation (by road) generally is an imperative for individual, corporate and national development and therefore must be held in high esteem
- Transportation is the 5th life support line necessary for survival of the new born infant. The 1st four are: oxygen, water, nutrition and environmental warmth

The Road

- Roads are the main arteries of modern society's infrastructure, contributing heavily to the distribution of goods and human population
- Roads are the single most important capital asset in the transportation sector of any Country
- Roads constitute 90% of mobility while other means of transportation account for less than 10%
- 3 Main physical components of road transport system
  - Road users including pedestrians and drivers
  - vehicles including bicycles as well as motorcycles
  - roads including their immediate environment

- These components and their interaction through the movement and behaviour of the road users are influenced by and have effects on the society socially, economically, and technologically etc
- Some factors such as land use in the immediate vicinity of the roads, traffic legislation and its enforcement are directly related to the 3 components
- Other external factors
  - Education
  - Medical services and others which are linked to the other sectors of the economy are also affected by and have influence on the operations of the road transport system
- The roads are poorly maintained and are often cited as one of the causes for the country's high rate of traffic fatalities
- Nigeria has the largest road network in West Africa and the 2nd largest South of the Sahara
- There are 3 categories of roads
  - Federal
  - State
  - Local Government

Nigeria Road Network

- The total road network in Nigeria is about 194,394km of which over 130,000km are tarred

Federal roads	34,120km (17.6 percent)
State roads	30,694km (15.7 percent)
Local Govt. roads	129,580km (66.7 percent)

Road Traffic Crash (RTC)

- A vehicle crash is a road traffic incident which usually involves at least one road vehicle being in collision with, either another vehicle, another road user or a stationary roadside object and which may result in injury or property damage
- Road crashes, causing deaths, injuries and damages have always happened
- Constitute a veritable epidemic
- Road incidents result in the death of an estimated 1.2million people worldwide each year, and injure about 40times this number
- Predictable and can be prevented
- Now ranks 4th among the leading causes of death worldwide
- Responsible for approximately 8 percent of all deaths in the world, 7.9 percent in The developing countries and 7.5 percent in the developed countries

- Hits developing countries hardest
- Everyday 3,000 people are killed in crashes on unsafe roads worldwide
- Dangerous roads have an impact on every objective, including delivery of the Millennium Development Goals (MDGs)
- Road traffic injuries represent about 25 percent of worldwide injury-related deaths
- Automobile crashes are almost as old as automobiles themselves
- Early examples include
  - Mary Ward (Irish Scientist)
    Died on 31/8/1869, became one of the first documented automobile fatalities in Parsonstown, Ireland
  - Henry Bliss
    Died 1899, one of United State's first pedestrian automobile casualties in New York

Road Traffic Crash (RTC) in Nigeria (2000-2007)

- Reported RTC = 96,026
- Number killed= 47,923
- Number injured= 151,953

Major factors causing RTC

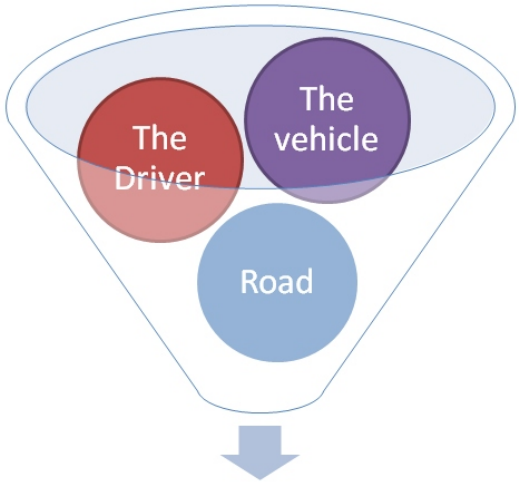


Fig. 5.7: Road Traffic Crash (RTC)

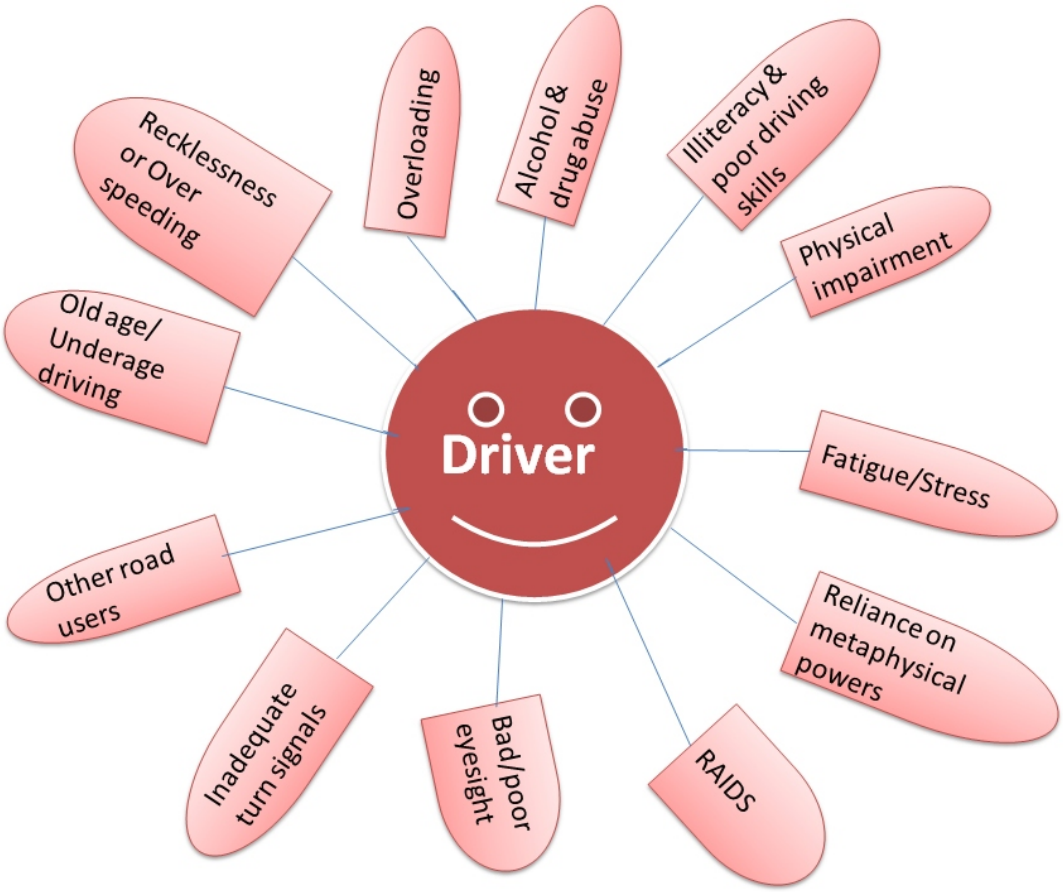


Fig. 5.8: Causes of Road Traffic Crashes (Human)

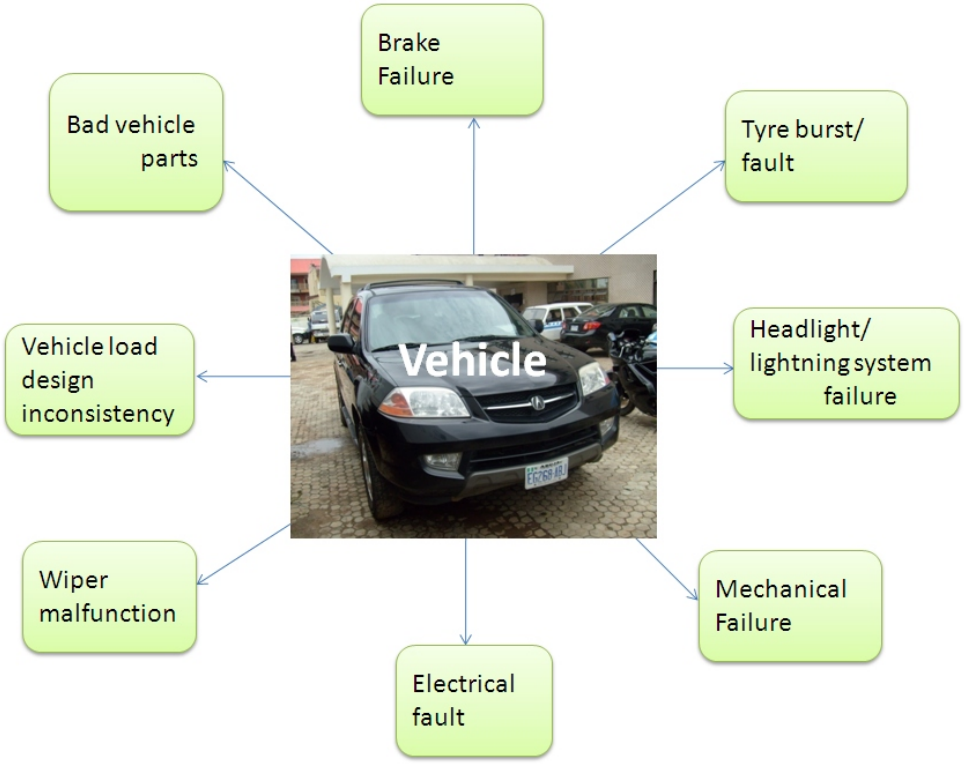


Fig. 5.9: Causes of Road Traffic Crashes (Mechanical e.g Vehicle)



Fig. 5.10: Causes of Road Traffic Crashes (Environmental e.g Road)



Plate 5.4:Road Traffic Crash (Collision with a Pole)



Plate 5.5: Road Traffic Crash (Side Collision : common at junction)



Plate 5.6: Road Traffic Crash
(Head on collision : common with illegal overtaking)



Plate 5.7: Road Traffic Crash (Side impacts)



Plate 5.8: Road Traffic Crash(Somersault)

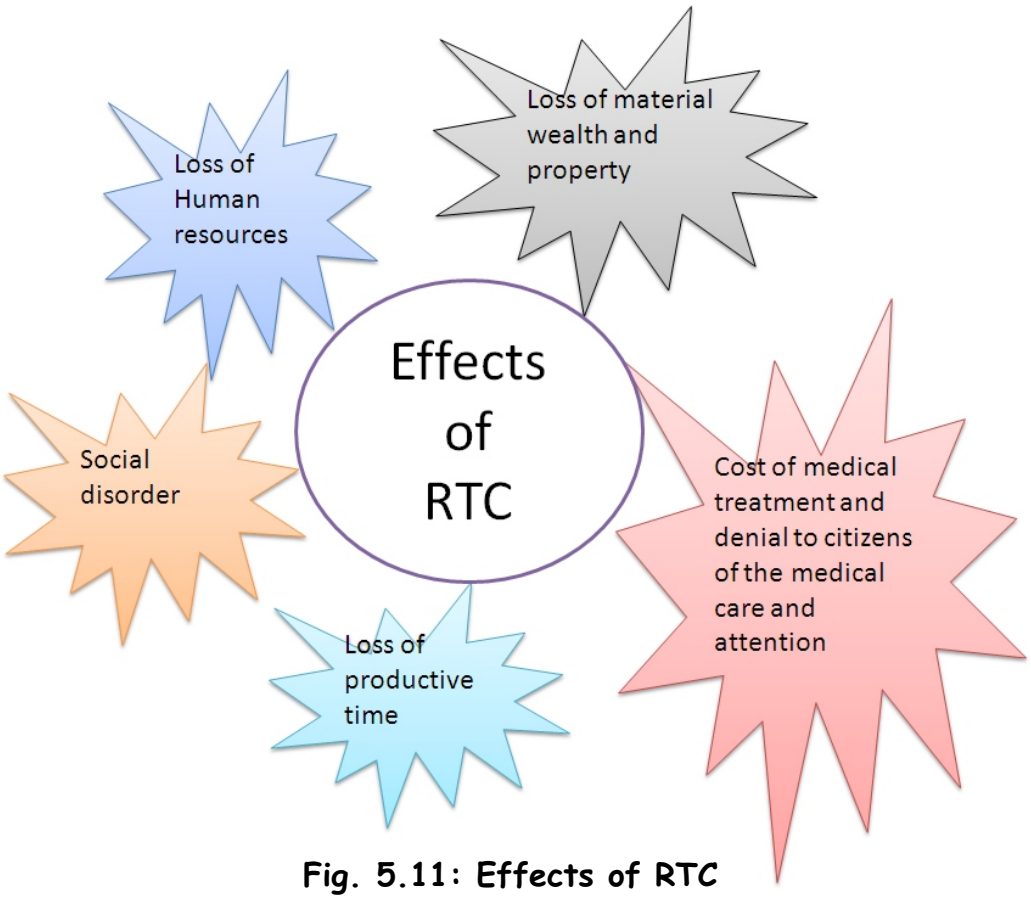


Fig. 5.11: Effects of RTC

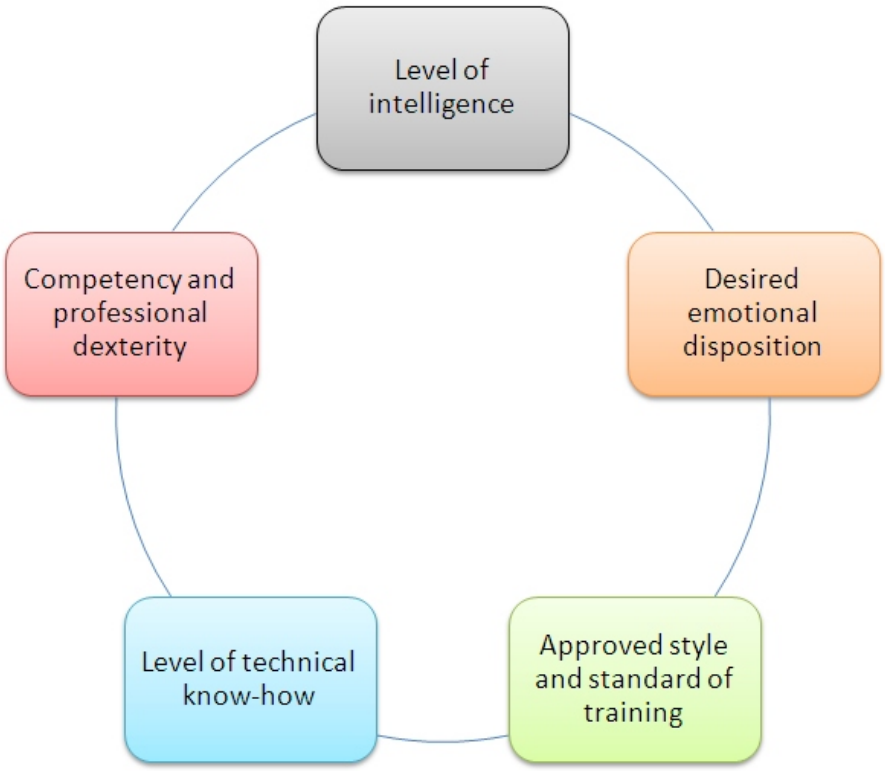


Fig. 5.12: Essential ingredients in ensuring SAFETY on our roads

Policies for avoiding crash

- Outright ban of underage driving
- Experienced drivers to guide the less experienced and learner drivers
- Approved level of alcohol tolerance
- Raising the required standards for driving instructors and improving driving tests
- Driver rehabilitation courses after serious offences

Preventive Measures

- Drivers
- Vehicle manufacturers
- Government for the road and environment

Drivers

- Obey traffic rules and regulations always
- Improved driver behaviour- Drive to stay alive
- Defensive driving, assume other road users are not as sane as you are
- Avoid whatever can bring about crash

Vehicle manufacturers

- Ensure that all motor vehicles meet safety standards-regardless of where the vehicles are made, sold or used-including the provision of safety-belts and other basic safety facilities
- Continue to improve vehicle safety by on-going research and development

Government

- Treatment of the road surface to modify skid resistance
- Applying special mastics at identified black spots
- Road drains and grooving for rainwater runoff
- Wide multi-lane roads with divided carriage ways
- Relevant Government agencies must ensure quality control on the type of fairly used vehicles being imported into the country as "tokunbo" as well as the ban of sub-standard tyres
- There must be a penalty on covering of road signs and symbols with political and/or other posters
- Government should rise up to the challenges of providing better and motorable roads across the country so as to reduce crashes occasioned by bad roads and on vehicle maintenance

Summary
A vehicle crash is a road traffic incident which usually involves at least one road vehicle being in collision with, either another vehicle, another road user or a stationary roadside object and which may result in injury or property damage

5.6 THE CONCEPT OF DEFENSIVE DRIVING TECHNIQUES

- ADELEYE, K. A (CC)

Defensive driving technique is generally defined as doing everything possible to avoid a crash. It is also sometimes described as using the road in a manner that ensures your safety and that of others. It implies your full knowledge of road traffic rules and applying them as necessary as well as being prepared to compensate for the action or inaction or wrong reaction of other road users in order to avoid a crash.

The concept has to do with 3 major features of the human being; his physical health and attributes, his mental health and attributes and his social health/attributes. All are interwoven and related but we can highlight each individually.

a. Physical health/attributes: of all the senses, the sight is the most prominent in defensive driving. Your visual acuity has a lot of roles to play in your sighting a potential danger/hazard on the road and immediately take defensive action. See with your eyes, analyze with your mind and react appropriately. You can only obey or comply with the instructions of a road sign that you see. It is neither a crime nor cardinal sin to have faulty or defective eyesight; it can be medically corrected through the use of medicated glasses or even surgery. It is however a traffic and criminal offence to drive with uncorrected defective eyesight. There is even provision in the Computerized National Driver's License to indicate whether you need to use glasses when driving.

   Both direct and peripheral visions are utilized in defensive driving. Your direct vision is not limited to only the vehicle in front of you. You must scan further to the front in anticipation of possible developments that you need to be prepared for. This is most important when you drive on routes you are unfamiliar with. Peripheral vision however enables you identify items, objects, movements etc within your

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traffic environment by the sides that may have implications for their own and others safety e.g. in built up areas, markets, motor parks etc. Behind every ball there is a boy/girl. In these days of craze for football, even adults, male and female play street football nowadays; hence the observant and defensive driver is always prepared. Skills, knowledge of the traffic rules, being tolerant of others mistakes, fatigue, etc are all part of the drill. As minor as a headache may seem, it may have implications during driving and therefore needs to be
properly and adequately addressed.

b. Mental health and attitude: nobody in his right mind will give a vehicle to a mentally deranged person to operate. Though we may witness such everyday in our own interaction on the roads, road rage or uncontrolled anger that leads to deliberate suicidal driving habits are symptoms of mental illness. Where a driver in the erroneous behalf that he is too smart to be arrested, breaks traffic rules with reckless abandon, he is already an accident looking for where to happen. A driver with tendency for aggression, baseless annoyance, domestic instability etc will definitely omit to prepare for an emergency response when needed.

c. Social health/attitude: this is mainly a combination of the earlier aspects Discussed. Our appreciation of human life leaves much to be desired. We generally seem to care less about the sanctity of human lives; otherwise we all will take to heart the saying that safety is everybody's business. Only a careless social attitude will make a passenger refuse to give his correct name and address for the passenger manifest. Only a poor social health will make other road users refuse to help an injured crash victim simply for the fear of the police. Only a poor or unhealthy social attitude will permit human beings to agree to be jointly packed in the truck/trailer as co-passengers, just to save transport fare.

The details of the rules/general principles guiding defensive driving techniques are numerous and constantly reviewed but the underlying concept aims at ensuring driving safely at all times.

5.7 DEFENSIVE DRIVING TECHNIQUES I

Defensive Driving Technique

- Is a form of training for motor vehicle operators that goes beyond mastery of the rules of the road and the basic mechanics of driving
- Aims at reducing the risk of driving by anticipating dangerous situations, despite adverse conditions or the mistakes of others
- Involves the cultivation of good habits, maintaining attention and a thoughtful Cooperative attitude
- Practice of defensive driving is the acceptance of the fact that every road user is a potential threat to you knowledge that you are in turn a potential threat to other road users
- Requirement of a driver
  Formal knowledge of driving
  Considerable experience
  Driving skills to react in the correct manner when faced with emergencies

Elements of Defensive Driving

- Recognise that there are dangers on the road and address them accordingly
- Understand your defensive skills
- Make correction of your act when necessary
- Act immediately without delay
- Avoid panic

Qualities of a Defensive Driver

- Skill
  legally licenced to drive
- Knowledgeable
  well informed

- Alternative bearing
  watchful for dangers
- Judgemental
  judge before doing anything
- Carefulness
- Courtesy
  be courteous to other road users

COBWEBSS of Defensive Driving

COBWEBSS represent minor problems which could mitigate against a smooth journey and must be removed

- C- Coolant: check radiator
- O- Oils
- B- Brakes
- W- Wheels: fit nuts properly
- E- Energy from battery: check terminals
- B- Blinkers: trafficators, rear light
- S- Sight: clean windscreen
- S- Safety belt must be used

Rules

- Always drive at a comfortable speed
- Avoid fatigue
- Bear in mind always that your aim of being on the road is to get from one place to another safely
- Avoid getting into bad situations where your own safety will depend mainly on the response of another driver or vehicle
- Always be aware of your degree of safety
- The 2-second rule tells a defensive driver the minimum distance to avoid collision in ideal driving conditions
- Always anticipate possible dangers
- Give other road users precise, adequate and advance notice about your intentions
- Do not assume anything that you cannot see by yourself
- Be prepared for unexpected and unsignalled stopping
- Never develop an attitude of confrontation towards any road situation, adapt to it
- Never assume that other drivers are as skillful or observant as you are or that Their responses will be the same as yours in any given situation
- Do not be the odd-man-out in any traffic situation

Rules of Defensive Driving

- Pay attention: "I never saw him!" is the most common excuse heard after a collision
- Don't trust anyone: You can never rely on what the other driver will do
- Yield anyway: "Nobody ever yielded their way into a collision." Think about it
- Don't speed: Driving at a higher than reasonable speed increases your risk of crash
- Don't drive impaired
- Use Safety belt: Without a doubt, safety belts are the most significant safety device ever invented
- Drive precisely: Sloppy driving breeds mishaps
- Chill out: Driving safely is all about attitude
- Look down the road: This means keep your eyes UP and looking down the road
  -Many drivers focus on the road only 5 or 8 seconds ahead
- Create space and use the two-seconds-plus rule: Guard your safety by actively creating space around your vehicle
- Drive to communicate: You want to know the other driver sees you
- Drive predictably: One of the best ways to create a safe environment for yourself and others while driving is to be predictable
- Plainly stated, you don't want to surprise anyone
- Always signal your intentions
- Know your blind spots: It should make you uncomfortable if you are driving in other drivers' blind spots!
  -Virtually all vehicles have blind areas
- Avoid distractions: When we assume our driving "duties," one of the most important is that we be responsible for our actions and the results of those actions
- Avoid backing up: Many fender-benders occur when drivers back up
  Beware of intersections: Intersections are one of the most dangerous areas for any driver
  -One oft-quoted statistic is that over 80% of all city collisions involving injury or death occur within signal-light
- Be a freeway pro: The high speeds of controlled-access highways and the density of traffic on them require a special set of operating rules
  -Depending on your location, they may be called freeways
- Know how to stop: Red light and stop sign "runners" account for a good portion of The traffic collision fatalities every year
  -It's important to know how to stop
  -Driving is such a habit for us, and we are distracted by so many things, that it's easy to just "go through the motions," without really thinking about what we're doing
- Know when to use your headlights: Headlights are for seeing and BEING seen!

-Be sure to recognize the circumstances where lights are necessary for safety

-The sobering statistic is that while only 25% of the miles we drive are at night, about 50% of the fatalities occur in the darkness

- Slow down in rain: Road will be slippery
- Maintain your vehicle's tyres: One element of driving defensively is driving to save money

-Taking good care of your vehicle can pay cash dividends, and you'll be much less likely to get stranded out on the road where you'd be vulnerable to a variety of calamities

-"The devil is in the details"—ever heard that phrase? Most often, what stops you cold is a simple thing

- Take care of your vehicle: If you are not mechanically inclined, there may not be much you can do to check the brakes

-You can check your fluid reservoir (if you don't know where it is, have someone who does show you)

-Brake fluid levels don't usually change much so a sudden change in fluid level is a red flag

-You should have your brakes checked regularly

- Get rid of tailgaters: Most driving instructors will tell you not to tailgate other vehicles for several reasons

-Following too closely is a factor in about 40 percent of collisions and they are not always minor in terms of injuries and fatalities

-Following too closely often restricts your vision

- Maintain an even measured space: One of the most frequent factors behind collisions is the "jackrabbit" driver

-He's the guy who's constantly changing speeds, changing lanes, tailgating, and otherwise not fitting into traffic

- Check for hydroplaning: Hydroplaning is what happens when the tread on your tyres Cannot channel all the rain-water out from under your tyres -- or, from under each patch of tyre
- Know how to recover from a skid: What's the best way not to get into a skid?

-Avoid it in the first place!

-One of the best ways to avoid trouble on the road (not just skids) is to drive smoothly

-True professionals drive so seamlessly

- Avoid head-on collisions: Head-on collision is the worst crash most of us can think of

-Thankfully, they are relatively rare

-Still, you should be prepared for one

- Be a safe passer

- Avoid the single vehicle collision: When many people think about what the most "dangerous" collision is, they don't always come up with the correct answer on first guess

Summary

- Defensive driving is a form of training for motor vehicle drivers that goes beyond Mastery of the rules of the road and the basic mechanics of driving
- It aims at reducing the risk of driving by anticipating dangerous situations, despite adverse conditions or the mistakes of others
- It involves the cultivation of good habits, maintaining attention and a thoughtful cooperative attitude

5.8 DEFENSIVE DRIVING TECHNIQUES II

- A fatal traffic crash is a needless catastrophe
- When such a crash occurs, every possible effort must be made to ensure that a similar crash never happens again
- Driving to stay alive against all odds
- Not allowing the action or inaction of other road users have negative impact on you and occupants of your vehicle
- Requires the use of
  -knowledge
  -foresight
  -skill
  -Taking precise decisions and actions
  to avoid road crashes
- Involves the application of a set of drills/sequence of activities to avoid road hazards viz
  -Mirror
  -Signal
  -Manoeuvre
  -Position
  -Speed
  -Look out
  -Final mirror check
  -Horn (if necessary)
  -Accelerator
- Giving adequate consideration to the sequence above will enable the driver to have More time to take stock of happenings on the road ahead and be adequately prepared for any eventuality

Requires 100 percent attention

- Central focus are
  - SPACE
  - VISIBILITY

- A driver must display the following to achieve considerable SAFETY on the road
  -Ability
  -Brilliance
  -Experience

Some Facts

- Many drivers consider themselves as good drivers because they have been driving vehicles for several years-this isn't so!
- Despite experience and confidence, drivers still make mistakes now and then
- Mechanical faults could occur, coupled with poor weather conditions which may contribute to cause more traffic problems, including crashes
- While some drivers are careful while drivings others are not, thereby necessitating the former to take measures to avoid crashes

Techniques that can enhance SAFETY

- Preparedness, body position and looking ahead
- Maintaining the required Speed limit
- Creating soft space for yourself
- Use of Safety-belt
- Avoidance of fatigue, drug ingestion or alcohol intake during or shortly before driving

Techniques that can enhance SAFETY

- Avoidance of phone calls when driving
- Accurate signaling before turning or changing lanes
- Use of the horn and trafficators to communicate intentions when necessary
- Keeping the vehicle in good operating condition

1. Preparedness, Body position and Looking ahead

Preparedness

- The journey should be planned well ahead such that temptation to over-speed in Order to catch-up with appointment would not set in thereby endangering lives

Body Position

- Sitting position must be comfortable and upright
- Both hands must be positioned at 10 to 2 o'clock or 10 after 10 o'clock
- Driving with one hand on the steering or slumping in the driver's seat will make it practically difficult to control the vehicle
- Sitting in over relaxed position can induce sleep and lead to loss of concentration



Plate 5.9: Hand Position (10 to 2' O Clock)

Body Position

- Adjust your seat to the most comfortable position possible
- Have both knees and elbows slightly bent and the hands resting naturally on the steering wheel

Looking ahead

- Look ahead always, aim high and be prepared for any emergency
- Remember traffic conditions can change anytime
- Do not allow the mistake of others to have negative impact on you- Life has no Spare !

- Watch for the rotation and angle of the wheels on a car approaching on a side road and note the speed of rotation and angle of the front wheels. These will give you clues to know whether the driver is going to stop or planning to turn in a certain direction
- Apply the brake, prepare to stop and tap the horn to get attention if the angles of the front wheels do not match the direction of the driver's turn signal
- Be sure to see everything around you
- Give enough time and space before crossing streets and junctions, intersections and particularly conflict land areas
- Be at alert when driving
- Do not always assume that a driver approaching a STOP or YIELD sign on a side road is actually going to stop or yield
- Assume the other driver may not stop, and take caution, so that you can escape crash

2. Speed

- There is a strong relationship between Speed, Distance and Time

$$\text{Speed} = \frac{\text{Distance}}{\text{Time}}$$

- If time is increased, speed will reduce

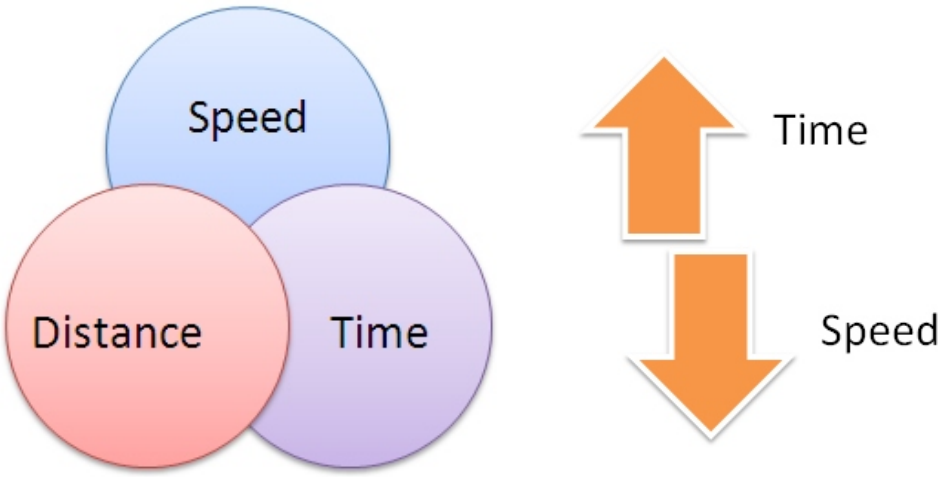

Fig. 5:13: Speed & Time Relationship

Speed Limit	Built-up area	Highways	Expressways
Motorcycles	50	Not allowed here	Not allowed here
Cars	50	80	100
Taxis and Buses	50	80	90
Tankers & Trailers	45	50	60

Recommended Speed Limits Km/hr

Speed Limit

- Increasing your speed will lead to over-speeding and dangerous overtaking
- 8 out of 10 crashes happen at speeds of less than 64km/hr
- People have even been killed in crashes at speeds as low as 19.2km/hr
- Several road crashes occur at low speed ironically not far from the drivers homes
- To live long, avoid over-speeding
- Always obey speed limit signs
- If no limit is posted and the road is clear, drive no faster than 100km/hr
- Note that a vehicle traveling at 100km/h covers 27.8 meters in one second -You can then imagine the disaster if a vehicle veers into the bush at that speed!
- Common sense requires actual speed limit below the posted limit but one of comfort to the driver
- As with right-of-way, speed limits are not absolute
- Adjust your speed if conditions require it
- This will also give you safe stopping distance
- Driving slower than the minimum speed can interrupt the traffic flow and create dangerous situations
- To keep traffic flowing smoothly, some highways also have minimum speed limits/posts e.g. bridges, security zones
- Even if there is no speed limit, those driving much slower than the posted limit can be as dangerous as driving too fast as such drivers create room to tempt others who

may want to overtake

- Remember always that the faster you move, the closer you are to a crash

Speed kills!!!

Average stopping distance at 75km/hr

- Leave enough space between you and the vehicle in front so that you can stop safely if the vehicle in front slows down or stops suddenly
- The safe rule is never to get closer than the average stopping distance shown in the Table below

Passenger car	**60metres**
Articulated-trailer with cool brake	**75metres**
Articulated-trailer with hot brake	**140metres**
Tractor-trailer empty	**80metres**
Tractor unit only	**80metres**

Table 5.2: Average stopping distance at 75 km/hr

3. Create sufficient space between vehicles

- Avoid tailgating (bumper to bumper driving)
- Following another vehicle at very close range will definitely put you in serious trouble if the other vehicle stops suddenly
- Create a good "cocoon of safety" for yourself using the 'two-seconds rule'
- Create sufficient space between vehicles
- Slow down and give more space
- Choose an object near or above the road ahead, such as a sign, tree or pole
- In bad weather or when following large trucks, increase the count to three or four Seconds

for extra space

- Always move to another lane and if possible slow down and pull off the road if necessary, to let a faster driver overtake you with ease, after you must have shown adequate signal of your intention

4. Safety belt

- Is a safety harness designed to secure the occupant of a vehicle against harmful Movement that may result from a collision or a sudden stop that may propel the occupant's body forward
- Safety belts are intended to

-Reduce injuries by stopping the user from hitting hard interior elements of the vehicle or other passengers

-Prevent the passengers from being thrown out of the vehicle



Plate 5.10: Driver and front seat passenger with safety belt



Plate 5.11:Driver, front seat and back seat passengers with safety belt



Plate 5.12:Driver and front seat passenger with safety belt



Plate 5.13: Driver, front seat and back seat passengers with safety belt

Use Of Safety belt

- Fastening it on short trips or when traveling at low speed is desirable and a matter Of traffic regulation
- Do not worry about being trapped in the vehicle by your safety belt
- It takes little effort to unfasten it for you to get out or be rescued



Plate 5:14 Driver with safety belt

Facts why you should use the Safety belt

- If you are thrown out of a vehicle in a crash, your chances of being killed are 25 times greater than if you stay inside
- It holds you back in your seat thus preventing you from hitting your
  -head on the windscreen
  -chest on the steering wheel
  -Back on the lash

Warning

- If the distance is too short to use a safety belt, then trek it!

Air bags

- Ejects and inflates automatically
- Common only in modern vehicles
- Provides an extra degree of protection against injuries
- Gives you protective insulation from possible fatal contact with the dash board or The opposite vehicle when there is a smash in, in a crash
- Observe manufacturers instructions on what may cause malfunction of airbag



Plate 5.15: Steering with Airbag

5. Drowsy and fatigued driving

- It is suicidal to sleep while driving
- Drivers who drive while tired exhibit the following
  - -Slower reaction time
  - -Decreased awareness
  - -Impaired vision and judgment
- As in case of drugs and alcohol, drowsiness contribute significantly to road crashes

Symptoms of fatigue

- Constant yawning
- Difficulty in keeping the head in upright position
- Dosing and blurred vision
- Wandering and uncoordinated thoughts
- Forgetfulness
- Tailgating
- Missing traffic signs
- Drifting
  - -off and out of the road
  - -Between lanes

A Driver is at risk when he

- Drives long distances without rest, break or adequate sleep
- Stays up late, sleeps too little and drives at night
- Drives throughout the night, early afternoon, or at other times when others are normally asleep
- Takes medication that induces drowsiness, e.g. sleep inducing drugs
- Drinks alcohol
- Drives long distances alone
- Shift workers with non-traditional work schedule (this has a greater risk of being Involved in fatigue- related traffic crash)
- Has undiagnosed sleep disorder

Effective Remedy

- Get enough sleep/rest before embarking on any journey
- Plan to drive long trips with a companion (co-driver)
- Schedule regular stops every 3hrs or 300km for a rest of about 15minutes each
- Pull off into a safe area from traffic and take a brief nap when fatigue is setting in for about 30 minutes

6. Use of Mobile telephone (GSM) while driving

- Driving becomes more dangerous whenever a driver uses the telephone while driving
- Driver becomes distracted and concentration level drops drastically
- Is a traffic offence to speak into or listen to a hand held mobile telephone while driving
- Punishable by payment of a fine of N4,000.00
- Studies indicate that 70 percent concentration is lost while making calls thereby The driver living dangerously on 30 percent survival chances



Plate 5.16: Driver using mobile telephone (Suicide mission)

Tips for safer mobile phone use to prevent a crash

- Avoid using telephone while driving
- Park off the road before using your phone
- Use voice mail to receive calls or receive messages instead
- Do not read text messages while driving

Summary

- Defensive driving is driving to stay alive against all odds
- Many drivers consider themselves good drivers because they have been driving vehicles for several years-this isn't so!
- Despite experience and confidence, drivers still make mistakes now and then
- Some drivers are careful while driving others are not, thereby necessitating the former to take measures to avoid crashes

Techniques that can enhance SAFETY

- Preparedness, body position and looking ahead
- Maintaining the required speed limit

- Creating soft space for yourself
- Use of Safety belt
- Avoidance of fatigue, drug ingestion or alcohol intake while or shortly before Driving
- Avoidance of phone calls when driving
- Accurate signaling before turning or changing lanes
- Use of the horn, and trafficators to communicate intentions when necessary
- Keeping the vehicle in good operating condition

5.9 THE PSYCHOLOGY OF DRIVERS AND OTHER ROAD USERS

- MOGAJI, O. E. (ACC)

INTRODUCTION

This course is designed to examine the different psychology of drivers, passengers and other road users, which induce them to behave in unique manners in the traffic environment. We shall also attempt an explanation of how drivers, passengers as well as other road users perceive law enforcement agents on the road. The aim is to be able to explain defiant behaviours of drivers as well as other road users.

There are no such things as a driver who has nothing left to learn. Conditions are changing everyday. The skills learned ten or five years, even one year ago needs continual upgrading.

To improve ones skill is not just a refinement of driving - it is a duty for every motorist. It is a duty, which he owes to himself, his passengers and above all, other road users. Unfortunately, some drivers think they know it all. This is not good. Though there are many ways of reducing Road Traffic Crashes; one of the most effective ways is for motorist to drive better and behave when driving. This is of importance since practice and study of approved methods and techniques are beneficial to all drivers, in the interest of greater safety on the road of today - and tomorrow.

Hardly one can go through a copy of any Nigerian daily newspapers without seeing a report of road crash. Road Traffic Crash (RTC) constitutes a major cause of deaths and loss of properties in the country. Three major factors bring about road crashes-the Driver, the Vehicle and the Road.

It is unfortunately, generally accepted that RTC world - wide have reached an epidemic stage. Governments do not always pay the deserving attention of preventive measures needed to drastically reduce the cases. In Nigeria, only superficial interests signifying good intention are shown. Such interests are usually not matched with adequate grants or

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legislation.
In all countries of the world, RTC has been cause of instant grief, agonies to families as well as a big drain to human lives & property. This trend has reached a chronic level in Nigeria.

Road Accident Immunity Delusion Syndrome (RAIDS) and lack of orders, in the traffic system in Nigeria have been identified as the most significant reasons for the dangerous trends in mortality rates associated with road crash, in Nigeria, while the former is being dealt with by a series of re-education and re-orientation programme spiced with carefully measure punitive doses, the latter is being corrected by the safety interventions aimed at injecting order and control into licensing scheme for drivers and vehicles, review of the Highway code ideas as well as illustrative culture selected handbooks for road users. review of the vehicles inspection procedures, driving school standardization programme and National Network of Emergency Road Services are parts of the efforts armed at bringing sanity to our roads.

'The weather condition affect road users' ability to see and be seen. For example bright sun, night/darkness, rains, fog, falls hills, high winds, sandstone. All these harsh weather conditions can be experienced at a point in time by any road user hence the resultant effect can be R TC.
lt is worth to note the devastating effects of road crashes such as social disorder, loss of productive time, loss of human resources, loss of material wealth and property, cost of medical treatment and denial to citizens of the medical care and attention and many more.
The essential ingredients in ensuring safety on our roads include the level of intelligence, competency and professional dexterity, level of technical know how, desired emotional disposition, approved style and standard of driving, and so on

A good driver is expected to possess the following qualities: possess the physical requirement for driving, good sense of judgment and not panicky but quick to reasoning, good listener, ensures passengers' comfort, welfare and safety always, trustworthiness, integrity, reliability and dependability, creativity, endurance, perseverance and humbleness, punctuality and good sense of planning, neatness, spiritual inclination, knowledgeable and well informed, hale and healthy ,to mention but a few.

lt is the responsibility of the driver to check and maintain the vehicle, keep the records of his journeys, keep the vehicle in good working condition, maintain the safety devices, be road safety conscious, avoid fatigues, avoid all vices, fulfill contract obligations, take cognizance of health related issues, etc

Psychology can be defined, broadly, as the study of the manner in which the mind functions and how it modulates human behaviour. Social psychologists postulate that every behaviour trait represents a practical expression of a state of the mind. In essence, any attempt to explain a disposition or an action without first attempting to understand the psychology by which the action is informed would arrive at a defective conclusion.

It must be mentioned that when an individual has had to deal with the same situation repeatedly, there is the tendency to develop a model line of reasoning to the situation. Then, the line of reasoning so involved becomes profound and is impressed upon the mind in the form of a cognitive element. Instead of a monetary rationalization, what now obtains is an attitude to a situation that has become a part of daily experience (a cognitive extent) in relation to a particular attitude of a subject, while the overall attitude to the world experience is contained in the individual's cognitive system.
In the course of this study, we shall continue to distinguish between momentary rationalization and profound disposition or attitude.

THE NON-PROFFESSIONAL DRIVERS

The non-professional driver drives only occasionally, as such, he may not have evolved every rigid driving attitude. He reacts to situation just as they come, having to draw on some rudimentary experience he has gathered from his occasional driving. The non-professional driver also goes through some psychological turns:

(i) The adventure syndrome: Because the non-professional driver is not engaged in driving most of the time, he has the tendency to perceive every trip as a new adventures which, handled "heroically", could be sense gratifying. This turn of the mind is paramount in drivers between the ages of 18 and 35 Heroic handling consists of ranges of escapades that could bring very grievous consequences, needless to mention that this sense of adventure becomes even worse when a fast car in good condition is at the adventurer's disposal.

(ii) The time factor: The average non-professional driver does not take time into consideration while preparing for a journey, but, once the trip commences, he remembers the time of his appointment and could no longer wait to reach the destination. Time wasted at home must now be regained at the steering wheel. This disposition induces excessive speeding.

(iii) R.A.I.D.S: The non - professional driver also suffers the delusion of his professional counterpart he believes so much in his skills, that he ignores the other variables that come to play in the traffic environment. Road Accident Immunity Delusion Syndrome is however more paramount in youths than in

adult drivers.

PASSENGERS

Times without number, drivers have been induced to reckless driving by countless petulance of passengers. The inclination is strong in passengers, especial1y those traveling long distances to incite their drivers to travel fast. As a way of satisfying his passengers the driver succumbs to the pressure and goes on to break speed limit laws. These passengers, who seek to gain time, are never so heedless of the dangers in total surrender to the whims of a driver.

OTHER ROAD USERS

It is difficult to examine the psychology of road users on foot and on two-wheel drives. This is due to the fact that, they belong to the class of road users who have never really imbibed the road culture. They only carry on the consciousness that they have a right to the road as a social facility. This right is quickly asserted where any other member of the traffic environment tends to infringe. The limitations imposed on their right by safety considerations are lost to them. The great pity is that road safety measures have never really taken these classes of road users into serious considerations.

DRIVERS:

Drivers can be divided into two broad categories: The professional who drives as a vocation and draws resources therein to support himself and his dependant and the non-professional who may be engaged in another vocation but operates a motor vehicle as a necessary aspect of his daily activities. A wide range of disparity exists between the psychologies of these two classes of drivers.

THE PROFESSIONAL DRIVERS

The professional driver drives as a means of substance. His actions on the road is driven more from profound attitude than momentary rationalization. This is because driving for him is a way of life, about which he has come to form certain rigid disposition which come into play as different situations arise in the traffic environment. For this class of drivers, the adventure in driving has since ceased to exist. Some of the rigid attitudes are:

(i) Monetary consideration: In every professional driver, there is that monetary consideration which renders time an article of trade, and every mechanical effect on the vehicle manageable.

Because professional drivers perceive time as the bane of their trade, there is always that tendency to conserve it.

Thus professional drivers ignore the danger in excessive speed in the bid to gain more time and make more trips to and from his chosen terminus. This, to him, is how to be efficient in his profession.

Vehicle maintenance is never accorded its rightful place in the underlining of priorities; worn-out tyres and defective brakes are minor faults, light defects are never given even the minute concern.

After all, the vehicle is still fit for the roads; he thinks his money-connected nonchalance has been responsible for a great number of accidents on our roads,

(ii) Road Accident Immunity Delusion Syndrome I (RAIDS): The average professional driver deludes himself that due to his long years in the profession he has mastered all the dangers of the roads.

(iii) The self-fulfilling prophecy: Laws are made on the assumption that people; would continue to come up with defiant behaviours. But, it is sometimes ironical how the laws aggravate the level of crime. The punishments are stipulated for particular defiant behaviours, people now ensure that they raise the level of defiance to compensate for the brunt of the punishment. This in a manner fulfils the assumption of the lawmakers that defiant behaviours would persist. For example: drivers' increases the number of passengers to enable them pay the fine for overloading,

PERCEPTION OF LAW ENFORCERS

The tendency is great for people to perceive any law enforcing institution as another instrument of oppression by the government. This situation is quite understandable as laws impose limitations, which make the individual feel curtailed. The general level of awareness is low in the society and little does this situation help the work of law enforcers because the average offender has a strong conviction in his innocence. It takes much effort to make him realize wherein his mistake lies. Even then, he fails to see how his mistakes affect the next man. This overall sense of intimidation effects antagonism of law enforcers mostly, when a traffic offender has been subdued, the passengers whose lives the road marshal are out to save still remain sympathetic with the offender. It is then the duty of the road marshals to make sure that the general sense of antagonism is difused. This is done by making the passengers and the drivers realize that marshals have no intention to intimidate. But the marshals should remain ever conscious of the general hostility of law enforcers and be careful.

CONCLUSION

The psychology of road users is diffused by having a good knowledge about their perception of law enforcers and the level of law violations.

However, traffic offenders can be categorized as follows; those that feel they are above the law, those that know the law but violate it, those that are ignorant of the law and those that deliberately violate the law.

Law enforcers should study the state of mind of violators of the law and use his/her discretion in the enforcement process.

It should be noted that the driver is the most important road safety device.

5.10 SAFETY GUIDELINES ON SPECIAL DRIVING CONDITIONS



Plate 5.17:Day and Night driving

INTRODUCTION

- Nigeria has a wide range of weather conditions that can impinge on normal driving situations and techniques
- Different weather and road conditions can lead to variety of different hazards, From season to season and from region to region
- Problems vary widely with the type of road and the amount of prevailing traffic
- This lesson deals with the main problems of driving under difficult conditions and techniques of coping in the conditions

Special Driving Conditions

- Night driving
- Driving in the rain or foggy weather
- Driving in a Convoy
- Driving through a roundabout
- Driving in work zone/construction area
- Driving at intersections and turns
- Priority/Right-of-way
- Driving at "U" turns

a. Night Driving

- Is a delicate mission that requires considerable caution to make up for reduced visibility
- It's a fact that about 90% of driving decisions are based on what is seen
- The ability to see well at night generally declines even with age
- Driving safely at night is more demanding than day time
- It's more dangerous because the distance one can see ahead or to the side is reduced
  -The headlight covers about 100m ahead
- You are to drive at a speed that allows you to stop safely within that distance
  -This is called "driving within the range" of your lights
- The significant difference between night and day is in the level of general illumination visibility
- It is therefore logical to conclude that the key factor discussed in this section be summarized in 2 statements
  -See and be seen
  -Show consideration towards other road users



Plate 5.18: Driving at night: other road users may not be easily seen



- Be particularly careful and watch out for other road users (especially motorcyclists and pedal cyclists)

- Avoid moving along on the road without taillights



Fig. 5.14: "See and be seen"

- Reasons
  -several vehicles travel without taillights
  -bicycles are without reflectors or riders without reflective clothing

- Always slow down and dip your lights when approaching an on-coming traffic
  -Unfortunately, several drivers do not do this

Safety tips on Night driving

- Use headlights
  -From 1½hour after sunset to 1½hour before sunrise
  -When visibility is less than 300metres
  -Whenever you are using your windshield wipers to clear rain
  -In fog
  -If an approaching driver flashes headlights at you during a period of low visibility
    - it probably means your vehicle was hard to see

- Headlights must be on low beam when you are within
  -150metres of an approaching vehicle
  -60metres of a vehicle ahead of you
  even if the vehicle ahead is in the opposite lane

- Flash your headlights to high beam for a second, then back to low beam if approaching driver who does not dip his light
- Do not keep your lights on high beam even if others refuse to dip theirs
- Remember to dip your lights for pedestrian approaching you
- To avoid the glare of approaching high beams, shift your eyes to the right
  -use the road edge as a guide until the approaching vehicle passes by
- To reduce glare from the lights of vehicles behind you
  -Switch your interior rear view mirror to the correct position
- Light from inside your vehicle or from street lights makes it hard for you to see the road ahead
  -Keep the interior light off and dim the dash-board lights
- Adjust your sun visor to reduce glare from overhead lights
- Broken or dirty windshield, dirty headlights or windows will definitely increase glare from approaching headlights
  -Ensure your lights and glasses are clean
- Windows do not mist up on the inside

b. Driving in the Rain or Foggy weather

- A thin coating of rain or snow makes roads slippery
- Wet leaves can be especially slippery and hazardous
- Avoid high speed when it rains



Plate 5.19: Use your wiper when it is raining

Hydroplaning

- Occurs when vehicle tyres begin to actually ride on the water lying on top of the road pavement
- Can cause complete loss of tracking of steering control
- Occurs at higher speeds
- Occurs if the vehicle's tyres are improperly inflated or treads worn

Precautions to driving when raining

- Drive slowly when there is heavy rain
- Good tyres with deep tread help prevent hydroplaning
- Turn on your headlights during rain or fog in order to be visible to other motorists
- Replace windshield wiper's blades if they cause streaks or smears on the windscreen
- Keep headlights in low beam
- Remember it is even more risky to drive when there is oil on the road, slow down else the vehicle will skid easily

c. Driving in a Convoy

- Hold a drivers meeting before departing and give each driver a printout of the route turn by turn with odometer reading
- Odometer is an instrument that displays the distance travelled by a vehicle (it measures in miles or kilometer)
- Review the road rules
- Assign someone with a radio to be the sweeper
- The sweeper is the last car that lets the group leader know when everyone has made a light or a turn onto a new road
- Determine a radio frequency to set the GMRS/FRS family radios
- Lights on and set odometers to zero
- Do a radio check
- If your convoy is larger than 10, it is best to break it down into separate convoys with a different leader and sweeper
- Separate the convoys by approximately five to ten minutes, so as to avoid confusion on the Radios
- You may wish to use different channel frequencies
- Signal all turns early and relentlessly
- Favour the right (slow) lane when on 4-lane highway
- Allow suitable clear distance between you and the car in front of you

- Always try to keep the car in front of you in sight
- Watch the car behind you

  -If he slows down, you slow down

  -As the leader sees the car behind him slowing down, it is his cue to slow down also
- If a non-convoy driver needs or wants to cut in, let him!
- There will be plenty of time to regroup on stretches of four-lane road or at rest stops
- If the convoy gets separated, the group leader will proceed until he can find a safe place to pull over and let the rest of the convoy catch up
- If your section of the convoy gets separated, do not foolishly speed to catch up
- If the leader or any other driver sees that the convoy must stop then if possible grab the two way radio and simply say "braking" or "stopping" to let everyone know

  -This can really help the drivers behind and improve overall reaction time
- Use your best judgment when approaching a long green or yellow traffic signal
- Don't be concerned about delaying those behind you by conservatively judging the light
- Passing: if you need to pass a slow car or cars, it should be done "one car at a time"
- In other words, don't all move out at the same time and pass at once
- Pass as an individual, not as a group
- when completing a pass, if there's not room to re-merge into the right lane, move to the front of the convoy
- The route is well marked, and there will be plenty of opportunity for the lead car to move back into position
- Rain: in event of rain, some drivers will choose to "run through it", while others will want to stop and put their hoods up
- This is one of the most dangerous instances you will encounter, especially if visibility is poor
- If you choose to pull over, signal long in advance of your pull onto the shoulder, and try not to stop abruptly in case the person behind you has the same idea
- If the group leader misses a turn, do not "knee jerk"
- Announce the error on the radio and proceed cautiously to a place where the convoy can safely turn around
- Use common sense
- Drive as though you are an individual following a planned route and map, rather than a participant of a group
- Main objective is first and foremost a safe and pleasant drive; travelling/arriving Together, while nice, is secondary

Convoy Checklist

- Remember to go along with:

  -GMRS/FRS "Talk about" Radios (set to your channel & security code

-Plenty of fresh batteries

-Cell phone (not to be used while driving)

-Map or Atlas

✐ Don't forget to:

-Check tyre inflation, Engine oil and Fluid levels

-Top Fuel Tank

-Go easy on coffee/liquids prior to departure

d. Driving Through A Roundabout

✐ The Roundabout

-Is a circular intersection with a relatively small diameter that compels drivers to slow down, usually to about 25km/hr or less

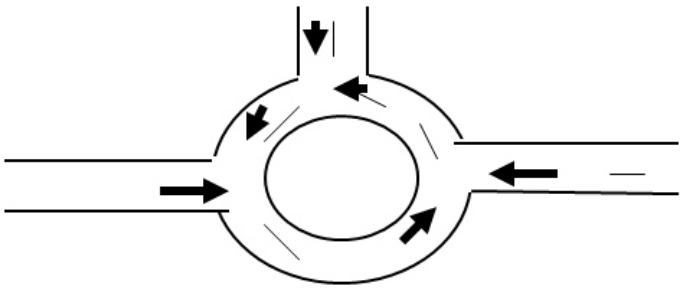

Fig. 5.15: Roundabout

-Are designed to reduce the number and severity of crashes at an intersection compared to intersections controlled by traffic signs/signals

-Are designed to distribute traffic to various directions with lesser friction



Plate 5.20: Driving through a roundabout
(Give way to traffic on the left)



Plate 5.21:Driving through a roundabout
(Be cautious and beware of road bullies)



Plate 5.22: Driving through a roundabout:
Be defensive as some drivers may not obey the laws.



Plate 5.23: Driving through a roundabout:
(Luxury and heavy duty vehicle drivers should not bully other road users

Precautions On Driving Through A Roundabout

- Look for the street and direction signs you need as you approach the roundabout to know which exit to take
- Signs are posted along the roadside before you reach the roundabout
- Always yield the right-of-way to traffic(any vehicle or motorcycle or pedestrian) on your left side as you are entering the roundabout. Such traffic has the right of way
- Take absolute caution while negotiating a roundabout else the vehicle may summersault

e. Driving safely in Work zone/Construction area

- Road work zones are dangerous to drive and work in
- Slow down or stop when approaching a work zone to read all signs and proceed as may be directed
- Traffic lanes may be diverted, shifted or completely closed, so watch out!
- Warning signs are often posted in advance of road construction projects and other Work areas that can affect free traffic flow



Plate 5.24:Construction area, drive with care



Plate 5.25: Construction area, drive with care: Reduce speed



Plate 5.26:Construction area, drive with care: obey traffic diversion signs



Plate 5.27 Construction area, drive with care:
Be considerate to other road users

f. Intersection and Turns

- Driving skills and knowledge are exhibited at intersections and turns to avert dangers
- Most traffic crashes occur at intersections
- To avoid such crashes, a driver must understand the right-of-way rule and how to Make proper turns



Plate 5.28: Driving at an intersection:
obey the instructions of traffic control officers



Plate 5.29: Driving at an intersection: keep watching traffic

g. Priority/Right-of-way

- Is a concept whereby one road user has the right of use of a section of road to the exclusion of another road user with a competing claim
- When followed properly, resolves conflicts on who must wait in deference to the Other
- Traffic signs, signals, and pavement marking do not always resolve traffic conflicts



Plate 5.30: Right-of-way: Consider other road users



Plate 5.31: Right-of-way: Consider other road users: understand and respect the priority routes

- Right –of-way rules, with examples on how they apply on the road

  -A driver approaching the intersection must yield the right-of-way to traffic already lawfully using the intersection

  -A vehicle entering a railway from a driveway, alley, private road or any other place that is not a roadway, must stop and yield the right-of-way to traffic on the roadway, and to pedestrians

  -If drivers approaching from opposite directions reach an intersection at about the same time, a driver turning left must yield to approaching traffic going straight or turning right

- At intersections not controlled by signs or signals or where two or more drivers stop at STOP signs at the same time and they are at right angles to one another, the driver on the left must yield the right-of-way to the driver on the right especially if he is on the major road

h. U- Turn

- Is a turn executed to proceed in the opposite direction
- Please do not make U-turn

-On a highway

-Near the crest of a hill or a curve

-Around any place where other drivers cannot see your vehicle from 150m away in either directions

-In business districts

-Where NO "U" Turn signs are posted



Plate 5.32: "U" Turn (Regulatory mandatory sign)



Plate 5.33: No "U" turn (regulatory prohibitory sign)



Plate 5.34: No "U" turn: obey all road signs please



Plate 5.35: Wrong point of making a U-turn!
Always proceed to the sign before turning

- You make U-Turn
  -Using a parking lot
  -Re-enter the roadways going forward, not backward
  -Only from the left portion of the lane closest to the center line of the roadway, never from the right lane
  -When you are given the go-ahead by a green arrow left-turn traffic signal, provided it is not prohibited and you yield to other traffic
  -Where there exist a sign for U-Turn

- Unless prohibited, a three-point turn may be used to turn around a narrow, two-way street

Making A Three-Point Turn

- Signal with your right directional, then pull over to the right and stop
- Signal with your left directional then check carefully for approaching traffic
- Turn left, cross the road so you come to a stop while facing the left kerb or edge of the road

- Check again for traffic
- Turn your steering wheel as far to the right as possible, then back up to the right Kerb or edge of the road
- Stop, check again for other traffic, then pull away from the kerb

5.11 ROAD SIGNS



Plate 5.36:Road Signs

INTRODUCTION

- Most countries post signages at the side of roads to convey information to road users
- The earliest road signs were milestones, giving distance or direction (they still exist till date)
- Traffic signs became more important with the development of automobiles
- The basic patterns of most traffic signs were set at the 1908 International Road Congress in Rome
- Today, signs are almost all metal rather than wood and are coated with retro-reflective sheeting of various types for night-time and low-light visibility
- New generations of traffic signs based on big electronic displays can also change Their symbols and provide intelligent message by means of sensors or by remote control- some cities in Nigeria already have them!

Categories of Road signs

- Danger warning/ Regulatory signs (Prohibitory)
- Warning signs
- Regulatory signs (Mandatory)
- Informative signs- Facilities or Service
- Special regulation- Construction zone
- Traffic Lights

Road signs

- Illustrate
  -traffic regulations
  -special hazards
  -road situations you must know so as to avert crashes
- These signs, warn and guide on the road
- Driving, road emergency and security issues require mental skills which demands ability to recognize and obey a particular road sign
- This aspect of drivers training requires special focus because it is designed to Accelerate drivers skill development and improve driving behaviour

Some Road signs you must know and recognize



Plate 5.37: Stop sign at intersections



Plate 5.38: No Left turn



Plate 5.39: No Right turn



Plate 5.40: No Parking



Plate 5.41: No "U" turn

Warning signs



Plate 5.42: Roundabout ahead



Plate 5.43: Men at work



Plate 5.44: "T" junction





Plate 5:45: Intersection with minor roads



Plate 5.46: "T" junction



Plate 5.47: No Entry



Plate 5.48: Cross roads



Plate 5.49: Use of horn prohibited



Plate 5.50: Children crossing



Plate 5.51: Market ahead



Plate 5.52: Give way



Plate 5.53: Pedestrian crossing



Plate 5.54: Pedestrian crossing



Plate 5.55: Use Safety belt



Plate 5.56: "U" turn allowed



Plate 5.57: Hospital ahead



Plate 5.58: Left turn

Regulatory signs (Mandatory)





Plate 5.59: One way only



Plate 5.60: Bus stop



Plate 5.61:Hotel/Rest area



Plate 5.62: Left turn



Plate 5.63: Right turn



Plate 5.64: Parking area/Lot



Plate 5.65: "U" turn



Plate 5.66: Speed limit



Plate 5.67: Route information



Plate 5.68: Hospital



Plate: 5.69: Recreation



Plate 5.70: First Aid



Plate 5.71: Bus terminus/Parking



Plate 5.72: Church area



Plate 5.73: Mosque area



Plate 5.74: Fire station





Plate 5.75: Construction zone





Plate 5.76: Construction zone

Traffic Light

- The control of traffic at intersections by light dates back to 1913 in Cleveland, Ohio
- The current format of 3 lights showing Red, Amber and Green dates back to 1918 in Detriot and New York
- In the UK, the first manually operated signals were installed in 1925 in London
- Automatic light system was installed in 1926 in Wolverhampton




Red - Stop

Plate 5.77: Don't beat traffic light!




Plate 5.78: Red & Amber - Stop




Plate 5.79: Green - Go if the road is free & safe



Plate 5.80: Post no bills on road sign

Do not deface Road signs

Do not damage Road signs

Post No Bills on Road signs

Summary

- Road signs are group of simple signs and symbols erected by the side of the road, Coded in different colours and shapes

- They must be recognised, observed and obeyed by all road users

5.12 ROAD SURFACE MARKINGS



Plate 5.81: Pavement Markings

Introduction

- Road surface marking is any kind of device or material that is used on a road surface in order to convey official information
- They are used on paved roadways to provide guidance and information to drivers and pedestrians
- They can be used to delineate traffic lanes, inform motorists and pedestrians or attempt to wake a sleeping driver when installed in the shoulders of a road

Road Surface Markings

- Include all
  -Lines
  -Words
  -Symbols marked
  applied to, set into or attached to the surface of the road to show road alignment
- They complement road signs especially where these signs are lacking or being knocked
  down by drunk or reckless drivers

- They are retro-reflective so that one can clearly and safely follow the road even at Night, hence marked in
  -White or yellow paints
  -Thermoplastics
  -Preformed tapes
  -Road studs

3 categories of Road Surface Markings

1. Across the carriage-way
   -Are marked perpendicular to the shoulders of the road
   -Usually indicate a halt or stop point for road users
   -E.g.
   - Zebra crossing
   - Traffic light line
   - Roundabout line



Plate 5.82: Zebra crossing with traffic drill



Plate 5.83: Zebra crossing



Plate 5.84: Zebra crossing and Traffic light line



Plate 5.85: Traffic light stop line with pedestrian crossing



Plate 5.86: Vehicles at a stop line



Plate 5.87: Vehicles stopped at a stop line



Plate 5.88: Vehicle at a stop line



Plate 5.89: A vehicle approaching a traffic light line: STOP

2. Along the centre of the carriage-way

-Are marked parallel to the shoulders of the road

-Usually indicates the centre of the road separating the various lanes

-Shows where there is a bend prohibiting overtaking and changing lanes

-Are divided into 3

- Grass badge (flowers)
- Paint markings
- Road island (concrete)

-E.g.

- Centrelines
- Lane lines
- No overtaking lines (solid lines)



Plate 5.90: Grass badge (flowers)



Plate 5.91: Paint marking



Plate 5.92: Road Island (concrete)



Plate 5.93: Road island with paint marking

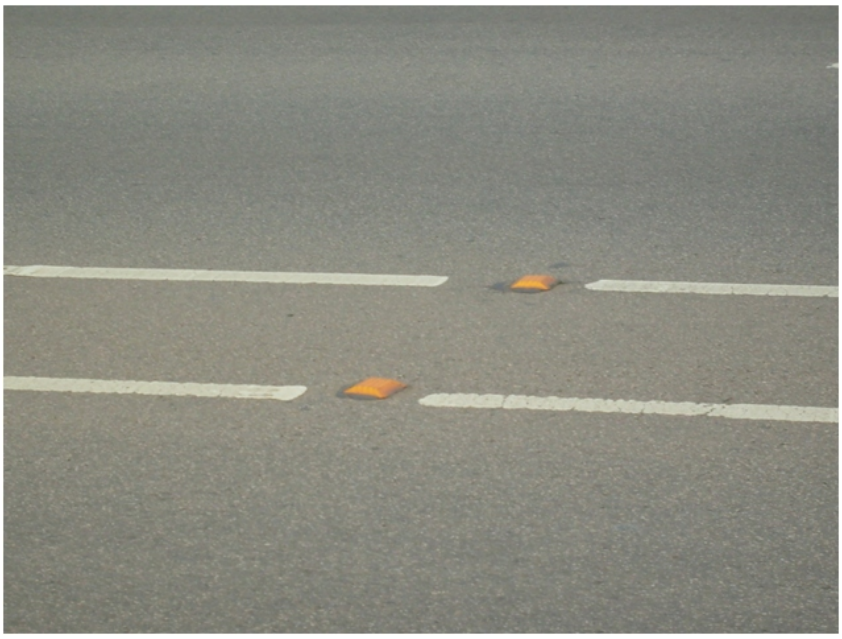

Plate 5.94: Road Divider





Plate 5.95: Lane (interrupted) lines



Plate 5.96: Lane lines



Plate 5.97: No overtaking lines (continuous solid line)

3. Along the edge of the carriage-way

-Solid or broken lines along the edge parallel to the shoulders of the road

-They indicate where the edge lays

-Used as traffic guidance to know road boundary

-Used for night driving

-Must not be crossed except when parking or turning right

-E.g.

- Rumble strips
- Shoulder parking line



Plate 5.98: Rumble strips




Plate 5.99: Shoulder line for parking or right turns

Summary

- Road markings include all
  - -Lines
  - -Words
  - -Symbols marked

- There are 3 categories
  - -Across the carriage-way e.g. Zebra crossing
  - -Along the centre of the carriage-way e.g. Lane lines
  - -Along the edge of the carriage-way e.g. Rumble strips

5.13 SHARING THE ROAD WITH OTHER USERS



Plate 5.100: Sharing the road

- A competent driver will learn how to share the road with other road users like
  -Pedestrians
  -Pedal cyclists/Motorcyclists
  -Large vehicles
  -Slow moving vehicles
  -Horseback Riders
  -Cattle

1. Pedestrians

- Are exposed road users
- Are the highway users most at risk in traffic
- Extra caution that are taken to avoid knocking down the defenseless pedestrians
- Care must be taken to look out for children
  -Near schools
  -Bus stops

-Play grounds
-Parks
-Confectionery shops
-Fruit-bearing trees

- Pedestrians legally crossing at intersections
  -always have the right-of-way
  -do not pull in front of or behind them or to "hurry them along"
  -wait until they are out of the intersection and out of the way
- Pedestrians are to walk on the side of the road facing traffic, so they should be on your right
- Blind pedestrians also have a special right of way
  -they cross the road with white or metallic cane
- Always keep your EYES MOVING
- Glance to either side every few seconds to avoid knocking down somebody
- The pedestrian could be the President of the country or Corps Marshal and Chief Executive of Federal Road Safety Commission tomorrow



Plate 5.101: Motorists are to stop when they see a pedestrian's feet on the Zebra crossing line



Plate 5.102: Pedestrian crossing a road



Plate 5.103: Pedestrians crossing the road



Plate 5.104: Wrong crossing by a pedestrian

2. Pedal cyclists/Motorcyclists/Mopeds

- Have the right to share the road and travel in the same direction as motor vehicles
- Are often difficult to notice and relate with in traffic
- Have little protection from traffic crash
- Have the right to the full use of the lane and are allowed to ride two abreast in a single lane
- Restricted on expressways or other controlled access highways unless posted signs permit it
- To improve their visibility they are required to keep their headlights and taillights on at all times
- For protection, motorcyclists are required to wear approved helmets and goggles or a face shield
- Often change position within a lane to get a clearer view of traffic, avoid hazard and be more visible to drivers
- May quickly change speed or lane position to avoid loose gravel, debris, scams or Grooves in the pavement, sewer or access covers or small animals
- Rides in position to see and be seen always
- Can be affected by air pressure of passing vehicles, so take care when passing them or being passed

- When approaching a railroad crossing, a motorcyclist may slow down or rise off the seat to cushion the rough crossing and change direction to cross the tracks at a right angle
- When on bridges with metal grates (often marked STEEL DECK BRIDGE), motorcyclist may move to the centre of the lane to compensate for the uneven surface
- Drivers must be careful with the motorcyclists
- It is observed that many motorcycle crashes that involve other vehicles occur when The driver of the other vehicle misjudges the motorcyclist's speed or distance; or fails to see the motorcycle at all, and then stops or turns right in front of the motorcyclists



Plate 5.105: A cyclist trying to manoeuvre within 2 vehicles: this is wrong. Stop it!



Plate 5.106: Motorcyclists co-existing with motor vehicle on the road

3. Long vehicles

- Do not cut abruptly in front of a large vehicle
- Do not pull in front of a vehicle unless you can see the whole front of the vehicle in your rear view mirror
- Pay close attention to the large vehicle's turn signals because trucks make wide left turns, they need to swing to the right before turning left
- Make sure you give enough gap and know which way the vehicle is turning by observing its turn signals
- Do not linger beside large vehicle, you may not be seen by the driver in the wide area The truck needs for maneuvering a turn
- Horn and move fast while overtaking



Plate 5.107: Passing a large vehicle

4. Stopping before and behind a Truck

- Always leave reasonable space when you stop behind a truck or bus at a traffic light or stop sign, especially when facing uphill
- Always look through your rear view mirror for a truck that is too close to your vehicle
- You may pull out so as to allow the truck to go especially when facing downhill
- In many fatal crashes involving cars and large trucks, the car driver rather than the truck driver may contribute more to the cause of the crash
- Many crashes could be avoided if motorists know about truck (and bus) limitations and how to steer clear of unsafe/blind spots of large vehicles
- Trucks are bigger and heavier than cars
- The driver of the car, not that of the truck is usually killed in a car-truck traffic crash (4 out of 5 times)
- Large trucks, recreational vehicles, and buses are not simply big cars, the bigger They are,
  the: -wider their blind spots
  -longer it takes them to stop
  -more room they need to maneuver
  -longer it takes an auto to pass them

5. Blind spots

- Long vehicles have
  -deep blind spots directly in front of them
  -longer blind spots on both sides than cars do
- Tractors with long woods may also have a blind spot of about 6meters directly in Front of the vehicle
- Please, stay out of these 'zones'



Plate 5.108: Vehicle with blind spot side mirror

Side Blind-spots

- Large vehicles have much larger blind spots on both sides than cars do
- A driver cannot be seen by the truck driver if he drives in these blind spots for any length of time
- Even if the driver of a large vehicle knows a car is there, remaining alongside a large vehicle may hamper the driver's ability to evade a dangerous situation

- Staying in the rear blind spot of a large vehicle may increase the possibility of a traffic crash
- The trailer driver can not see a car and your view of the traffic will be cut off

6. Stopping/Stop distance

- Long vehicles like tractor trailers take considerable longer time to stop than a car traveling at the same speed
- This difference comes primarily from brake lag, which is unique to trucks
- Air brakes which transmit braking power from the tractor to the trailer are subject to a lag that can add many feet/metres to stopping distance
- The only way out is to leave plenty of space between your car and the truck
- If you are in front of a truck, indicate your intention to turn or change lanes early
- Avoid sudden moves

7. Parking

Parking style is given consideration because of its importance in safety and orderliness

- Is the act of stopping a vehicle and leaving it unoccupied for more than a brief time
- It is against the law everywhere in the world to park a vehicle in the middle of the highway or road
- Parking on one or both sides of a road however, is commonly permitted

3 basic modes of parking, based on the arrangement of vehicles

- Parallel
  -Cars arranged in a line, with the front bumper of one car facing the back bumper of an adjacent one
  -Most common mode of streetside parking

- Perpendicular
  -Cars are parked side to side, perpendicular to an aisle, curb or wall
  -More scalable than parallel parking
  -Commonly used in car parking lots and structures

- Angle
  -Similar to perpendicular parking
  -Cars arranged at an angle to the aisle
  -Very common in car parking lots
  -May be used in streetside car parking



Plate 5.109: Parallel parking



Plate 5.110: Perpendicular parking



Plate 5.111: Angular parking



Plate 5.112: Chaotic parking



Plate 5.113: Bad parking

Safety tips to be considered when preparing to park

- Trafficate
- Slow down and look through side mirror and interior rear view mirror
- If no vehicle is coming from the opposite direction turn
- Stop
- Park appropriately and gently
- Do not obstruct traffic flow
- Do not block other vehicles that are parked

How to park

- Many motorists consider parallel parking the most difficult part of driving
- Careful and regular practice will teach how to park properly and to judge distances and angles
- In doing parallel parking, use the space that is large enough for your vehicle on your side of the road
  Please do not open the door on the road side if it will interfere with traffic
- Note that when you park on a hill, you must set your parking brake in addition to the first gear
- To pull out of a parallel parking space, make sure your wheels are straight, back up
  To the Vehicle behind you, and turn your wheels away from the curb

5.14 BASIC FIRST AID AND CARDIO-PULMONARY RESUSCITATION (CPR)

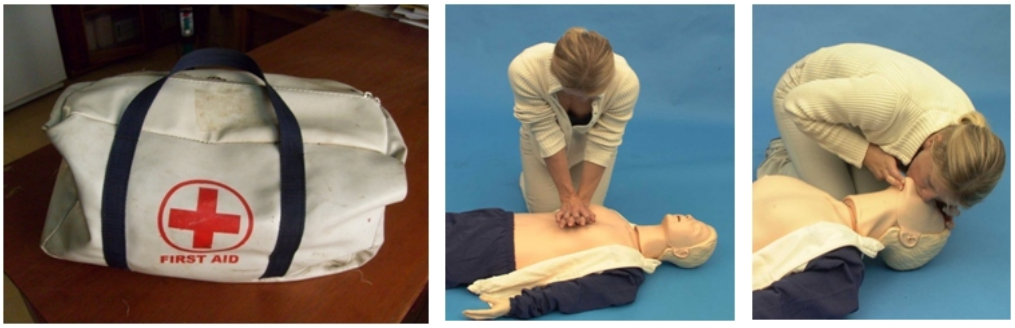

Plate 5.114: First Aid Applications

First Aid

- Is the provision of limited care for an illness or injury to a sick or injured person until definitive medical treatment can be accessed, or until the illness or injury is dealt with
- It generally consists of series of simple, sometimes life saving, medical techniques, that an individual can be trained to perform with minimal equipment



Aims

- Preserve life
- Prevent further injury (to yourself, casualty and others)
- Promote recovery

Key First Aid skills

- There are certain skills which can be regarded as core, regardless of where or how First aid is taught
- First aiders are taught to focus on the "ACB"s of first aid before giving additional

treatment
-Airway
-Circulation
-Breathing

- First aider should first evaluate and attempt to treat problems with a casualty's airway
- If the airway is open the first aider should then evaluate and attempt to check problems with circulation (circulation of blood) followed by breathing
- Some instructors add a fourth step of "D" for deadly bleeds
- Variations on techniques to evaluate and maintain the ACBs depend on the skill level of the first aider

Preserving Life

- As the key skill to first aid is preserving life, the single most important training a first aider can receive is in the primary care of an unconscious or unresponsive patient
- In order to preserve life, all persons require to have an open airway - a clear passage where air can move in through the mouth or nose through the pharynx and down in to the lungs, without obstruction
- Conscious people will maintain their own airway automatically, but those who are unconscious may be unable to maintain a patent airway, as the part of the brain which autonomously controls in normal situations may not be functioning
- If an unconscious patient is lying on his or her back, the tongue may fall backward, Obstructing the oropharynx (sometimes incorrectly called "swallowing" the tongue)
- This can be easily rectified by a first aider tipping the head backwards, which mechanically lifts the tongue clear
- If the patient was breathing, a first aider would normally then place them in the recovery position, with the patient leant over on their side, which also has the effect of clearing the tongue from the pharynx
- It also avoids a common cause of death in unconscious patients, which is choking on regurgitated stomach contents
- The airway can also become blocked through a foreign object lodged in the pharynx or larynx, commonly called choking
- The first aider will be taught to deal with this through a combination of 'back slaps' and 'abdominal thrusts'
- Once the airway has been opened, the first aider would assess to see if the patient Is breathing
- If there is no breathing, or the patient is not breathing normally, the first aider

would undertake what is probably the most recognized first aid procedure - Cardiopulmonary resuscitation or CPR, which involves breathing for the patient, and manually massaging the heart to promote blood flow around the body

Promoting Recovery

- The first aider will also be trained in dealing with injuries such as cuts, grazes or broken bones
- They may be able to deal with the situation in its entirety (a small adhesive bandage on a paper cut), or may be required to maintain the condition of something like a broken bone, until the next stage of definitive care (usually an ambulance) arrives

Contents of First Aid Kit

- Sterile bandages/gauze pads
- Adhesive tape/plaster
- Scissors and tweezers
- Antiseptic solutions
- Thermometer
- Tongue depressor
- Splints
- Petroleum jelly
- Safety pins
- Antibacterial soap
- Antibiotic ointment
- Latex gloves & face mask
- Aspirin/pain relief drugs
- Ice pack when convenient



Plate 5.115: First Aid Bag

Fractures(Broken bones)

- A fracture may not always be obvious as most breaks do not result in compound fractures
- <u>Symptoms</u>
- Immediate and excessive swelling
- Deformed injured area
- Farthest pain may be numb
- Excessive pain

- <u>What to do</u>
- Immobilize with a splint (if lower limb, use 2 splints)
- Don't wrap too tightly to avoid loss of blood flow
- Apply ice pack if available to reduce swelling
- Elevate injured area above heart level to reduce blood flow to the area and minimize pain

Cuts/Abrasions

- Clean wound with mild antiseptic
- Remove any debris with tweezers to prevent infection and complications
- Use gauze or clean white cloth to apply gentle pressure until blood clots
- Dress the wound with bandage to keep dirt and bacteria out

Nose bleeding

- Do not tilt the victim's head backwards
- Have the victim sit or stand upright to slow down blood flow
- Loosen any tight clothing around victim's neck
- If possible, have the victim spit out excess saliva to avoid nausea
- Pinch the nostrils shut and press the tip of the nose against the bones of the face
- Maintain pressure for 5-10 minutes
- Discourage victim from blowing his nose

Puncture wound

- It does not typically result in profuse or excessive bleeding
- Leave the foreign material because attempt to remove it may lead to profuse bleeding and loss of live
- Move the victim to the hospital

Burns

- A burn victim will require different types of care depending on the type and extent Of his injury
- Cover the burnt area with wet gauze to cool the area
- If victim's clothing is on fire, douse him with non-flammable liquid
- Do not remove the cloth as this will expose open wounds to infection

Head/Spinal injury

- Symptoms
- Excessive bleeding
- Loss of consciousness
- Interruption of breathing
- Prolonged disorientation
- Loss of function of limbs in case of spinal injury

- What to do
- For spinal injury, transfer the victim as a "log" of wood to the hospital
- For head injury, stop bleeding and do CPR if necessary before transferring to the hospital

Choking

- Is usually caused by a piece of foreign matter lodged in victim's trachea (windpipe)
- A choking person knows he cannot breath normally, hence becomes anxious

- What to do
- Stand firmly behind victim with one of your feet between victim's feet
- Wrap one of your arms around the victim slightly above his navel
- Place your other hand directly on top of the first
- Squeeze the victim's abdomen in quick upward thrusts as many times to dislodge the object in his windpipe

Electrocution

- Electricity travels through conductors as it tries to reach the ground
- People make excellent conductors!

- <u>What to do</u>
- Do not rush to assist until victim no longer in contact with electricity
- Remove source of electricity
- Check for breathing, if absent, do CPR and transfer to the hospital

- Much of first aid is common sense, and people are almost certain to learn some elements as they go through their life (such as knowing to apply an adhesive bandage to a small cut on a finger)
- However, effective life-saving first aid requires hands-on training by experts, especially where it relates to potentially fatal illnesses and injuries, such as those that require Cardiopulmonary resuscitation (CPR), as the procedures may be invasive, and carry a risk of further injury to the patient - which the '3 aims' of first aid stated above, clearly try to avoid

Basic Life Support/ Cardio-Pulmonary Resuscitation

- Basic Life Support is Cardio-Pulmonary Resuscitation (CPR) using no equipment other than a Protective Oral Device
- Resuscitation = emergency treatment to overcome the failure of breathing and circulation

-Maintaining a clear airway
-Breathing into the victim's lungs
-Compressing the chest to make blood circulate round the body
-Turning the victim onto his side (recovery position)

Why resuscitation?

- All parts of the body need oxygen to live

-Clear airway
-Circulation
-Breathing



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Plate 5.116: Check for safety in the environment



© ERC 2004 - 09
Plate 5.117: Check response



© ERC 2004 - 09
Plate 5.118: Shout for help



© ERC 2004 - 09

Plate 5.119: Tilt head back remove obstructions from mouth Lift chin



© ERC 2004 - 09

Plate 5,120: Check for breathing



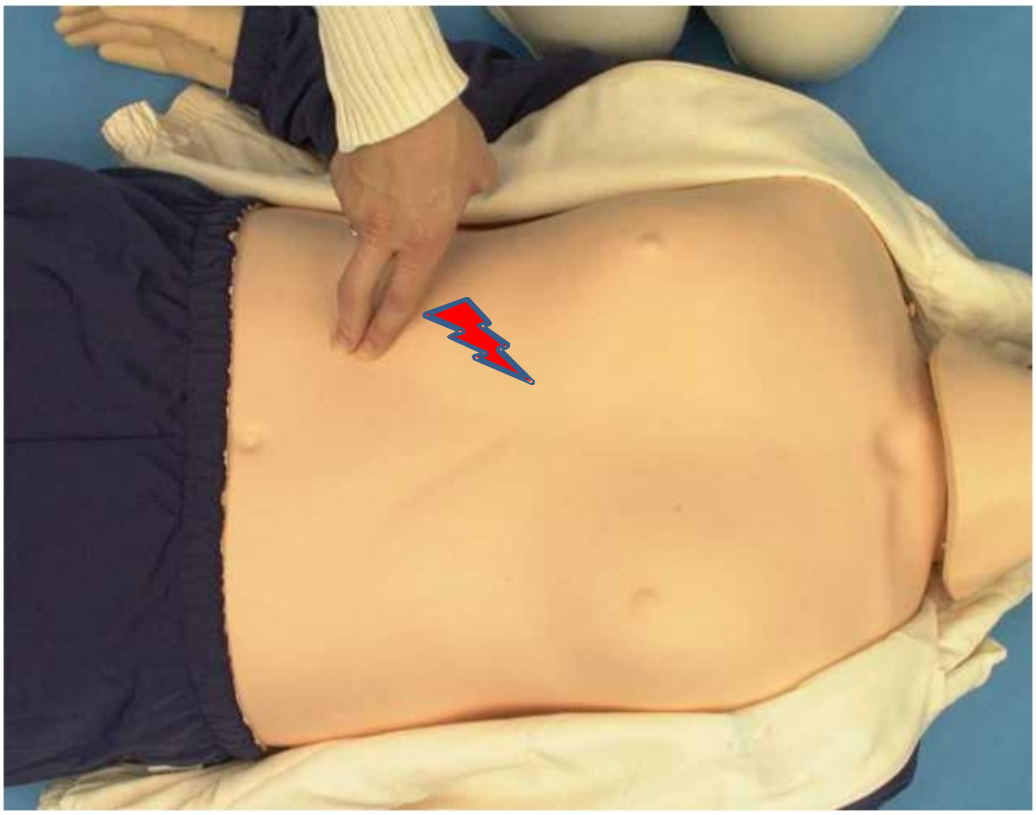
© ERC 2004 - 09
Plate 5.121: Check for breathing



© ERC 2004 - 09
Plate 5.122: Raise the alarm



© ERC 2004 - 09
Plate 5.123: Check for signs of circulation



© ERC 2004 - 09
Plate: 5.124: Locate rib cage

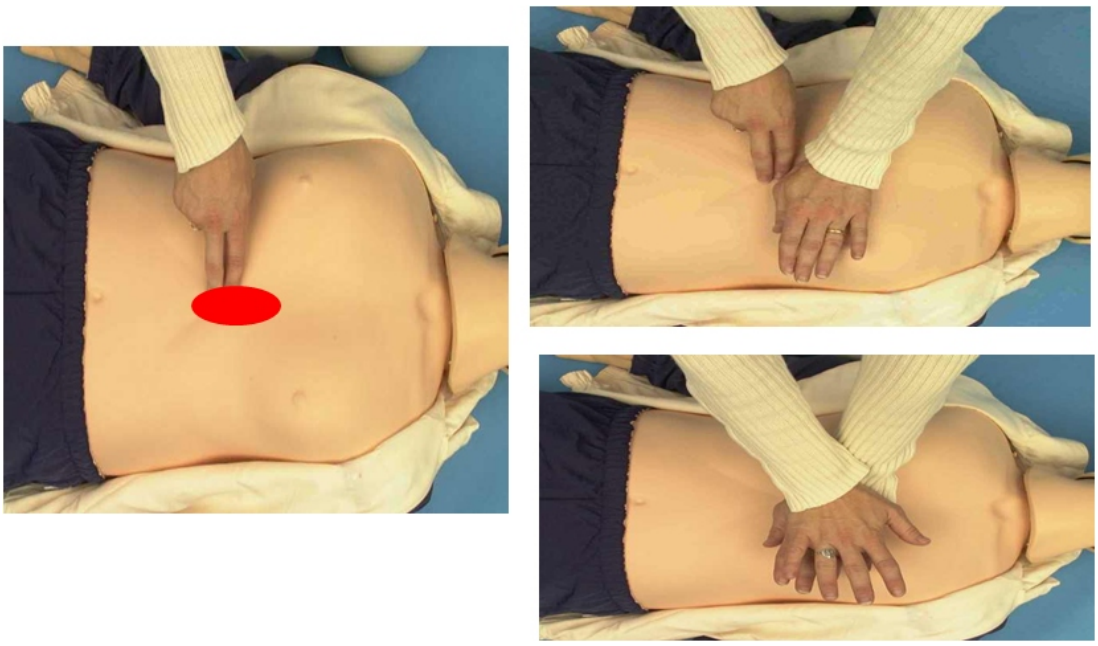


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Plate 5.125: Locate sternal notch [MID STERNUM]
Position hands - fingers clear of chest

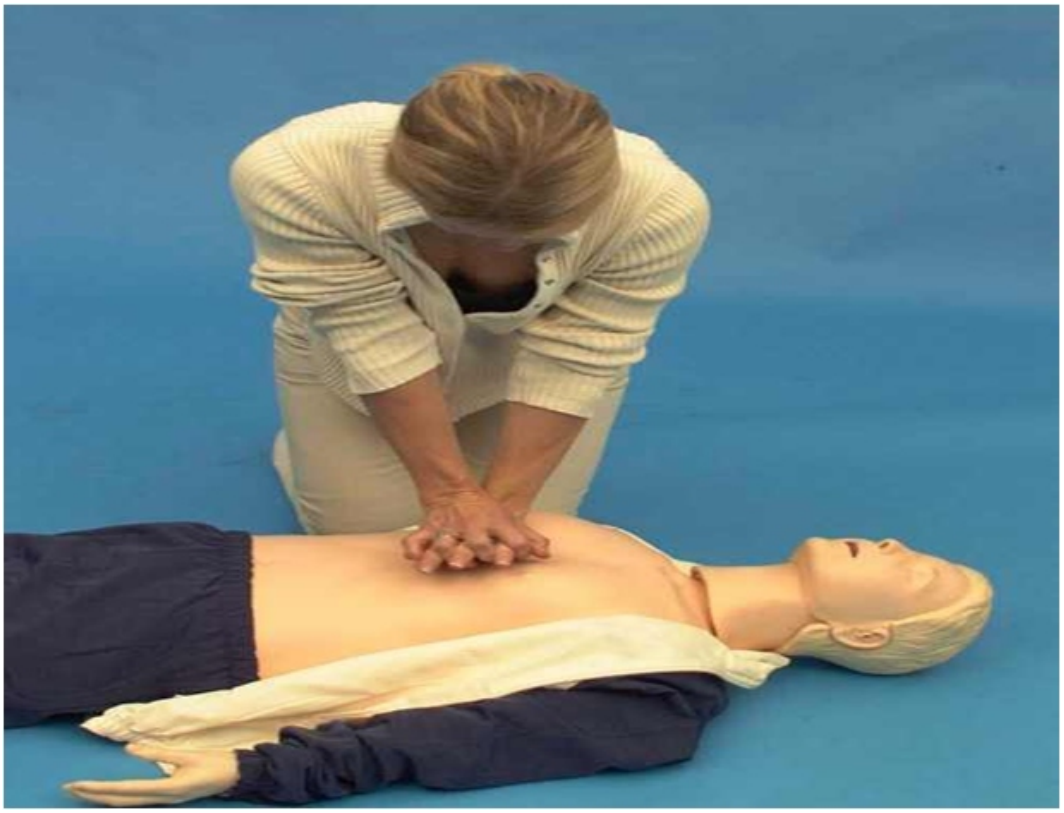

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Plate 5.126: Compress chest [30x]



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Plate 5.127: Pinch Nose



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Plate 5.128: Deliver 2 Rescue Breaths



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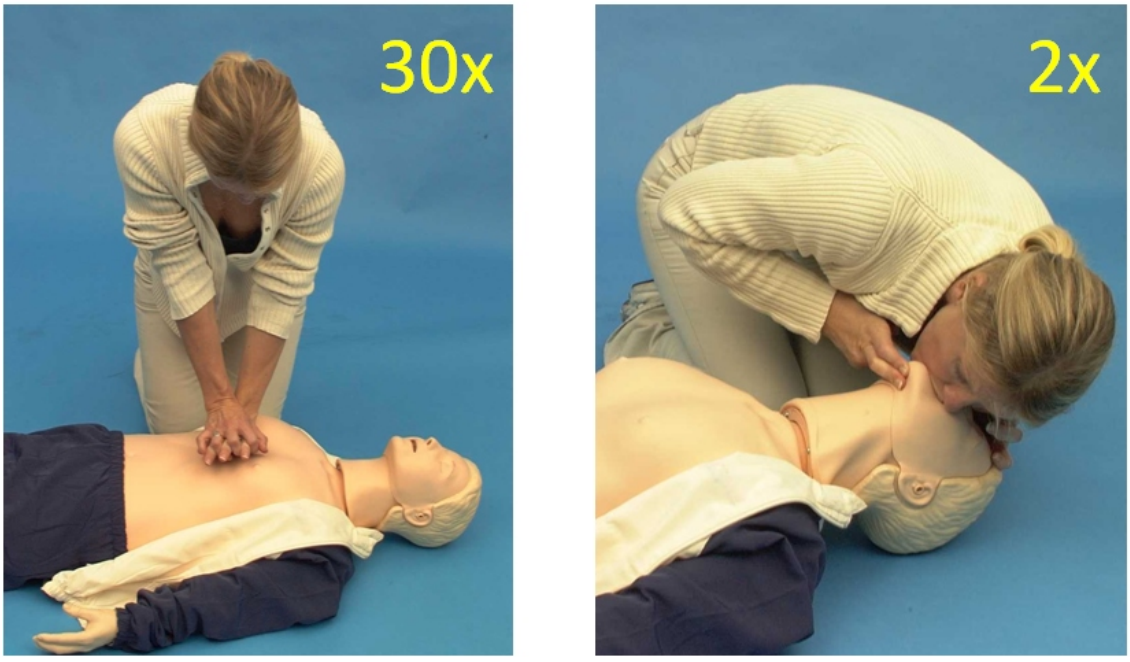
Plate 5.129: Allow Air To Come Out



© ERC 2004 - 09

Plate 5.130: CPR



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Plate 5.131: Recovery position

- Unresponsive victims who are breathing
- Keeps the airway open

Transmission of infection

- No documented cases of serious infection after rescue breathing
- Use a face shield or a face mask when appropriate



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Plate 5.132: Using a face mask



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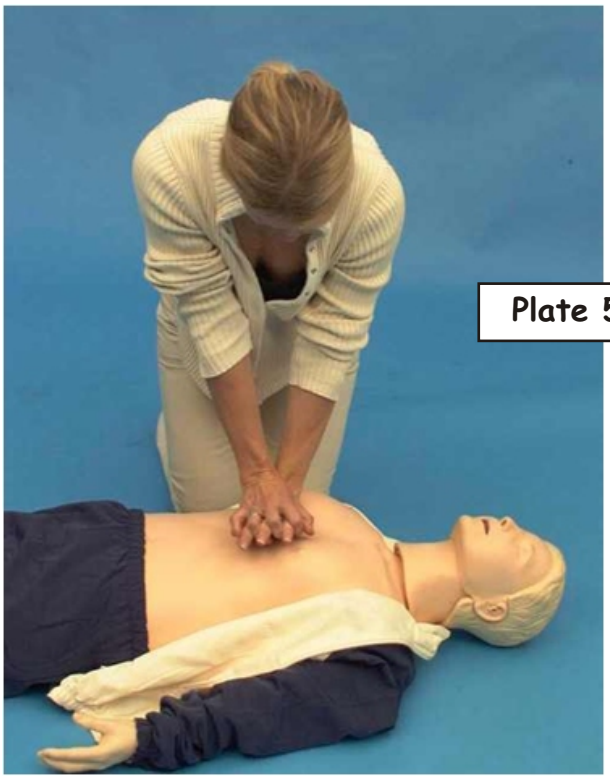
Plate 5.133: Back slapping



© ERC 2004 - 09

5.132: Abdominal thrust

Airway obstruction
(conscious victim)



© ERC 2004 - 09

Plate 5.135: Perform Chest Compressions

Airway obstruction
(unconscious victim)

Checking the pulse



Plate 5.136
Only if you have been trained to do so, also heck the carotid pulse

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Summary

- First aid is the provision of limited care for an illness or injury to a sick or injured person until definitive medical treatment can be accessed, or until the illness or injury is dealt with
- Basic Life Support is Cardio-Pulmonary Resuscitation (CPR) using no equipment other than a Protective Oral Device
- Resuscitation = emergency treatment to overcome the failure of breathing and circulation First Aid and CPR are important procedures for drivers to learn
- The person you are helping may be your relative
- First Aid bag must be in the vehicle always
- Give a helping hand today!

REFERENCE

European Resuscitation Council (2004 - 09) - Basic Life Support Provider.

5.15 AUTOMOBILE FIRE PREVENTION TECHNIQUES



Plate 5.37:ABC Fire Extinguishers

Introduction

- There has been frequent occurrences of fire outbreak in recent times
- This is largely due to rapid development in technology with less regard to avoiding or preventing fire
- It is therefore pertinent in this lecture to stress that an average human being should have good knowledge of the elementary principles of Automobile and Domestic fire prevention
- In an automobile fire outbreak, there is a common erroneous belief that outbreak of fire is inevitable and in most cases cannot be salvaged
- This is not true as majority of automobile fire outbreak could be avoided or Controlled but only if certain simple precautions are observed, so that the damage

or loss associated with fire disaster could be reduced

- This lecture series deal with the simple preventive measures to be observed by Every driver

Definition of fire

- Starts when a flammable and/or a combustible material with an adequate supply of oxygen or another oxidizer is subjected to enough heat and is able to sustain a chemical reaction

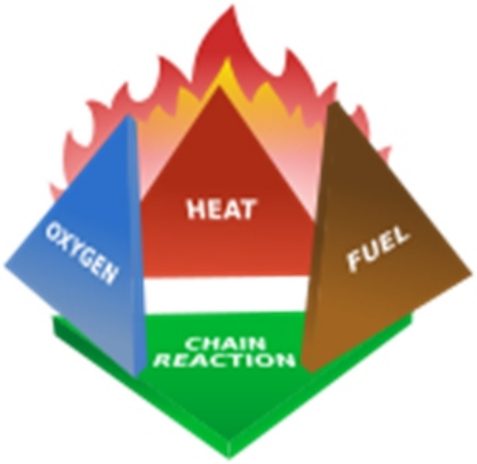

Fig. 5.16:Triangles of Combustion

- Fire is the effective combination of 3 basic substances; oxygen in the air, heat and Fuel as in any combustible material, resulting in the production of heat or light

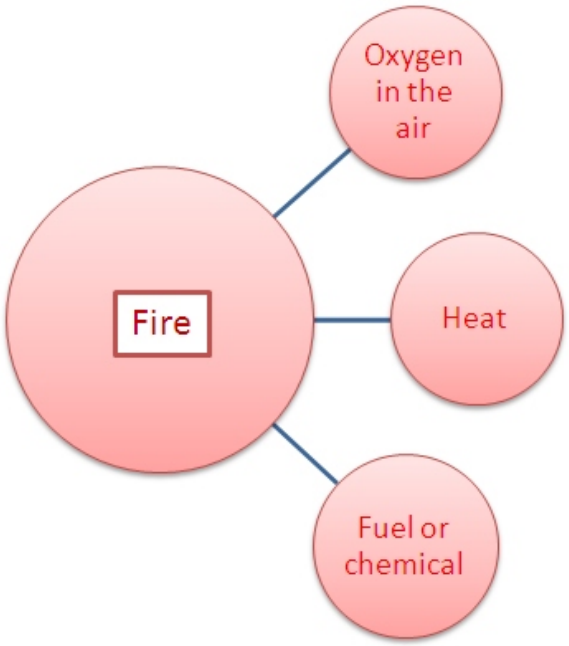

Fig. 5.17: Fire Combustion



Plate 5.138: Fire disaster

Common causes of fire

- **Carelessness**

  -Most common cause which is due to the imperfection in man include the following

  - Smoking and throwing cigarette ends carelessly
  - Storing fuel in vehicles and houses
  - Leaking vehicle tanks and fuel hoses
  - Defective electrical wiring in vehicles
  - Spontaneous ignition
  - Sparks from loose ends of throttle, hand brake cables and motorcycle Stands
  - Lack of proper vehicle maintenance

Accident

-Fire that results even when all precautions are put in place

-e.g. vehicle crash, explosion, electrical sparks

Fire Extinguition

- **Smothering**

- Elimination of oxygen from the burning material, thus making combustion impossible as there is no more oxygen

- Is achieved by the use of foam vaporizing liquid carbon-dioxide and dry chemical powder s**tarvation**
  -Elimination of fuel or the combustible materials from the vicinity of the fire thus Making combustion impossible

Cooling

-Applying water or chemical extinguisher

Classes of Portable Chemical Fire Extinguishers

Class 'A'

Expels or generates foam, either using compressed gas or cartridge chemically or mechanically

- chemical foam extinguishers are called turn-over
- Mechanical foam extinguishers are called "Air foam type"

Class 'C'

Expels vapour forming liquids or gases e.g. carbon-dioxide, B.C.F. etc.

Class 'D'

Expels dry chemical powder

Achieved by using stored gas pressure or gas cartridge



Plate 5.139:Always use the right fire Extinguishers

Table 5.3: Fire extinguisher for different categories of vehicles

Category of Vehicle	No of extinguisher per vehicle	Capacity of extinguisher
Taxi Cab/Private Cars	1	1kg
Pick-up Vans	1	2kg
Buses	1	2kg
Luxury Buses	2	6kg
Lorries	2	6kg
Articulated Vehicles/Trailers	2	9kg

How to use fire extinguisher

P - Pull out the safety pin

A - Aim nozzle at base of fire

S - Squeeze the trigger on top of extinguisher

S - Sweep fire with extinguishing medium at about 6ft

Simple fire precautions

- Always ensure that the exit routes in your vehicles are functioning
- All doors must be easy to open from both inside and the outside
- Make sure your bonnet can open and lock easily
- Always check your fire extinguishers every morning as you check your engine oil and water level
- Always keep your extinguishers in a cool dry place, away from external manipulation and a place that can be easily reached by the driver
- Ensure that the safety pin of the extinguisher is removed before use
- Always point the nozzles of the extinguisher at the base of the fire whenever fighting fire
- Ensure your ignition is off before fighting automobile fire
- Be alert and observant at anytime, anywhere, any day while driving

Summary

In an automobile fire outbreak, there is a common erroneous belief that outbreak of fire is inevitable and in most cases cannot be salvaged

This is not true as majority of automobile fire outbreaks could be avoided or controlled but only if certain simple precautions are observed, so that the damage or loss associated with fire disaster could be reduced

Appendixes

Samples of Implementation Forms in Road Transport Safety Standardization Scheme

APPENDIX A

FEDERAL REPUBLIC OF NIGERIA
FEDERAL ROAD SAFETY COMMISSION

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME

REGISTRATION FORM: **FORM: RTSSS-01 / Page 1 of 3**

INSTRUCTIONS

1. ADMINISTRATION OF THIS FORM IS IN CONFORMITY WITH REGULATION 115 OF THE NATIONAL ROAD TRAFFIC REGULATIONSN, 2004.
2. FLEET OPERATORS ARE INSTRUCTED TO PROVIDE CORRECT INFORMATION BASED ON STATUS OF THEIR ORGANIZATION.
3. THIS FORM IS NOT MEANT FOR TAXATION OR ANY FINANCIAL ASSESSMENT/EVALUATION
4. FLEET OPERATORS ARE ADVISED TO CO-OPERATE WITH ALL LAW ENFORCEMENT AGENTS TO ENSURE SAFETY ON THE PUBLIC HIGHWAYS.
5. THIS FORM IS TO BE FILLED IN TRIPLICATE (ORIGINAL TO BE SENT TO FRSC HQS, DUPLICATE TO BE TO THE COMPANY AND TRIPLICATE 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. YEAR OF INCORPORATION / REGISTRATION NO----------
5. AVAILABLE FACILITIES AT STATIONS TICK YES ☐ NO ☐
   a. WAITING LOUNGE. YES ☐ NO ☐
   b. TOILETS. YES ☐ NO ☐
   c. LUGGAGE/RECOVERED ITEMS STORE YES ☐ NO ☐
   d. RESTURANTS/ KIOSKS. YES ☐ NO ☐
   e. SAFETY TIPS YES ☐ NO ☐
   f. TELEPHONE SERVICES. YES ☐ NO ☐
6. ROUTE COVERAGE:(a) ----------

   (b) ----------

   (c) ----------
   (Attach extra sheets where applicable)

1. PERIOD OF OPERATIONS ----------

2. TOTAL SERVICEABLE BUSES (PASSENGERS)----------

3. TOTAL SERVICEABLE TRUCKS (GOODS/PRODUCTS)----------

4. GROUP:

5. 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)

6. 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)

a) 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 ----------

16. 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 OFFICERS REMARKS .....

.....

.....

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

APPENDIX B

FEDERAL REPUBLIC OF NIGERIA
FEDERAL ROAD SAFETY COMMISSION

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME:

FORM: RTSSS-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 TRIPLICATE (ORIGINAL TO BE SENT TO FRSC HQ, DUPLICATE TO BE TO THE COMPANY AND TRIPLICATE 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	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 extral 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 ACCIDENT	TOTAL NO OF PREV.ACCIDENT	REMA--RK

(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.

3. 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)

4. COMPANY POLICY ON

a. DRIVING HOURS ----------

b. MINIMUM DRIVING HOURS IN 24 HOURS----------

c. MAXIMUM DRIVING HOURS IN 24 HOURS----------

5. VEHICLE MAINTENANCE POLICY

a. PERSONAL GARAGE ----------

b. STANDARD APPROVED GARAGE ----------

c. ROAD SIDE GARAGES ----------

6. 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.....

CORPS TRANSPORT STANDARDIZATION OFFICERS REMARKS

.....

.....

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

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

APPENDIX "C"

SCHEDULE 2 Regulation 51 (5)

FORM MVA 21

FEDERAL REPUBLIC OF NIGERIA
VEHICLE PASSENGER MANIFEST

MAKE OF VEHICLE: ..... **DRIVERS NAME:**.....

TYPE OF VEHICLE: ..... **ADDRESS:**.....

COLOUR: .....

REGISTRATION NO: ..... **DEPARTURE POINT:** .....

DESTINATION: .....

ENGINE NO: ..... **DEPARTURE TIME:**.....

CHASIS NO: ..... **ARRIVAL TIME:** .....

DATE: .....

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

APPENDIX ''F"

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 RTOs COMP>
8	Implementation of approved 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			

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 OFFICERS NAME:---------- COMMAND:----------

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

CORPS TRANSPORT STANDARDIZATION OFFICERS REMARKS

……

……

NAME…… 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
1	Possession of valid and applicable Drivers Licence			No of Drivers: ____ No Complied: ____
2	Passed Drivers certification programme			No of Drivers: ____ No Complied: ____
3	Familiarization with companys 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			Total Drivers: ____ Total Passed: ____
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 OFFICERS NAME: ---------- COMMAND:----------

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

CORPS TRANSPORT STANDARDIZATION OFFICERS REMARKS

……

……

NAME……RANK……SIGN……DATE……

APPENDIX "H"

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				

	a. Step well front (steps)				
	b. Step well back				
	c. Radio communication in (bus)				
	d. Standard horn				
	e. 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 OFFICERS NAME:---------- COMMAND:----------
-
RANK:---------- DATE & SIGN:----------

CORPS TRANSPORT STANDARDIZATION OFFICERS REMARKS

……

……

NAME……RANK……SIGN……DATE……

TRAINED SAFETY MANAGERS IN JOS

S/N	COMPANY/ORGANISATION	SAFETY MANAGERS NAME	E-MAIL ADDRESS	PHONE NO.
1	330 Nigeria Air force Station, Jos	Joseph Longdip		08055165446
2	403 Electronics Maintenance Deport Nigeria Air- Force Base Shasha Lagos	Squadron Leader Pwajak D	ddgpwajok@yahoo.com	08084751980
3	7up Bottling Company PLC, Zaria Road Kano, Transport Department	Pius Dauda Jen		08033806476
4	AA Tasbi Nigeria Limited	Idi, Sani Danfulani	aatasbikn@yahoo.com	08035860413
5	AA Tasbi Nigeria Limited	Ali Kabiru	aatestikn@yahoo.com	08033324166
6	ABC Transport Plc	Regha, Verere Jesman	miami550@yahoo.com	08033365131
7	Abia City Transport Service Ltd, Egbu Road Ow	Cyprian U Obasi		08068779362
8	Abia State Transport Corporation	Nwagwu John O.	leujo@yahoo.com	08035665538
9	ABU and sans Integrated Service Ltd	Musa Umar Baba	musakongo1@yahoo.com	08035956200, 08036292566
10	Abuja Leasing Col Ltd, Head Transport Operations Unit	Kaaaure SA Nana	nankazaure@yahoo.co.uk	08037042675
11	Academy Press Plc, Ilupeju Lagos	Agunbiade Ayo Matthew	agwibiade09@yaow.com	08029561269
12	Adesab Metal Works Ltd	Mehael O James	kwemhe147@yahoo.com	08034760668, 07025362521
13	Advie Motors, Ughelli/patani Road, Amekpa Junction Ughelli Delta State	Ovweghre Jacob	ovweghrejacob2002@yahoo.com	08034387327, 07025201295
14	Afemai Line Transport Limited.	Dokpesi A Kenneth	afemailintrans@yahoo.com	08034923326
15	All States Mass Transit Ltd, Umuahia	Onyekwere Bob Denis		07064868096
16	Amarican University of Nig Yola Security Unit	Mgamdi Moh'd	mbamoi@yahoo.com	08057033017
17	American University of Nigerian Yola (Transport)	Usman Umar	usman.umar@aun.edu.ng	08054400133
18	AMS Logistic Limited	Mohammed Tasiu Haruna	igesonya@yahoo.com	08037269688, 08055161987
19	Ask and Sons Transport Ltd Minna Niger State	Mohammed Shugaba		08069504700
20	Auto Star Executive Shittle	Edeh Chibuzor Eunice	purposesearch@yahoo.com	07033538800
21	AYM Shafa (Merger Group)	Ibrahim Tasi'U		08035644215, 07096265925
22	Babcock University (Transport Department)	Makinde David	kindaves2003@yahoo.com	08036689324
23	Bendel Feed and Flour Mills Ltd, Ewu Edo State	Squadrm Leader Uzoma N	uzo14real@yahoo.com	08033128002
24	Benue Links (Nig) Makurdi	Ejembi Agbo Raphaee		07038366770
25	Benue Links (Nig) Makurdi Admin Department	Ivom Terlumun	tervom@yahoo.com	08068508624
26	Beoutful Rock Nig Ltd Lokoja Kogi State	Igweonu Bona Venture	mulilifegeomwwbcom	07056706514
27	Bit Joe Ventures Limited	Braimah, A Oyaole		08033494916
28	Biwater Nigeria Limited - Abuja	Enyi Wilson Ogbu	shagobu@yahoo.com	08036069690
29	Blessed Textlex Motor Limited	Okey Ogbonnaya		08075810478
30	Bola Blocks Industry Limited	Lawal Rasaki Abimbola	ras-law2004@.com	08033401000

31	BOZ Gascs Nigeria Plc.Sheq	Adamu Akinola M	adamuakimola@bocng.com	07034488804
32	Bulasa (Transport) and petrolum	Alh TU Suleman		08033797027
33	Bulasa Group Ltd (Transport)	Bashir Adamu Moh'd	bash.adams@yahoo.com	08032177127
34	Chi Di Ebere Transport Limited Umhahia	Eze Edwin		8073216244
35	Chicason Group of Companies Limited, NNEWI, Anambra State	Ihim Hilary	hilang23ng@yahoo.com	08035082251
36	Church ECWA Headquarters, Jos	Wazisri Jonathan		08065607787
37	Coloruaries Services	Lisk-Carew, Folasnade	liskfola@yahoo.com	08029503578
38	Constant Link Ventures, Limited	Omoregbee Daniel Osadiaye		08032453406
39	Cross-Country Ltd	Rasheed Ahmed		01776400-08055555995
40	C-WAI Food and Ekerages Nig. Ltd. Kessinsheeh Plaza, NNPC Junction	Oladele Sunday		08027494195, o7027649950
41	Dangote Cement Company Obajana Kogi State Transport Division	Najib Dantala	vosto@yahoo.com	08065455810
42	Dangote Cement Company Obajana Kogi State Transport Division	Chedi Sani Inuwa	chedisani@yahoo.com	08034623373
43	Dangote Cement Company Obajana Kogi State Transport Division	Muhammed Umar	mohammedomar78@yahoo.com	07035966685
44	Dangote Group - Cement Transport Division	Jibril A Nuhu	www.tawakaltu1428@yahoo.com	08033799752, 08055008175
45	Dangote Group - Transport Division	Mohammed Ja'afaru	mamud600@yahoo.com	08037322910
46	Dangote Transport Industries, Obajana, Kogi State.	Usman Sa'id Abubakar	ibnusman2002@yahoo.com	08034582432
47	Dangote Transport Industries, Obajana, Kogi State.	Oropo Sulaiman Adeyinka	yins2op67@live.com	0833436754
48	Dangote Transport Industries, Obajana, Kogi State.	Sadiq Lawal Abubakar	lawalsadiq2003@yahoo.co.uk	08033498177
49	Dangote Transport Industries, Obajana, Kogi State.	Jimoh Sherifat Motunrayo	shorrytuns@yaohoo.com	0850526390
50	Dangote Transport Industries, Obajana, Kogi State.	Ibejuba Ijeoma Joy	joybenedict85@yahoo.com	07066641108
51	Delta Transport Service Ltd, Asaba	Fred J. Aguogiogin		08063684145
52	E Ekesons Transport Nig Ltd/Drivers welfare Club of Nigeria	Evang Moses U. Onuoha		08034941362
53	Eagle Construction Limited, Jos	Yahaya Mohammed		08035905012
54	Eagle Transport Co. Ltd	Osin Fidelis		08033227642
55	Eagle Transport Company Ltd	Okungbowa Elijah	elioku2002@yahoo.co.uk	08023082133
56	Eagle Transport Company Ltd, Abuja	Ehimen Thaddeus		07035814086
57	Eagle Transport Company Ltd, Benin city	Owase O. Joseph		08033092761, 08055270239
58	Eastern Mass transit Ltd. Head office No 8 Nnobi, Rd Nnowi Anambra	Victor Onuora Nwosu		08066538049
59	Eastern Mass transit Ltd. Head office No 8 Nnobi, Rd Nnowi Anambra	Chinze Raphael O.		08033954780
60	Easy Motion Transport Ltd	Odewunmi Olushola	shooboy2003@yahoo.com	0703470990

61	Ebonyi State Township Bus service (Ebonyi Coop)	Agbo Joseph O		08069233784
62	Edo City Transport Service, Ramat Park Ikpoba-Hill Benin City Edo State	Itseh Erasmus O	itseh4frasmus@yahoo.co.uk	08025768542
63	Edo Transport Service Ltd	Osman Odwin		08023316699
64	Ekene Dilli Chukwu Nig. Ltd (Operations/Safety)	Adeniyi Olaniyi	olaniyi.adeniyi@yahoo.com	08062971662, 080588696944
65	Ekiti Kete Mass Transsit, Ado Ekiti	Awe Taye	tay-awe@tyahoo.co.uk	08068897067
66	Ekiti Kete Mass Transsit, Ado Ekiti	Adedeji A	wnmiadedeji@yahoo.com	07030068942
67	Emzor Pharmaceutical Industry No3 Aswani Maket Road Isolo Lagos State	Kalu Francis Aloy	frankkaluy75@yahoo.com	08037001447, 08098001434
68	Etco Nigeria Limited	Sowole Kehinde	kehinde-s@etco-nigeria.com	08055501527
69	Faith Motors Ltd, Benin City Edo State	A Collins Azeez		08061170821
70	Fan milk Plc, logistic department	Onyena Livinus C	lco@fanmilk-ngr.com	08028395199
71	Fan milk Plc, transport section, eleyele industrial layout, Ibadan	Otuonye Kenneth	keo@fanmilk-ng.com	08036694893, 07028567233
72	Federal College of Trqnsport Unit Works and Services Department	Oderomke JA		08033735621
73	Federal Medical Centre, Owo Ondo State	Adelebu Idowu Emmanuel	emmanuelenugu@yahoo.com	0805796990
74	Federated Steel Mills Ltd, Otta Ogun State	Oyediran Abraham O		08036073298
75	Femstar and Company Limited. Badagry-Lagos	Balogun, Adetade Adebolu	balogunadebolu@yahoo.co.uk	08020662750
76	Femstar D Commpay Ltd, Lagos (Isolo)	Alimi Fatai	omosholafvami@yahoo.com	08033036881
77	First Bank of Nig, PLC	Ozi Ahmed Lsmaila		0802362521
78	First Nigerian Tipper/Lorr-c Drivers Association Mosafejo Aradagun Branch Lagos	Olasele Jehu Orire		08024659220, 08050607666
79	Fursa Logistics limited Obajang Kogi State	Muhammed Yakubu G	yakugobin@yahoo.com	08077778763
80	Givine Go-Bus Limited	Sylvanus Daniel		08028001147,08065412170
81	Global Haulage Resources Ltd	Modupe Olokun	dupsyo10200@yahoo.conuk	08070992020
82	Global Haulage Resources Ltd	Bambe Charles Mobolaje	kemcharles@yahoo.comau	08070992008, 08051734114
83	Global Haulage Resources Ltd	Olagunjo Kunle	kunleolagunju2001@yahoo.com	08083425242
84	Globis Motors Ltd	Ojobo Jude Valentine		08032190528
85	Gods Time is the best Motors, Jos	Okeke N, Marcel		0803645042
86	Gods Time is the best Motors, Jos	Isesele Machpherson		07067135700
87	Gombe State Transport Service, Jekada Fari quater, Gomber State	Lawal Mohammed		08061153398
88	Gongoni Company, Sharada Phase III, Kano	Musa Yahaya		08025908503
89	Government House Katsina	Sanda Usman M		08036519681
90	Government Sceince and Teching College Zuru, Kebbi State	Adeniran Taofeeq		08036316644

91	Headquarters Pay and Accounting Group Nigerian	Manga Bashir		08036098703
92	Hydro Travels and Tours Ltd, Tunga Minna Niger State	Amure Sunday Moses	ammesunday@yahoo.com	08033793098, 08054255065
93	Ifesinache Industries Ltd/Head of Operations (West)	Ugwuayi Obiora Chris	obioraugwuayi@yahoo.com	08034303403
94	Ifesinache Industries Ltd/Head of Operations (West)	Elyas Momsi Jaba		08033857067
95	Ilorin Emirate Transport Kwara State	Alh Saibu Ayereke		08035507168
96	Imo Transport Co mpany Limited Owerri Imo State (ITC Ltd)	Opara Jonathan		08088853421
97	Ineslad Campina Inamco Nig PLC Office of Operation Manager	Tolorlunloju-Ojo Stephen D	stephen.ojo@frieesiandcampina.com	08035251349
98	International Tobacco Company Plc	Durojauye Olutola O.	toladurojaye@yahoo.com	08055828589
99	Irrua Specialist Teaching Hospital, Irrua, Edo State	Akhahon Matthew		08038830176
100	Ismism Transport Service	Usuyak, Effyong Bassey		08058064800
101	Izuchukwu Transport Nig Ltd	Ibe Hyginus		08033526088
102	Jao Agencis Nig	James A Okapra		016624655, 08086561998
103	Jigawa State Institute of information Technology Kazaura	Abdu Aliyu		07037173805
104	Jigawa State Ministry of Health	Hussaini Musa	musa.hussaini30@yahoo.com	08033665270
105	Joe-Silvem Ventures Ltd	Enenche Benjamin	enedche-benjamin@yahoo.com	08039190020, 0805305450
106	Johnson Wax Nig. Ltd, Lagos	Orok Ekpo		08033755884
107	Julius Berger Nig PLC	Olu Victor Adesina	vadesina@yahoo.com	08036121776
108	Julius Berger Nig PLC, Safety Environment Department	Oshame O. Paul	hseabuja@julius-berger.com	08039383757
109	Julius Berger Nig. Plc, Abuja	Ogunfuyi, Akim Festus	akimogunfuyi@julius-ber.com	08039709808
110	Julius Berger Nig. Plc, Abuja	Taiwo Mactony	mactontaiwo@yahoo.com	08034011947
111	Julius Berger Nigeria Plc	Ekaji Trust	trustcelo@yahoo.com	08032703230
112	Julius Berger Nigeria PLC - Ogun State - Security/Traffic	Alhassan Usman		08073422125, o8081479895
113	Julius Berger Nigeria PLC - HSE Department	Iyela Sunmi	sunmiiyela@yahoo.com	08055351554
114	Julius Berger Nigeria Plc/HSE	Osazee, Iyenoma T	iyenomgosazee@yahoo.com	08037013543
115	Julius Berger Nigerial PLC/Health Safety and Environment Department	Odivwri A Monday	mondayodiwri@yahoo.com	08036702128
116	King Koko Exsprdss Ltd	Victor Aniobodo		08080874662
117	Kwara State Transport Coorperation Ilorin, Nigeria	Tijani Mohammed		08035981753
118	Libra Motors Nig. Ltd	Onwudi Martins		08038536626
119	Local Government Mass Transit	Adamu Shehu		08032825571
120	Lorion Ventures Limited	Sanni Abidemi K	bidy-2005@yahoo.com	08062870607

121	Macro Safety Nigeria Limited	Harrison Ozioma Ibekwe	hanyibekwe@yahoo.com	08025818014
122	Magil Plus Nig. Ltd, MGP	Erhabor Innocent		08037135633, 08033706839
123	Maham Birnin Kudu Transport	Hussaini Nuraodeen		08035956130,08036083572
124	Mama Cass Restunant Ltd Exocal Plotg Lateef Posumu Street,	Omozuafo Monday P	mondilomanpilolo@yahoo.com	07039707492
125	Markfina International Limited	Akinwole R Tope	rafdodoakinwole@gmail.com	08070590367
126	Mazeno Motors, Transport	Sani Mohammed B		08054303071
127	MDS Logistics (DW.UACN of Nig) 32, Kudirat Abiola Way Oregun Lagos	Ngoffia Raphael	benbenralph@yahoo.com	07037201867
128	Mikano Intrnational Limited	Nwagwu David O.		08138304717, 08138304757
129	Ministry of Education Science and Technology - Dutse Jigawa State	Sunusi Abdu Kanya		08020354816
130	Motherlag Nig. Ltd	Ichogba Gabriel	gjchagba@yahoo.com	08035753166
131	Mozuk Haulage Ltd, Mlaco Plaza, Ago Palace Way, Okota, Lagos State	Adeniyi Adetunji	teejaykay12@yahoo.com	08035696193
132	MTN Nigeria	Bashir Mohld	bashiru@mtnnigeria.net	08032007034
133	Multi Choice Nigeria Limited (DSTV)	Ballami Istifanus	balamiistifanus@muhichace.ciza	07064181480
134	Multi Pro Entq Prises.Transport Department	Iroanya Julius		08053358042
135	Multiline Transport Company, Ow 56, Douglas Road, Owerri	Dawson Kelelchukwu E.	dawsonin1@yahoo.com	08066050360
136	NAF BSG Nigeria Air Fource Base Ikeja Lagos	Abog Llucius		08053483069
137	NAF HQ PAG Nigerian Air Force	Esu-Edet		08052043999
138	Narto Katsina State Council	Rilwanu Sulaiman	nartokatsina@yahoo.com	08066204003
139	Nasarawa Transport Service Limted, Lafia	Umar Zakary Elayo		08055322924
140	Nation Union of Road Transport Workers	Rasaq T Muhammed		08035771433, 08059230559
141	National Directorate of Employement Hqts	Umoru Kasim Tobi	katinitobi@hayoo.com	08036317753
142	National Open University Consult and Investment Compay (NOUNCIL)	Usman Ibrahim Marafa	uimarafa@yahoo.com	08069530566
143	National Research Institute for Chemical Technology PMB 1052, Basawa, Zaria	Olanoyesun Samuel		08062214127
144	National Road Crops Research Institute P.M.B. 7006 Umudike	Eke Sunday Ikechukwu	chommu1142003@yahoo.com	08063426481
145	National Union of Road Transport Workers Ilorin Kwara State	Ikusika Kehinde		07033880324
146	New Nyanya Transport Company Limited	Ada'a S Samuel		08030546018
147	NIGER Mills company limited, 79 Murtala Mohammed Highway, Calabar	Ayiri, Clement	ayiriclun@yahoo.com	08025784103
148	Nigerian Air Force (Inspections Brach)	Wing Commander KR Mataluwo	osmats2005@yahoo.com	08053346510
149	Nigerian Air force 345 AMH	Bisong Michael Abang		0804965334
150	Nigerian College of Aviation Technology (NCAT) Zaria	Yahaya Sani	msyahayat@yahoo.com	08023638255

151	NNG Emeka Transport Company No I Bida Road Jos	Sylvester Auta		08036809891
152	Nouncil (National Open University Council& Investfment Limited (NOUNCIL)	Daniel Abayomi (B)		08034051316
153	NURTW	Rasheed Jimoh		07058481595
154	NURTW Bayelsa State Council, Yenagoa	Aju Francis		08033178707
155	NURTW Kwara State Council	Dauda Mohammed		08035830751
156	Nyanya Mass Transit	Omotoyinbo Victor		07031131506
157	Obajana Cement Company Dangote Transport Lokoja	Zango Tanimie Mohammed		08036240064
158	Obajana Cement Company Dangote Transport Lokoja	Suberu, Medinat E (Mrs)	suberumed@yahoo.com	07082634974
159	Obajana Cement Company Dangote Transport Lokoja	Udo Emmanuel N	ojjhceudo@yahoo.com	08035878041
160	Oda pure water/Oda Gas company, Ekpoma, Edo State	Okoson Paschal	judereal1234@yahoo.com	07030101231
161	Odua Investment Co. Ltd Ibadan Oyo State	Godwin Odola	odolagodom@yahoo.com	08034312238
162	Ohonba Motors Nig. Ltd	Egbon Idemudia	idbest4good@yahoo.com	08033916366
163	Okun Line Nigeria Limited	Afolabi Olalekan		08055283205
164	Olabisi Onabanjo University Teaching Hospital, Sagamu, Ogun State	Bello Adedoyin	doyin-bello05@yahoo.com	08033039149, 07027667047
165	ONA-OLA Express	Bello Wasiu	sowbel2003@yahoo.com	08039288596
166	OPL Travels	Ukom Abita Augustus	abitaukot@yahoo.com	08023621673
167	Orange Durgs West African Ilupeju Oshodi Unit, Lagos	Osuala Emmanuel E	orangedurgslagos@yahoo.com	08037214781
168	Oranization	Yinusa Ayuba J	yunla-j@yahoo.com	08027855124
169	Oranization	Alh Yissa Aloba		08034057609
170	Osakumen motor Nig Ent.	Taiwo Erorewaen		08053476756
171	OWAN West Line	Eguaoje Goodluck	goodluckeguaoje@yahoo.com	08033473407
172	Owaqn West Line	Eguaoje Michael I		08065600138
173	Peace Mass Transit Enugu, Regional Managers Department	Usman Adamu	adamusman40@yahoo.com	08038340254
174	Peace Mass Transit Ltd, Safety Department	Agbo PI		08'37059886
175	PHCN Kainji Fire and Ocdupational Health and Safety	Olomodosi AO	olomodosi607@yahoo.com	08035258346
176	Plateau Express Services Limited, Planning and Monitoring Department	Yilkes Ali Nick		08026368925
177	Platinum Transport Services Nig. Ltd.	Owoeye, Tajudeen A	boomdoom2@yahoo.com	07057424966
178	Pleasure Travels Motors, Mukurdi	Orshi Ivungu		08034584353
179	Promasidor Nig Ltd/Risk and Safety	Apo Basil	bapo@promasidor-ng.com	08037254821
180	Promasidor Nigeria Limited/Transport and Workshop	Asakome Austin A	aasakome@promasidor-ng.com	08023156428, 08056166480

181	RCCG Transport and Mechanical Department	Odion Omolua		08024415820
182	Rental Services Company	Olapade Solomon		08033760674, 08067942344
183	Richgozy Investments Limited	Richard O Ejikeony	roejiks@yahooo.com	08035770672
184	Rivers Transport Company Limite, Aba Road, Port Harcourt	Harry JJ		08036740599
185	Road Transport Employee Association of Nigeria, Ajegunle Osogbo,	Joseph Mayowa		07036368178
186	Roadmarks Nig Ltd (Operations Department)	Chinaka Innocent C	etteinno@yahoo.com	08037246756
187	Rock Bridge Construction Lokoja	Abdulahi Musa		07034888836
188	Royal Mass Transit Ltd	Ali Mark Michael		08036093929
189	Saipem Contracting Nigeria Limited	Agwaziam Kenneth	kenneth.ogwaziam@saipemeni.it	08037256662
190	Salvation Ministries (Glorious Chapel)	Lawson David	belansinltd@yahoo.com	08055100927
191	Salvation Ministries (Glorious Chapel)	Amadu, Reginald	roamadi2008@gmail.com	08033090702
192	Salvation Ministries (Glorious Chapel)	Akpabio, Udeme Sunday	usakpabio@yahoo.com	08036198067
193	Salvation Ministries (Glorious Chapel), Plot 17 Birabi Street, GRA Phase I	Amachree, Asiyemia Prince	princeasi@msn.com	08033170349
194	Salvation Ministries, (Glorious Chapel)	Gabriel, Solomon	gabuelsolo@rketmail.com	08037462952
195	Sat Food Nigeria Ltd or San Youghout Zaria	Ibrahim Yakubu Murtala	sajfoods@yahoo.couk	08036074846
196	SDV Nigeria Limited, Transport and Logistics Department	Ajogi Yakubu	yakubu.ajogi@bollone.com	08039756741
197	Self	Salami T Adedapo	adedapson2000@yahoo.com	08058455604
198	Setraco Nig. Ltd (East West) construction company	Okacha Joseph		08063716331
199	Setraco Nig. Ltd (TRANSPORT)	Eseyin Sunday Olayinka	sayhalleluyah@yahoo.com	08037022764, 08059445000
200	Setraco Nig. Ltd (TRANSPORT)	Omeye Obima J	abj4u007@yahoo.com	08034950336
201	Setraco Nig. Ltd (TRANSPORT)	Geoffrey Afitijagun		08054483937
202	Seven-up Bottling Company PLC Opposite Village Hoster, Unijos, Faringada, Jos	Idowu S Adekunle	otunajagajigi67@yahoo.com	08056491089
203	Seven-up bottling company Plc. 247 Moshood Abiola Way, Ijora, Lagos	Dakup Ezra Yardi	nfsm@sevenup.org	08061131376
204	Sifax Group 54 Warehse Rd Apapa, Lagos, Nigeria	Imoagene Tonny	tonnyim@sifaxgroup.com	08058684670,08032322601
205	Smooford Intil Ltd/Logistics	Odubore Olufem	femi.odubove@ford.com	08025015587
206	Spintek Milis Nig Ltd, Ikorodu-Lagos	Omotehinse Philips		08055371929
207	State Universal Basic Education Boari Dutse Jigawa State	Magaji Mallam		08068135165
208	Statoil Nigeria Limited	Godwin Okodugha	godwo@statioilhyoho.com	08051195406
209	Success Express Transport Ltd, Ilorin, Kwara State	Alh Ibrahim Rasheed		08034756388
210	Sunflac Stell Nigeria Ltd Ikorodo Lagos	Bayo S Adediran		08027270056

211	Tabasco Transport Service	Udoh, Edet Isaiah	udoedisa@yahoo.com	08065714954
212	Tasho Nigeria Limited	Musa O Kehinde		08024701794
213	Tastee Fired Checken-Health, Safety and Environment Dept.	Modebe Benjamin	benmodesty@yahoo.co.uk	08023032770
214	TB/CAP Nigeria	Njoku Felix A	felahnjo@yahoo.com	08023076509
215	The Redemed Christian Church of God KM 46, Lagos/Ibadan Express Way	Ademiju Akindibu		08033512287
216	Tirinity International College	Zacchaeus John A	trinity.tricol@gmail.com	01-7748180
217	Tracas Nig Litd Awka anambra State klm41/42 Enugu-Ibutsga Express	Edupute Joseph N		08061526298
218	Transcity transport company fleyelf tbadan Oyo State	Oladejo Bamidele M		08033740772
219	Transitcare limited No. 23 Eta Agbor Road Calabar	Nsa Asuquo E	info@transitcareltd@yahoo.com	08037247891, 08029601767
220	Transnational Haulaye Limited	Akhagbe Bonson	transnationalhnolage@yahoo.com	08023629035
221	Transport Services Limited	Sanusi Olanrewaju I	osanusi@tsllimited.com	07029354012
222	Tribel Global Motors (T.G.M) of Iwo Local Govt., Osun State	Moshood Dayo	tribelglobalmotors@rocketmail.com	08036631263
223	Tropical transport Agency limited	Umoh Emmanuel Peter	epumoh@yahoo.com	08063947236
224	Tuyil Pharm Nig Ltd, Ilorin	Jimoh Abdul Rafiu		08035976229
225	UBA PLC Ibadan	Adesanya A Jerry		08052006459, 0706239839
226	Ujmuahia North Local Govertment Mass Transit Bus Service	Elder UE Egeonu		08051029023
227	Utility Department	Akinola Olueemi		08028939353
228	Vicollins Motors Nig Ltd	Akinyemi Charles	vicollinsidawekhai@yahoo.com	08033273791
229	Vitabiotic's Nig Ltd	Asake Joshua	oluy2k2001@yahoo.com	08034596292
230	Watch Tower Society of J.W	George Amos	printerang.jw.0r	08089999437
231	Watch Tower Society of J.W	Olabulo Ebemeber	ealesuo@yahoo.com	08089999470
232	Wateraid Nigeria	Iyoukpo O. Monday	mondayiyokpo@wateraid.org	08036337204
233	White House Store limited	Olorunhambe Najeem		07055608724
234	Winner Exspress Travel Ltd, Ilorin Kwara State	Aberesile Johnson T		08038131113
235	Wise Ride Nig Ltd	Adeoye Oyeyemi	wisoride@yahoo.com	07088561972
236	Young Shall Grow Motors Ltd	Udoye Friderick		08065587947
237	Young Shall Grow Motors Ltd	Okeke Cyril		08035944235
238	Zamfara State Transport Authority, Gusau	Murtala Muh'd Shinkafi		08063236440, 08086250230
239	Zerock Construction Nig Ltd, Lokoja Kogi State	Disina Mohammed		08038324865, 07090029498

TRAINED SAFETY MANAGERS IN LAGOS

S/N	NAME OF PARTICIPANT	NAME OF ORGANIZATION	ADDRESS	NO OF DRIVERS IN THE FLEET	NO OF VEH. IN THE FLEET	PHONE NO.	E-MAIL ADDRESS
1	ALBERT OSARENMWINDA	EFEX EXPRESS	BENIN CITY	80	90	0805532836	
2	GUOBADIA CHRISTOPHER	IYERE MOTORS	25 RUBNI STREET, BENIN	150	150	08057947454	
3	ENGR. AKAH CHIBUZOR	LUIZBAN NIG LIT	4B IDOWU MARTIN ST. V/I	10	10	08066454873	lluizban@yahoo.com
4	AKINOLA RICHARD	SELF	EKORO RD ABULE EGBA	NIL	NIL	08066359941	richardvictor@yahoo.com
5	OLISAKWE RACHEAL	COMPUTER WAREHOUSE	13A AJ MARINHOHOUSE GROUR DRIVE V/I LAGOS	30	30	08035507769	racholisa@yahoo.com
6	KALU K IKORO	DTV & CO. LTD	APAPA - LAGOS			08033668691	
7	AGADA EJIKE M.	GU OKEKE & SONS LTD	KM 12 ONITSHA/ENUGU EXP WAY ONITSH ANAMBRA STATE	90	100	08035853408	ejekeagada@yahoo.com
8	SOLOMON EMORI	VANSUARD MAIDA	P.M.B. 1007 APAPA	80	100	08033293782	
9	SUNDAY OMENINWAN	FCMB PLC	17A TINUGU ST. LAGOS	163	140	08023674409	sundayomeninwan@yahoo.com
10	AJABEH ADEKUNLE	JULIUS BERBER NIG PLC	UTAKO ABUJA	3000	5000	08055483659	
11	EJEZIE MAXWELL	STEVE IMAFIDON & SON	74B 1ST EAST CIRCULAR RD BENIN CITY	53	53	08060489067	mc_ejezie@yahoo.com
12	JEGEDE JOSEPH	EUROPEAN SOAP DETERGENT LTD	13E LSDPC ESTATE AMUWO ODOFIN	55	50	07084189737	blessisngconsol@yahoo.com
13	UGOCHUKWU KELVIN	BUSINESS DAY MEDIA LTD	FESTAL LINK ROAD AMUWO ODOFIN	49	60	07029129008	ugokevinc@yahoo.com
14	GARBA SALIHU	ALFABRITH NIG LTD	IBADAN	35	72	08033128193	skgorus@yahoo.com
15	OKETONA ABIODUN	LEKKI CONCESSION	AJOSE ADEOGUN STREET V/I	36	16	0803388503	oketona@yahoo.com
16	ADOLPHUS UWAOMA	BRIGHWAY ENERGY OIL & GAS TGL	ILASAMAJA LAGOS	12	18	08023360531	brightnayint@yahoo.com
17	AMER MAWLAWI	JUBAILI BROS ENG LTD	OREGUN IKEJA			08034022530	amermawlaw@jubailibros.com
18	AKANDE RASHEED A	PROTEA HOTEL IKEJA	42/44 ISAC JOHN GAR/KUJA	5	6	08034095979	akrab2009@yahoo.com
19	ABDUL LATEEF ADENEYE	C WOERMAN NIG	MATORI OSHODI LAGOS	12	16	08027732151	
20	OSUMAH JIMOH	DTV & CO. LTD	APAPA OSHODI EXP WAY IBATUN LAGOS	95	108	08056424039	dtv@ng.org.
21	SEYI ADEWUNMI	KOMPENSATU KROWU	PLOT 136 ALAKE ONILE-ERE	6	7	08055637658	info@konpensalu@yahoo.com
22	FELIX UBAKA	CY INCORPORATED	D/6 HFP WAY, DOLLPHON ESTATE	69	69	08098414141, 08028376580	cyincorporated@yahoo.com
23	SODAMOLA GPEMIGA	YEAM-KEM INT'L LTD	205, IDIMU RD, EGBEDA LAGOS	8	10	08057700039	doctor4yemkem@yahoo.com
24	OKO, JONAH MICHAEL	BIG TREAT PLC	PLOT CL 2A IKOSI ROAD, IKEJA	50	45	08053060365	jonahoko@yahoo.com
25	OGEGBO GBENGA	MINT SEAL SERVICES	NO 40 SHASHA AKOWUNJO	110	50	08035391399	gbengaogegbo@yahoo.com
26	KUNLE OLUBANJO	FINE PRO NIG LTD	KM 11 LASU SHERI RD IGONDU	25	25	08023963793	
27	AKINOLA SAMSON	SELF	NO 4 ABALEGBA PIPE LINE	NIL	NIL	08062953410	
28	FRANCIS MOYOLADE	LEKKI CONCESSION COY.	2 AJOSE ADEOGUN ST. V.I	36	16	08035388855	francisoloyolade@yahoo.com
29	ALIMENE CHIDI (CHIEF)	UNICEM	SPRING ROAD GALABAR	NIL	40	08062934363	
30	OLAGUNJU LEKAN	TRANSPORT SERVICES LTD	PLOT 26 BIK M ISOLO LAGOS	250	200	08023683808	lolagunju@tsllimited@yahoo.com

31	OGIE CHRIS PABLO	AUTO EMERGENCY ASSISTANCE	1A OKO AWO STR V.I	9	7	08021318670	chrisogie@yahoo.com
32	RASAKI AWUNOLA	JULIUS BERBER NIG PLC	ISAWRA LAGOS	5000	3000	08038806244	nikkytaurus@yahoo.com
33	EDITH CHERIEGBE	NIKKY TAURUS NIG. LTD	21A, BUSH STREET, MARYLAND LAGOS	160	150	08024221794	
34	DELANO OLADIPUPO	NIKKY TAURUS NIG. LTD	21A, BUSH STREET, MARYLAND LAGOS			08033214535	
35	S HUNKOKOE	SAMMY MAUTIN	IDIROKO - IPOKIA	12	13	07055212814	
36	ANYANWU BEST	FRUTTA JELICES	MILE 2 APAPA LAGOS	13	12	08062840543	
37	BENUNJO GBENGA	VATA FORM NIG PLC	OBA AKRAN AVENUE IKEJA	9	13	08023162251	akanbia@yahoo.com
38	OMOGBEMI SYLVESTER	SWIFT RENTAL COS. LTD	6 OKUNOLA MARTINS CI IKOYI	25	30	08033341058	brosebin2002@yahoo.com
39	MAMDAM E HARUNA	SELF	NO 1 ADEGROULUJA-OSODU			08069040442	zangpten@yahoo.com
40	OJO ODUNITAN J	MTLAND COST LTD	NO 1 AKINMADA ST ANTHONY	19	23	08028232420	
41	CHIMA NWOSU	DEMODENN BUS	NO 1 OREGIN ROAD	30	35	08034065100	
42	UGWU CHINEDU	PEACE MASS TRANSIT	6A ENUGU RD. NSUKKA	3000	2000	07034157750	chinedumedu@yahoo.com
43	SUNDAY EGEONU	CHISCO TRANS NIG	LTD KM 13 LAGOS - EPE	200	200	08056174168	
44	OJABULO EZEKIEL	CHISCO TRANS NIG	LTD KM 13 LAGOS - EPE	200	200	080335777239	ojaba@yahoo.com
45	CHIJIOKE NNAMKUBI	CENTRAL MASS TRANSPORT	ENUGU	20	20	08035960545	
46	ALEXANDER GODWIN	CENTRAL MASS TRANSPORT	ENUGU	20	20	07068669726	
47	UCHE UGWU C	BEST WAY TRANS LTD	IDDO LAGOS	4	4	08034008951	
48	BARDI MICHAEL	GOODIES SUPER MARKET	KOFO ABAYONG STREET APAPA	5	5	08062725979	michael@yahoo.com
49	JIMOH LATEEF ADEBAYO	SOFT ANSWERS INT. LTD	206 ADEKOYA STREET IJU IFAKU				
50	NWUZOH BONA	EKWO ASSWA LTD	121 IFORA CAUSEWAY LAGOS	120	80	08066493064	
51	ANTHONY OBISHAI	TEACHERS REGISTRY COUNCIL OF NIGERIA	PLOT 567 AMINIL KANO CRESENT GARKI, ABUJA	8	20	08059638824	
52	CHUKWU EMEKA UGOALA	CHISCO TRANS NIG	LAGOS	86	31	080326455474	emekaugoala@yahoo.com
53	JOHNSON HLINWI	AGBAJENO BADAGRY TIPPER	OPP FRENCH VILLAGE, BADAGRY	60	85	08036160201	
54	CYPRIAN NWANKWO	YOUND SHALL GROW MOTORS	PLOT A, ELOSEA, SATT TOWN, LALGOS	600	600	08034687225	
55	MBACHU CHUKWUMA	PREMIER LOGISTICS	25 CREER RD, APPAPA	24	29	080371`30893	innocent.mbachu@premier-ng.com
56	DANIA INNOCENT	GREAT BRANS LTD	23 LEKKI-EPE EXP WAY AJAN	30	80	08035963686	daniainnocent@greathrang.com
57	OGBUEHI EUGENA	BRIGHWAY ENERGY OIL & GAS TGL	PLOT 8 BICKC, APAPA/OSHODI EXP WAY OPP BARMA, ILASAMAJA	8	10	08060059497	eutechng@yahoo.com
58	UZOH STELLA	PUNLE BLUE TRANSPORT LTD	KUBWEA, ABUJA	120	250	07067617881	vuziw@yahoo.com
59	OLAYINKA JAYEOLA	DIL MAHEX NIG PLC	C/2/3 SHAGAMU RD, AGBARA IN DUST EST	151	45	08066235280	jaiyebo4u@yahoo.com
60	ROTIMI KUBOYE	MARLUM NIG LTD	12A CREEK ROAD, APAPA	150	150	08033012839	yellowtagamerlla@yahoo.com

61	OYINLOYE RADHEAL	ENGL CONSORTIUM LTD	26, BURMA RD APAPA	22		08033339328	oyinraph@yahoo.com
62	ERIC UWAGBAE	ESOTRAC AGENGES	1, ESOTRAC CLOSE, OFF BENUE AROUND	50	50	08033378210	biola2007@yahoo.com
63	ISAAC IGWILO	E EKESONS BROS	31, IKORODU ROAD, JIBOWU	30	23	08037068649	
64	IHEME HYPOLITUS	GOD IS GOOD MOTORES	202B USELU-LAGOS ROAD, BENIN	70	70	08033693496	lytus21@hotmail.com
65	CHIJOKE OBI	MBANIFO MOTORES & CO	33 OJO IGBNEDE ALABA INT'L LAGOS	50	50	08038311085	
66	IKECHUKU ONWUEILO	DE ROSE WATER LTD	4 D ROSE STREET, IBA, VICTORY ESTATE	12	15	07028055403	
67	AUSTIN EMESHLE	GRAND PRODUCT CO LTD	28 WHARF RD, APAPA, LAGOS	12	13	07034788003	austinemeshle2009@yahoo.com
68	ORKOYE ROLAND	FC JUNIOR NIG LTD	10B AGPOR ROAD BENIN	110	110	07035366369	

TRAINED SAFETY MANAGERS IN ASABA, DELTA STATE

S/N	NAME OF PARTICIPANT	NAME OF ORGANIZATION	ADDRESS	NO OF DRIVERS IN THE FLEET	NO OF VEH. IN THE FLEET	PHONE NO.	E-MAIL ADDRESS
1	OKOJIE GODFRED	ONOSIGBO TRANSPORT	SAPELE	20	15	07058733677	
2	KENNEDY OMONUWE	STEVE NNAN MOTORS	OBIARUKU	40	46	08033393377	
3	JACOB ANI	EGEALOOSA MOTORS	SAPELE	15	20	08035026755	
4	EDWIN OTOKUMEFOR	ONONGHE EXP	SAPELE	10	9	08037369440	
5	SULE AMEDU	TLEKPE LINE	SAPELE	15	13	07095068111	
6	UBAH JOSEPH	JEMOK WATER	ASABA	15	15	08032383272	
7	SANI OTORI	NBC PLC ONITSHA	ONITSHA	28	27	08070792667	saniotori@achellemic.com
8	OGBOI ONYEKA S	NBC PLC ONITSHA	NNEWI	8	8	08070792667	
9	JOHNSON IRUOBE	NBC PLC ONITSHA	ASABA	6	6	08070792264	johnsoniruobe@achellemic.com
10	AJOLOR O. GODDAY	NBC PLC ONITSHA	AGBOR	5	5	08070793272	godday.ojolor@cchellenic.com
11	JAMES AKPOSIBRUKE	G AGOTIRE MOTORS	EFFURUN			08052787980	
12	FRIDAY OKPUKOKO	G AGOTIRE MOTORS	EFFURUN			08034639232	
13	IMAFIDON LOVE	GOD IS GOOD MOTORS	ASABA	38	32	08030502477	godisgood@ggigiounng.com
14	ADONU JOSEPH O	ROYAL MASS TRANSIT LTD	ONITSHA	35	30	08064551511	
15	CHRISTIAN U	IK DYNAMIC MOTORS	ONITSHA	8	8	08037858477	
16	FASGE ALADE OLUWOLE	CAMEL PAINTS CHEMICAL	AGBOR	14	14	07040545205	
17	PIUS OKOLO	ELI KINGSLEY	AGBOR	35	35	08035669745	
18	JOHN TOCHUKAU	GOBLESS NIG. LTD	ONITSHA	30	50	08037816751	
19	GODWIN UKOR	KOB MOTORS	AGBOR	20	30	07037935510	
20	UMOR FRANCIS C	PEACE MASS	ENUGU	40	40	08055091869	

LIST OF REGISTERED FLEET OPERATORS COMMAND BY COMMAND, AS AT JANUARY, 2010

RS 1.1, KADUNA SECTOR COMMAND

S/N	CMD	CMD S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOTAL VE-HICLE(S)	TOTAL DRIVERS	SAFETY MANAGER	PHONE NUMBER
1	RS1.1	1	A. Y SULEIMAN TRANSPORT	COMMAND JUNCTION ANGWA TELEVISION	13	10	ALH. YA'U SULEIMAN	08037865887
2	RS1.1	2	A.B.U. ZARIA	SAMARU ZARIA				069-501070
3	RS1.1	3	A.Y BAWA TRANS	A BELLO WAY			MAGAJI MUHD	08036385036
4	RS1.1	4	A/IBOM	KACHIA ROAD, KADUNA	7	6	CHARLES OFFIONG	08023094500
5	RS1.1	5	ADVANTAGE TRANS	C1 AZIKWE WAY			MR. JIDE	08037012920
6	RS1.1	6	AL-BONAZ NIG. LTD	NO. 5 AHMED TALIB	30	21		08023914600
7	RS1.1	7	ALH. MALAMI MOHD TRANSP.	UNGUWAR RAWA SAMINAKA			LAWAL MALAMI	08033643481
8	RS1.1	8	AMA INVESTMENT	AZIKWE WAY			ALIYU MOHAMMED	08066972208
9	RS1.1	9	AMS MOTORS	NO 11, SOKOTO RD, ZARIA				08037032003
10	RS1.1	10	AUSS TRANS	TUNDUN FULANI LAZARU			IDRIS SULEIMAN	08061602335
11	RS1.1	11	AUTOSTAR TRAVELS	3 KACHIA ROAD	5	5	VIVIAN VINCENT	08063220947
12	RS1.1	12	BATAIYA TRANSPORT SERVICE	KM 2, GWARZA ROAD, KABUGA, KANO			TANKO MUH'D	08023064762
13	RS1.1	13	BENUE LINKS	POWA SHOPPING COMPLEX	6	6	SAMPSON ASHAKU	08025014986
14	RS1.1	14	BEST WAY TRANSPORT	MANDO MOTOR PARK KADUNA	9	6	ACHONYO MOSES	08038522430
15	RS1.1	15	BIG JOE TRANSPORT COMPANY	POWA SHOPPING COMPLEX	5	5	MOMOH	08027415220
16	RS1.1	16	BULASA GROUP LTD	AZIKWE WAY, K/MASHI, KADUNA	119	72	MOHAMMED AUWAL	08035876841
17	RS1.1	17	C G C KADUNA	C G C CAMP NNAMDI AZIKIWE WAY K.MASHI	78	47	UMAR A. GWADABAWA	08033111926
18	RS1.1	18	C N OKOLI LTD	MMP/121 MANDO	7	7	STANLEY OKOLI	08037191798
19	RS1.1	19	CALCULUS	6, KACHIA ROAD	6	6	KOLA	08033167486
20	RS1.1	20	CHACHANGI MOTORS	A5/6 KACHIA ROAD	9	9	CHARLES ALHPA	08065309177
21	RS1.1	21	CHAIRMAN NURTW KADUNA	UNMAR HOUSE NNAMDI AZIKIWE WAY K/MASHI	10	10	ALH. SOHO IBRAHIM	08023214652
22	RS1.1	22	COLLEGE OF AVIATION ZARIA	NCAT ZARIA SOKOTO RD			MS YAHAYA	08023638255
23	RS1.1	23	COVENANT LINE	6, KACHIA ROAD	4	4		08035353663
24	RS1.1	24	CROSS COUNTRY	MM WAY, MANDO, KAD	15	15	RASHEED AHMED	08025896542
25	RS1.1	25	DABO MOTORS	22 CONSTITUTION ROAD	8	8	CHARLES ALPHA	08065307177
26	RS1.1	26	DANGOTE INDUSTR. LTD, TRANSP. DIV.	NO 33 CREEK RD, APAPA-LAGOS			NIL	064-986614, 064-986620
27	RS1.1	27	DELTA LINE	3, KACHIA ROAD	7	7	MICHAEL	08065650035
28	RS1.1	28	DELTA TRANS LTD	KM 4, ASABA			OKONJI DANIEL	08035228430
29	RS1.1	29	EDO LINE TRANSPORT SERVICE	6, KACHIA ROAD	6	6	SMART A.	08023378558
30	RS1.1	30	EKENEDILI CHUKWU	INDUSTRIAL ESTATE, IKEJA			JOSEPH THOMAS	08027941290
31	RS1.1	31	EKOLOGULLARIN CONSTRUCTION LTD	NNPC KADUNA			ABDULLAHI INUWA	062-516111
32	RS1.1	32	ELECTRICITY MOTOR COY	LIGHT INDUSTRIAL AREA, ZARIA			ENGR. IY WEZO	069-334747
33	RS1.1	33	ENTERPRISES RAMIN KURA	RAMIN KURA			NIL	08082674405
34	RS1.1	34	FAN MILK PLC, KANO	FAN MILK PLC, IBADAN, P.O.BOX 1617			MR JUDE O. OBASI	08023104725, 08023106022
35	RS1.1	35	FED,COLL. OF CHEM. & LEATHER	PMB 1034, ZARIA				08036007141
36	RS1.1	36	GURA OIL NIG. LTD	CN 5, AZIKWE BYE PASS	30	21	MUSA MOHAMMED	08033149614
37	RS1.1	37	HASKAM TRANSPORT COMPANY	AZIKWE WAY, K/MASHI, KADUNA	30	28	MALLAM ABDULAHI	08035906796
38	RS1.1	38	HAWUL LINE	HAWUL LG SECRETARIAT			AYUBA ALIYU	
39	RS1.1	39	I. B. B. I. KADUNA	NNAMDI AZIKIWE WAY K/MASHI	70	45	ROSE KUMSAT	08034507066
40	RS 1.1	40	IFESINACHI MOTORS	NNAMDI AZIKIWE EXPRESS, ROMI JUNCTION, KADUNA	10			08075918731, 08034898976
41	RS1.1	41	KADUNA STATE MINISTRY OF WORKS	44 ROAD K/MASHI, KADUNA	26	20	SHEHU BOKI	064-246933
42	RS1.1	42	KANO TIPPER DRIVERS ASSOCIATION	NAIBAWA U-TURN			A ADO	08069822764
43	RS1.1	43	KOGI STATE TRANSPORT LTD	6, KACHIA ROAD	7	7	MOH'D ABDULAHI	08036428942
44	RS1.1	44	KSTA	NO. 21 INUWA KADIRI ROAD	84	61	TIMOTHY DANSHKE	08033113665
45	RS1.1	45	MAAS ENTERPRISES	NO 68 A BELLO WAY, S /NAKA			SALISU DANTATA	08036877708
46	RS1.1	46	MAJOR OIL	NO. 7 KACHIA ROAD	89	58	NAT DANIEL	08035961047
47	RS1.1	47	MARRISY VENTURES	OKENE CENTRAL PARK				9036994121
48	RS1.1	48	MASHASHA TRANSPORT	NNAMDI AZIKIWE WAY K/MASHI	22	20	ALHAJI DANLAMI	08033701285
49	RS1.1	49	MILTON TRANSPORT	N0 3 H. ABDULKADIR RD, T/WADA	24	19	ZAKARI ABUBAKAR	08035878526
50	RS1.1	50	MOTHER CAT LTD	NO. 15 MOTHER CAT ROAD, MANDO KADUNA	157	161	VICTOR D.	08023729024
51	RS1.1	51	MS TRANSPORT	N0 17, AZIKWE ROAD KAD			ZAKARI DAUDA	08039667770
52	RS1.1	52	NATIONAL CHEM. RESEARCH INS.	OLD KANO RD, BASAWA ZARIA				
53	RS1.1	53	NIGERIAN BOTTLING COMPANY PLC	25 A. INUWA KADIRI ROAD KADUNA	35	32	ADEWALE O.	064-314548
54	RS1.1	54	NOTHERN BAG MFG CO. PLC. LAGOS	NIG.BAGCO PLC, LAGOS			AN MBAGWU	08023147374
55	RS1.1	55	NOUNCIL LINE	NATIONAL OPEN UNIVERSITY, KADUNA	6	12	USMAN IBRAHIM MARAFA	08069530566
56	RS1.1	56	NURTW	CENTRAL M/PARK, KAFANCHA			ABDULLAHI SANI	08035814888
57	RS1.1	57	NURTW	NNAMDI AZIKIWE WAY	10	10	IBRAHIM	08023214652
58	RS1.1	58	OLANIYI MOTORS	1A JUNCTION ROAD KADUNA	5	6	MICHAEL	08024973483
59	RS1.1	59	RABIU MOHD	EE 2A, AZIKWE, EXPRESS, KADUNA			FELIX TAIWO	08032380218
60	RS1.1	60	RTEAN	KV 12, IBRAHIM TAIWO RD			MALLAM HUSSAINI	08036571954
61	RS1.1	61	RTEAN	DORUWA MOTOR PARK, KAFANCHA			JOHN TANKO	08089637826
62	RS1.1	62	SABONTI K/MADOBI UNIT	KWANAR MADOBI KANTAR DRIVERS ASS.			MAL. IDI AMINU	7035165134
63	RS1.1	63	SAJ FOODS LIMITED	NO 54/56 SAPELE STR. ZARIA			HAMISI ISAH	08037030450
64	RS1.1	64	SANTANA FOODS LTD	NO 4, SHARADA IND. EST, PHASE 1, KANO			LAWAL UTHMAN TOYIN	08025012358, 08033593615
65	RS 1.1	65	SEVEN - UP BOTTLING COMPANY PLC	17A, INUWA ABDULKADIR ROAD, KADUNA	26	25	LAWRENCE IDAHOSA	08023709064,08033110342
66	RS1.1	66	SHARADA PHASE 1, KUKA UNION	FILIN PARKING S/GARI, KANO				08026497303
67	RS1.1	67	SILVER FREIGHT & ALLIED VENTURE	NO 7, PRINTING RD, S/TASHA KAD	42	25	ALH. ALIYU LAWAL	062-373794
68	RS1.1	68	SUNSEED NIG. PLC	122-132 OSHODI/APAPA EXPRESSWAY ISOLO, LAGOS				069-381345
69	RS1.1	69	TUKUR SULEIMAN TRANSPORT	NU-11/12 NNAMDI AZIKIWE WAY K/MASHI	30	22	TUKUR SULEIMAN	08035953712
70	RS1.1	70	UDENU LG MASS	NO 3 MAHUTA RD, KAKURI			THADDY UGO O	08036527596
71	RS1.1	71	USMANIA PETROLEUM	C1 NNAMDI AZIKIWE WAY	14	11	ALHAJI USMANIA	08037012920
72	RS1.1	72	WALIJAM TRANSPORT COMPANY	MB 15 DANTAKO ROAD, KADUNA	21	19	ALHAJI WALIJAM	08035922688
73	RS1.1	73	YOUNG SHALL GROW TRANSPORT	MAZA-MAZA, KADUNA			CHIDI	08036939157
74	RS1.1	74	ZEETAR CONSTRUCTION	PLOT 1&2, AZIKWE BYE PASS			BABA SAMBO	08037050639
75	RS1.1	75	ZITA TRANSPORT	TL 1 & 2 NNAMDI AZIKIWE BYE-PASS, KADUNA	26	20	ABUBAKAR GARBA	0806555740

RS 1.2 , KANO SECTOR COMMAND

S/N	CMD	CMD S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRVERS	SAFETY MANAGER	PHONE NUMBER
76	RS1.2	1	A. SAIDU TRANS	D/TOFA LG			ABDULLAHI SAIDU	08028184755
77	RS1.2	2	AA TASBI LTD	75/76 HOTORO			KABIRU ALI	08033324166
78	RS1.2	3	ABY TRANS	15, ASHTON RD KANO			ABUBAKAR UMAR	08082112757
79	RS1.2	4	ADS INVEST	NO 140 HOTORO OPP. NNPC			MOHD GASH	08055666664
80	RS1.2	5	AJINGI LG MASS TRANSIT	AJINGI LG SEC			DANLADI MOH'D	08032095760
81	RS1.2	6	ALH. SALISU EPA	BAGWAI LG			SALISU MOHD	08022524784
82	RS1.2	7	ALMU MOTORS	DANBATA LGA			ALH AHMAD	08069648001
83	RS1.2	8	AMASCO INTERNATIONAL	NO 15, CLUB RD, KANO			ALH ABDULLAHI	08035910770
84	RS1.2	9	AMG TRANS	GARGAI TOWN LGA			AMINU MUSTAPHA	08063358789
85	RS1.2	10	ASA MANGORO	C3, NAIBAWA KANO			IBRAHIM HASSAN	08022230799
86	RS1.2	11	ASAH TRANSPORT	A/BAYERO RD, KANO			AHMED HAMZA	08054362440
87	RS1.2	12	AUDU MANAGER	73 MARIRI MAI RD			INUSA SHEHU	08034388228
88	RS1.2	13	AY MAIKIFI	HOTORO DAW B/S			AMINU ADAMU	08067429117
89	RS1.2	14	B/KUDU TRANS	FARAWA M/G RD, KANO			GARBA BAKORI	08036083572
90	RS1.2	15	BALA AGARBA	DOKUWA			ABDU JARUWUTA	
91	RS1.2	16	BAYCOY TRANSP	EASTERN BYE PASS			SABO MOHAMMED	08022267355
92	RS1.2	17	BEBESI LG MASS TRANSIT	BEBESI LG SEC			YAKARI ZAKARI	08036266784
93	RS1.2	18	BRONI BRONO	ZANGO DAKATA	36	33	FRIGOLI E	8037018460
94	RS1.2	19	C N OKOLI LTD	269, ZARIA RD, KANO			UMAR ABDUL	
95	RS1.2	20	CBN KANO	SANI ABACHA WAY			ABUBAKAR MAUDE	08036009901
96	RS1.2	21	CELTEL NIG. LTD	2 YOLAWA STR. KANO			YUSUF MUSA	08022224885
97	RS1.2	22	D/KUDU LGA	D/KUDU LG SEC			ADO HARUNA	08036299945
98	RS1.2	23	DANLAMI TRANS	NO 3, OPP NNPC			YAHAYA MOHD	08035906579
99	RS1.2	24	DAWAKIN KUDU LG MASS	DAWAKIN KUDU LG SEC			ADO HARUNA	08036829919
100	RS1.2	25	DAWAKIN TOFA LG MASS TRANSIT	D / TOFA LG SEC			SHUAIBU BALARABE	08028666032
101	RS1.2	26	FAGGE LGA MASS TRANSIT	FAGGE LG SEC			UMAR MOH'D	08082560380
102	RS1.2	27	FAS AGRO CO. LTD	PLOT 38, SHARADA	23	21	SAMUEL. L	07038993377
103	RS1.2	28	FIRST BANK	BUSS DEUPT OFF KANO			TANIMU IBRAHIM	08080797201
104	RS1.2	29	GARIN MALLAM LG MASS TRANSIT	GARIN MALLAM LGA			IBRAHIM ADO	08034822931
105	RS1.2	30	GARIN MALLAM LG MASS TRANSIT	GARIN MALLAM LGA			ABUBAKAR SA'AD	08036439908
106	RS1.2	31	GAYA LG MASS TRANSIT	GAYA LG SEC			NASIRU YAHAYA	08055555961
107	RS1.2	32	HALILU SABO	BICHI LGA			KABIRU HALILU	08028184755
108	RS1.2	33	HARUNA D/KAKUWA	BICHI LGA			IBRAHIM MOHD	08026806818
109	RS1.2	34	IBSAN TRANSP	C3, NAIBAWA KANO			IBRAHIM HASSAN	064-663555
110	RS1.23	35	INUSA BAKALAYI TRANS LTD	FARAWA KANO 08034492257	18	30	ALH INUSA BAKALAYI	NIL
111	RS1.2	36	JAFA FOAM PRODUCTS(NIG) LTD	KM 12, HADEJIA RD., KANO	6	10	A.M. ZAKARI	8063395113
112	RS1.2	37	KANO LINE	NO 1, STATE RD. S/B			HASSAN GARBA	
113	RS1.2	38	KUMBOTSO LGA MASS	KUMBOTSO LG SEC			ALIYU UBA	08069883221
114	RS1.2	39	KUNKIYAR ADADAITA	NO 1, BADIRAWA			BALARABE MOHD	08039238687
115	RS1.2	40	M/KATO MOTORS	MM WAY, FAGGE KANO			HARUNA ISA	08039690303
116	RS1.23	41	MALAM BIRNI KUDU TRANS	FARAWA KANO 08036083572	30	60	GARBA BAKORI	NIL
117	RS1.2	42	MARODA LG MASS TRANSIT	MARODA LG SEC			SANI ABDU	08088291173
118	RS1.2	43	MOW & T TRANSP	MOW HQ, KANO			ABDULLAHI YAHUZA	08023773323
119	RS1.2	44	MTN NIG LTD	NO 2, CIVIL CENTRE, RD	126	85	BASHIR MOHD	803,200,703,408,064,000,000
120	RS1.2	45	MUSA HAMZA G	GOGORI BAGWA LG			SHEHU HAMZA	08065403192
121	RS1.2	46	MUSA LADAN	DANBATA			B/KASUWA	08036093725
122	RS1.2	47	NARTO	MM WAY, FAGGE KANO			MAHMUD MUSA	08069570265
123	RS1.2	48	NARTO	43E ADO BATARO RD KANO			MUSA SABIN	08039640845
124	RS1.2	49	NAZIR / ANYOZOKO	U/UKU KANO			JOSEPH IDU	08034306307
125	RS1.2	50	NGOGO LGA	NGOGO LG SEC			MAGAJI IBRAHIM	7037798142
126	RS1.2	51	NIG. BRAIDING MANUFACTURERS LIMITED	21 N/BADAMASI RD., BOMPAI KANO	11	11		8023082018
127	RS1.2	52	NOMA TRANS	KURA LGA			LAWAN YUSUF	08034507620
128	RS1.2	53	NTM LTD	UKM ZARIA RD, KANO			ALI MIKO	064-311013
129	RS1.2	54	NULGE	FAGGE LG SEC			AMINU ABBANI	08023619524
130	RS1.2	55	NUPENG	KORTORO NNPC			SHEHU HALI	08035301301
131	RS1.2	56	NURTW	KATSINA RD, KANO				08036984677
132	RS1.2	57	NURTW (BATA PARK)	105 MM WAY			ABUBAKAR MOHD	08088977967
133	RS1.2	58	NURTW	WORKERS YANDUSA	22	22	MUKTARI HASSAN	8035919355
134	RS1.2	59	NURTW FILIN PARK	IBRAHIM TAIWO RD			SANI YARO	08060431891
135	RS1.2	60	OSAS MOTORS	U/UKU PARK KANO	12	12	IBRAHIM BABA	
136	RS1.2	61	RABBUNALLAH MOTORS	T/WADA MOTOR PARK			LAWAN MANYA	08036378202
137	RS1.2	62	RANO LGA MASS TRANSIT	RANO LG SEC			SAID SANI	08029124061
138	RS1.2	63	RIMI HOLDINGS	NO 40 M/GURI RD			ALH SULE	08034262695
139	RS1.2	64	RIRUWAI RIDERS	OPP. U/UKU POLICE STATION			MOHD SHEHU	08053279522
140	RS1.2	65	SANI BROTHERS	NO 9 NAIBAWA KANO			ALH SANUSI IMAM	
141	RS1.2	66	SANI NASIRU	KOFAR YAMMA D/BATA			MUSTAPHA SANI	08067137206
142	RS1.2	67	SANI YAHAYA	BICHI LGA			GARBA M MALLAM	08035889657
143	RS1.2	68	SHANONO LG MASS	SHANONO LG SEC.			ALHASSAN HUSSAINI	08027462246
144	RS1.2	69	STARCOM NIG. LTD	16 AUDU BAKO WAY			OLAIYA FELIX	7028000784
145	RS1.2	70	TAKAI LG MASS TRANSIT	TAKAI LG SEC			MOH'D AUWAL	08086584008
146	RS1.2	71	TARAUNI LG MASS TRANSIT	TAURANI LG SEC			LAWAN ADAMU	064-955341
147	RS1.2	72	TARAUNI LG MASS TRANSIT	U/UKU PARK KANO				08036299961
148	RS1.2	73	TOTAL NIG. PLC	NO 181 AIR RD			PAUL OKWESE	08057255516
149	RS1.2	74	TRIACTA CONSTRUCTION	139 MM WAY			MUSA RANTAN U	064-631832
150	RS1.2	75	USTAZ IYYA	SHARADA PHASE 1			DAHIRU LAWAN	08023627221
151	RS1.2	76	WARAWA LGA	WARAWA LG SEC			ABDULMUMINI AUTA	08056877025
152	RS1.2	77	YAN KATAKO MTOR PARK	RIJIYAR LEMO DALA			HAMISU SANI	08029924786
153	RS1.2	78	YOUNG SHALL GROW TRANSPORT	U/UKU KANO			ALH IBRAHIM	08033282677

RS 1.3, KATSINA SECTOR COMMAND

S/N	CMD	CMD S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRV	SAFETY MANAGER	PHONE NUMBER
154	RS1.3	1	A&G KURFI	YAHAYA MADAWAKI WAY, KATSINA			ALH ABUBAKAR	08065545555
155	RS1.3	2	AFDIN CONST	NO 369, T/BALEWA WAY, KATSINA			MURTALA ABDULLAHI	08035970610
156	RS1.3	3	ALAS TRANSPORT	DAURAWAPA	24	30	HAMZA LAWAL TEACHER	8024330855
157	RS1.3	4	ALH. ADO GARKI	U/MALL AMAWA DAURA	14	18	ALH. ADO GARKI	08037006367,08026509184
158	RS1.3	5	ALH. AMADU 404	TASHAN KUDU DAURA	13	16		08026677264
159	RS1.3	6	ALH. LAWAL D/KAKA	SHA'ISM AWA DAURA	12	15	GALI LAWAL	065-57057
160	RS1.3	7	ALH. LAWAL KORA	BAKIN WAPA	21	25	HAMZA LAWAL TEACHER	08024330855
161	RS1.3	8	ALH. MUKHTAR D/KALA	DAURA B/MASALLACI	16	18	ALH. M. DANKOLA	08034321988
162	RS1.3	9	ALH. NURA AKA	T/WADA	17	20	NURA AKA	08038857932
163	RS1.3	10	ALH. SALE SALISU	TASHAR YAMMA	13	15	ALH. SALE SALISU	08025007421
164	RS1.3	11	ALH. SURAJU SANI	SARKIN FULANI HOUSE	15	17	ALH. BELLO SANI	08029500960
165	RS 1.3	12	ALH. UMAR MARGEL	T/YAMMA	26	30	ALH. UMAR MARGEL	
166	RS1.3	13	AMADU MAI SIMINTI	KWARGUM DAURA	18	20	HAMZA AHMADU	08027997419
167	RS1.3	14	BATAGARAWA LG MASS TRANSIT	BATAGARAWA LG SEC			GIDADO ABDULLAHI	08080382554
168	RS1.3	15	BORNI PRONO CO	7/9, BURMA RD, APAPA, LAGOS			FRIGOLI	08058907042
169	RS1.3	16	DANBARANDA PETROLEUM TRANSPORT COMP.	NO 62 MM WAY KATSINA			MALLAM SANI	08035922852
170	RS1.3	17	DANKAKA TRANSPORT	NEAR DAURA HOTEL	10	15	GAU LAWAL D/KAKA	6557057
171	RS1.3	18	FEDERAL COLLEGE OF EDUCATION KASTINA	DUTSIN-MA ROAD KASTINA	17	15	UMAR TUKUR	
172	RS1.3	19	FED. ROAD MAINTENANCE AGENCY	FEIELD HQS, KATSINA BAYAJIDDA ROAD			GAMBO MUDI	08036723514
173	RS1.3	20	HAJIYA TALATU	U/MALLAMAWA DAURA	19	21	ALH. NASIRU AUTA	08024381912
174	RS1.3	21	HASSAN USMAN COLL.OF EDUCATION	H.U.C.K.D / MA RD,KATSINA	17	15	UMAR TUKUR	
175	RS1.3	22	KATSINA LG MASS TRANSIT	KATSINA LG SEC			ALI ALIYU	08025722011
176	RS1.3	23	KSTA	NAGOGO RD GRA				065-431457
177	RS1.3	24	LORD MARSHAL TRANSPORT SERVICEE	77 UPPER IWOKA RD, ONITSHA			BENJAMIN	08064005415
178	RS1.3	25	NAFSA TRANSPORT	OPP. FGGC, DAURA	15	22	HAMZA AHMADU	8027997491
179	RS1.3	26	NARTO	NO 90 IBB WAY			MUHAMMED WARSO	08035228271
180	RS1.3	27	NIGERIAN BOTTLING COMPANY PLC				AHMED IDRIS	08028378643
181	RS1.3	28	NUPENG LTD	YAHAYA MADAWAKI WAY, KATSINA			MUKTARI VIO	08035920958
182	RS1.3	29	NURTW	NO 5 DUSTM-MA RD			ALH GARBA RANSO	08036917807
183	RS1.3	30	YAWALE ZANGO	ZANGO DAURA	14	17	ALH. LABARAN YAWALE	08080363744

RS 1.4, JIGAWA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
184	RS1.42	1	A.Y.A. MOTERS LTD GWARAM	GWARAM MOTOR PARK			ABDULLAHI SAIDU	08034386936
185	RS1.42	2	ALH ABUBAKAR S GUMEL & COMPANY LTD	TSAMIYAR OC GUMEL			HARUNA MOHD	08023391061
186	RS1.42	3	ALH ABUBAKAR SALISU GUMEL &CO. LTD	TSAMIYAR OC GUMEL 07034718430	10	10	HARUNA MOHD	NIL
187	RS1.42	4	ALH AHMADU ALIYU KWAIMAWA TRANS	KWAIMAWA DUTSE LOCAL GOVT 08038363282	12	7	ALH AUDU MOHD KWAIMAWA	NIL
188	RS1.41	5	ALH AHMADU ALIYU KWAIMAWA TRANSPORT	KWAIMAWA DUTSE LG			AUDU MOHD	08038363282
189	RS1.41	6	ALH HARUNA ABDULLAHI TRANP. LTD HADEJA	TURAKI GARAGE MAJE ROAD HADEJA			HARUNA ABDULLAHI	08029927797
190	RS1.41	7	ALH HARUNA ABDULLAHI TRANS HDJ	TURAKI GARAGE MAJE RD HADEJIA 08029927797		5	ALH HARUNA ABDULLAHI	NIL
191	RS1.41	8	ALH IDRIS ADAMU TRANS HADEJIA	OLD MOTOR PARK HADEJIA 08024472365	6	6	ALH IDRIS ADAMU	NIL
192	RS1.41	9	ALH IDRIS ADAMU TRANSP. HADEJA	OLD MOTOR PARK HADEJA			ALH IDRIS ADAMU	08024472365
193	RS1.41	10	ALH MUSA DANBALA TRANS	GWARAM MOTOR PARK			MUSA DANBALA	
194	RS1.41	11	ALH UBALE GIZAGO TRANS LTD HADEJIA	HADEJIA RINGIM RD HADEJIA 08027324432	10	20	ALH MARU YUSUF	NIL
195	RS1.41	12	ALH UBALE GIZAGO TRANSP. LTD HADAJA	RING RD, HADEJA			UMAR YUSUF	
196	RS1.41	13	ALH YA'U DANDUWA	FADA GWARAM OLD			AUWALU YA'U	08036568082
197	RS1.41	14	CGC NIG LTD HADEJA	AUYO JIGAWA STATE			ROMANUS AHUNRUONYE	08027324180
198	RS1.4	15	CGC NIG LTD HADEJIA	AUYO JIGAWA STATE 08027324180	25	25	CHIEF ROMANUS AHURUWYE	NIL
199	RS1.4	16	DANTANOMA NIG LTD	NO 49 MAIGATARI ROAD GUMEL 07030607062	24	20	ALH ABUBAKAR	NIL
200	RS1.4	17	DANTANOMA NIG LTD TRANSP DIV.	NO 49, MAIGATARI RD, GUMEL			ALH AMINU ABUBAKAR	08033972008
201	RS1.4	18	DEPUTY GOVERNOR'S OFFICE	DUTSE JIGAWA STATE			ISHAQ SAMBO	08036371160
202	RS1.4	19	DEPUTY GOVERNOR'S OFFICE	DUTSE JIGAWA STATE 08036371160	14	12	MUHAMMA ISHAQ SAMBO	NIL
203	RS1.4	20	F 10 TRANSPORT SERVICE	GUSAU BOLA GUMEL 08038079398	7	10	ALH USMAN KAWUNA	NIL
204	RS1.4	21	FIO TRANSPORT SERVICE	GUASU BOLA, GUMEL			ALH USMAN KAWUNA	08038079398
205	RS1.4	22	GOVT HOUSE JIGAWA	DUTSE JIGAWA STATE 08065288164	53	70	MUHAMMAD SALE TOGAI	NIL
206	RS1.4	23	GOVT. HOUSE JIGAWA	STATE HOUSE JIGAWA			SALE TOGAI	08065288164
207	RS1.4	24	IBRAHIM SULAIMAN	KIYAWA 08036866639	5	5	IBRAHIM SULAIMAN	NIL
208	RS1.4	25	INEC JIGAWA	NUHU SANUSI RAD, DUTSE			AMIU RINGIM	08037770277
209	RS1.4	26	INUSA BAKAYI TRANS	FARAWA M/G RD, KANO			INUSA BAKALAYI	08034492257
210	RS1.4	27	J INKANDE NIG LTD	NO 1A NGURU RD HADEJIA 08024346011	5	5	MA DAUDA	NIL
211	RS1.4	28	JIGAWA AGRICULTURAL & RURAL DEVT.	DUTSE JIGAWA STATE			SABO BABALE	08036348120
212	RS1.4	29	JIGAWA AGRICULTURE & RURAL DEV AUTH	DUTSE JIGAWA STATE 08036348120	17	27	ALH SABO BABALE	NIL
213	RS1.4	30	JIGAWA INDEPENDENT COMM	NUHU MUHD SUNUSI RD DUTSE 08037770277	17	6	AMINU RINGIM	NIL
214	RS1.4	31	JIGAWA LINE TRANSPORT AUTHORITY	DUTSE TOWN JIGAWA STATE			MUHAMMAD ZAKARI	
215	RS1.4	32	JIGAWA LINE TRANSPORT AUTHORITY	DUTSE JIGAWA STATE	32	35	MUHAMMAD ZAKARI	NIL
216	RS1.4	33	JIGAWA MIN OF HEALTH/ SOCIAL WELFARE	OLD SEC DUTSE 07038361004	9	8	ABUBAKAR MIJIN YAWA	NIL
217	RS1.4	34	JIGAWA STATE UBE BOARD	OLD SEC DUTSE 080333047535	45	11	YAHYA UMAR	NIL

218	RS1.4	35	JIGAWA STATE UNIVERSAL BASIC EDUC. BOARD	OLD SECRETARIAT DUTSE			YAHAYA UMAR	08033047535
219	RS1.4	36	JIGAWA STATE WATER BOARD	SHUWARIN DUTSE	15	5	ABDULAHI MUSA KACHALARI	08037005370, 08037866496
220	RS1.4	37	MALLAM B/KUDU TRANSP	FARAWA M/G RD, KANO			GARBA BAKORI	08036083572
221	RS1.4	38	MANDELA VENTURES	NEW GWARAM			BADAMASI MANDELA	
222	RS1.4	39	MANDELLA VENTURES	GWARAM (NEW)	6	6	BADAMASI MANDELLA	NIL
223	RS1.4	40	MINISTRY OF EDUC SCI & TECH	DUTSE JIGAWA STATE 08036268937	6	8	ALH HASAN YARIMA	NIL
224	RS1.4	41	MINISTRY OF WORKS & UTILITIES	DUTSE JIGAWA STATE 08026679977	10	14	SUNUSI ALI ISANGARWA	NIL
225	RS1.4	42	MOE SCEIENCE & TECH	DUTSE JIGAWA STATE			HASSAN YARIMA	08036268937
226	RS1.4	43	MOW & UTILITIES	DUTSE JIGAWA STATE			SALISU BABURA	08026679977
227	RS1.4	44	MUHD BARDE & SONS LTD	NO 15 NGURU RD HADEJIA 08038389674	10	13	DAN KANI	NIL
228	RS1.4	45	MUHD SANI TARE TRANS LTD	OLD MOTOR PARK HADEJIA 08024381600	5	5	MOHD SANI TARE	NIL
229	RS1.4	46	NATAREWA TRANSPORT SERV	EMIR ROAD BAKIN KASUWA GUMEL 0802679812	23	17	ALH RABIU KABIRU	NIL
230	RS1.4	47	NATAREWA TRANSPORT SERVICE	EMIR RD, BAKIN GASUWA GUMEL			ALH RABIU KABIRU	08026798123
231	RS1.4	48	NO MONEY NO FRIEND	JAHUN MOTOR PARK 08082561471	6	7	ALH UMAR HARO	NIL
232	RS1.4	49	NO MONEY NO FRIEND MOTORS	JAHUN MOTOR PARK			ALH UMARU HARO	08082561471
233	RS1.4	50	SABO INNANI TRANS LTD	USMAN IYA RD HADEJIA 08027945729	17	13	ALH INNANI	NIL
234	RS1.4	51	SMALL TOWNS WATER SUPPLY & SANIT.AGENCY	SHUWARIN DUTSE	11	11	ADO MUHD SHAHADA	08039476296, 08037130965
235	RS1.4	52	SORRY MY FRIEND	JAHUN TOWN 08036444043	12	21	ALH YAKUBU BIRI	NIL
236	RS1.4	53	SORRY MY FRIEND MOTORS	JAHUN TOWN			ALH YAKUBU B	08036444043
237	RS1.4	54	SSG OFFICE ADM & FIN	CABINET OFFICE 08038490243	11	10	SULAIMAN MUHD	NIL
238	RS1.4	55	SSG OFFICE ADMIN OFFICE	CABINENT OFFICE			SULE MOHD	08038490243
239	RS1.4	56	STATE MIN. OF HEALTH, JIGAWA	OLD SECRETARIAT DUTSE			ABUBAKAR MIJINYAWA	7038361004
240	RS1.4	57	STEP BY STEP TRANSPORT LTD	MAJE ROAD HADEJIA NO19 08024651889	56	110	ALH DAHIRU KANI	NIL
241	RS1.4	58	STEP BY STEP TRANSPORT LTD	MAJE RD, HADEJA			ALH DAHIRU KANI	08024651889
242	RS1.4	59	TURABU CONST CO. NIG LTD	12 MAJE ROAD HADEJIA 08024379463	27	54	ALH SULE BUNYA	NIL
243	RS1.4	60	TURABU CONSTRUCTION CO LTD	12 MAJE ROAD , HADEJA			ALH SULE BUNYA	08035946754
244	RS1.4	61	YASAL CONCEOPT NIG. LTD	DASENA DUTSE	8	8	ALH. YAKUBU ABDULSALAM	08036196850
245	RS1.4	62	YASAL CONCEPT NIG LTD	DASENA DUTSE 08036196850	8	8	ALH YAKUBU ABDUSALAM	NIL
246	RS1.4	63	YA'U DANDUWA	KIFADA GWARAM (OLD) 08036568082	5	5	DANDUWA YA'U	NIL

RS 2.1, LAGOS SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
247	RS2.1	1		OJUELEGBA UNDER BRIDGE, LAGOS			CHAIRMAN	08084931375
248	RS2.1	2	21ST CENTURY TECHNOLOGY LTD	PLOT 249A MURI OKUNOLA V/I, LAKG7OS	15			01-2710085, 2702952
249	RS2.110	3	A.A MOTORS	KM 10, BADAGRY EXPRESS ROAD, MILE 2		10	COM. AJELE A. ABAYOMI	08030885751
250	RS2.15	4	A.U. MOTORS	YABA				
251	RS2.1	5	ABC TRANSPORT COMPANY	FADEYI, SHOMOLU				
252	RS2.1	6	ACADEMY PRESS	CAPPA OSHODI			MR MATTHEW	
253	RS2.1	7	ACADEMY PRESS PLC (GROUP OF COMPANIES)	28/32 IDUSTRIAL AVENUE, ILUPEJU LAGOS			AGUNBIADE MATHEW	08029561269
254	RS2.1	8	ACCESS INTERNATIONAL SCHOOLS	MAGBORO-LAGOS-IBADAN EXPRESSWAY		16		08033097072
255	RS2.1	9	AFRAB CHEM. LTD	22 ABIMBOLA STREET, ISOLO	21	15	MR A. C EZEDINNOR	08033433354
256	RS2.110	10	AFRICAN STEEL MILLS NIG. LTD	PLOT 337, IKORODU IND. AREA, ODOGUNYAN	11	11	MR. AKINTAYO AKIN	01-7744416/DL
257	RS2.1	11	AGOFURE NIGERIA LIMITED	YABA				
258	RS2.1	12	AGOTURE NIG	PTI RD ETTURENE				08033967161
259	RS2.1	13	AIR LIQUID NIG LTD	104/106 ADIPO STR., MATRON			DOUGLAS AMADI	
260	RS2.1	14	AKEBONO INDUSTRIAL COMPANY NIG. LTD	NO 163B, SINARI DARANIJO STR., V.I., LAGOS			NIL	08034583098
261	RS2.113	15	AKRO TRANS	59 WESTERN AVENUE	15	15		08034429284
262	RS2.1	16	AKWA-IBOM STATE TRANSP AUTH.	IKOTA, 2nd GATE, AJAH				
263	RS2.1	17	ALI MOTORS	NO 1 IDAPEN VILLAGE, BENIN			HARRISON E	08026397422
264	RS2.1	18	ALICO GENERAL	PLOT P, 12 AFRIBANK STR.			AKINYEMI A	08022921804
265	RS2.110	19	ALUMINIUM ROLLING MILLS	9, OBA -AKRAN AVENUE, IKEJA, LAGOS.	35	30	DR. S. O OLORUNSOLA	08023306214, 01-7654688
266	RS2.1	20	AMIOUN STEEL LIMITED	7, SEGUN-IREFIN STREET EGBE		12	JOHN O. UZONDU	017936305, 08023465944
267	RS2.1	21	AMS LOGISTICS LTD	KM 40 LAGOS MOWE				
268	RS2.1	22	ANIDS TRANS COY	JIBOWU, YABA	22	22		
269	RS2.15	23	ANIMAL CARE SERVICES LTD	OGERE REMO, OGUN STATE			ALADE OLAJIGA	08055064098
270	RS2.1	24	ANOCHEMICALS COSMETICS INDUSTRY LTD	KM33, BADAGRY EXPRESSWAY, MOROGBO, LAGOS	12	7	MR STANLEY OKAFOR	08035844624
271	RS2.1	25	ANU OLUWAPO CEMENT DEALER ASSOCIATN	KIRIKIRI LIGHTER TERMINAL PHASE 1			MR. MUSA KAMAL DEEN	08038607894, 08031723262
272	RS2.1	26	ANU-OLUWAPO CEMENT ASSOCIATION	KIRIKIRI APAPA				
273	RS2.12	27	ARTEE INDUSTRIES LTD	47, ADEOLA ODEKU, V/I LAGOS				07027703051
274	RS2.1	28	AS NATIONWIDE TRANSPORT COMPANY	SECOND ROUNDABOUT LEKKI-EPE EXPRESS WAY, LAGOS		100	MR BABATUNDE ISAAC	01-2718110-6, 8744554
275	RS2.15	29	AUTOSTAR EXEC. SHUTTLE	OGUI JUNCTION JUHEL EN.			MRS RITA ENEH	042-30480
276	RS2.1	30	AUTOSTAR EXECUTIVE SHUTTLE	JIBOWU, YABA				
277	RS2.15	31	AWORAWO INVESTMENT COMPANY	LATE CHF CMPD, AJARA, BADAGRY	8	8	MR NURENI AGBOGUNLERI	08034968809
278	RS2.110	32	BABCOCK UNIVERSITY	ILISHAN-REMO PMB 21249, OGUN STATE			JEREMIAH CHIBUZOR	08053859783
279	RS2.1	33	BAYOTA INTER LIMITED	ODUDUWA BUS STOP IKOTUN		13	ONAKOYA DARE	08036105367
280	RS2.1	34	BERGER PAINTS	PLOT 23 OBA AKRAN AVENUE IKEJA			BABATUNDE OSHO	01-4976980

281	RS2.1	35	BIG TREAT LTD	PLOT CC2A IKOSI RD OREGUN	33	37	JONAH MICHAEL	08053060365
282	RS2.1	36	BIO-ORGANIC NUTRIENT	PLOT 873 ISHERI RD	12	12	CHARLES OBICHERE	01-4700189,08034007417
283	RS2.1	37	BOC GASES	OSHODI LAGOS			AKIN ADAMU	
284	RS2.1	38	BOC GASES NIG LTD	APAPA OSHODI EXPRESSWAY			AKIN ADAMU	
285	RS2.110	39	C WAY NIG DRINKING WATER	PLOT G BLK H, OSHODI INDUSTRILA ESTATE			ADEWOLE OMOTAYO	
286	RS2.1	40	C.N OKOLI INVESTMENT COMPANY NIGERIA LIMITED	YABA				
287	RS2.1	41	CCECC NIG. LTD	KM 28,LEKKI/EPE EXP/WAY,SANGOTEDO.LAGOS	9	11	ENGR YU	803,731,107,607,029,000,000
288	RS2.1	42	CECC CONSTRUCTION	SANGOTEDO, LEKKI-EPE EXRESSWAY, AJAH				07029236060
289	RS2.1	43	CEDAR ENT LTD (GOODIES SUPERMARKET)	237, KOFO ABAYOMI STREET, VICTORIA ISLAND	5	7	MICHAEL J. BARDI	08062725997
290	RS2.1	44	CELPLAS IND. NIG. LTD	27A FATAI ATERE ROAD, MATORI	6	6	MR I.O ADESHINA	01-4528546
291	RS2.1	45	CEYLAND GLOBAL CONCEPT LTD	10, AERODROME ROAD, APAPA-LAGOS	9	9		08037880202
292	RS2.1	46	CHI LIMITED AND ASSOCIATES	14, CHIVITA AVENUE, AJAO ESTATE LAGOS	314	500	SESAN OGUNKOYA	08037275870
293	RS2.1	47	CHI NIGERIAN LTD	AJAO ESTATE, ISOLO				
294	RS2.1	48	CHICO HAULAGE	FMW NO. 144, IPONRI			MR HENRY	
295	RS2.1	49	CHIKKI FOODS IND. LTDS	IKORODU INDUSTRIAL LTD			JOHN MADU	
296	RS2.1	50	CHIKKI FOODS INDUSTRIES LTD	PLOT 112, IKORODU INDUSTRIAL LAYOUT	15	15	ENGR. JOHN MADU	01-4388565
297	RS2.1	51	CHISCO TRANSPORT	KM 13, LAGOS EPE EXPRESS WAY			AGU EMMA	08033315093
298	RS2.15	52	CHISCO TRANSPORT NIG LTD	KM 13, LEKKI EPE EXPRESSWAY AJAH VI				08033679555
299	RS2.1	53	CHISCO TRANSPORT NIGERIA LIMITED	JIBOWU, YABA				
300	RS2.1	54	CLITTOSA MOTORS	KM 10 BADAGRY			JOLLY ADESONWAN	08082761562
301	RS2.1	55	CN OKOLI	JIBOWU, YABA	42	42	FRED EZEMBE	8033265187
302	RS2.1	56	CN OKOLI TRANSPORT	15A KUMU ROAD AMUKOOKO LADIPO LAGOS			BASSIL AGBO	08033159536
303	RS2.1	57	COJAY NIG DRINKING WATER	PLOT 5, BLOCK H, OSHODI INDUSTRIAL SCHEME, OSHODI LAGOS			FELIX OLAYINKA	08023387031
304	RS2.1	58	CONSTAIN WEST AFRICA PLC	174 FUNSO WILLIAMS AVENUE, LAGOS	87	160	MR ABDUL H. SALAM	01-7748540,08066648666
305	RS2.1	59	CORNERSTONE INSURANCE PLC	136, LAGOS STR. LAGOS			EZEKIEL ASATO	
306	RS2.1	60	CORPORATE CAB SERVICES LTD	41, OWUKORI CRESENT, ALAKA ESTATE	45	45	OLAYEMI OLUMIDE	01-9500995, 01-8990881
307	RS2.1	61	COTECNA DESTINATION INSPECTION LTD	10 ENGINEERING CLOSE, VI LAGOS			PHANUEL NYAMBURO	01-4617120
308	RS2.1	62	CRITALL HOPE NIG. LTD	387, AGEGE M/ ROAD, CHALLENGE MUSHIN	9	9	ALH.D.O. BELLO	01-7747513
309	RS2.15	63	CROSS COUNTRY	345 MM STR, YABA		11	SOLOMON INYANG	08034094333
310	RS2.1	64	CROSS COUNTRY LIMITED	YABA				
311	RS2.1	65	CROSS COUNTRY LTD	345, M/M WAY YABA	177	185	OLUGBENGA AYOADE	01-7764000,07040914433
312	RS2.1	66	CROSS COUNTRY WAHUM	YABA ADENIYI JONES				
313	RS2.113	67	CROSS LINE LTD	55 WESTERN AVENUE S/LERE			BASSEY MUZE	08060959279
314	RS2.1	68	CROSS-COUNTRY TRANSP COY AJAH	JIBOWU, YABA	150	150	OLUGBENGA AYOADE	8056604111
315	RS2.1	69	C-WAY FOOD AND BEVERAGE	OSHODI LAGOS	60	70	FATAI ALIMI	
316	RS2.1	70	C-WAY FOODS	C-WAY FOODS EJIGBO, LAGOS	50	45	SUNDAY OLADELE ISRAEL	08027494195
317	RS2.1	71	DABO MOTORS LAGOS BRANCH	22 CONSTITUTION RD, KADUNA			EKO	08023751804
318	RS2.1	72	DANGOTE AGRO SACKS-TRANSPORT UNIT	3, OBA AKRAN AVENUE IKEJA	20	20	MUSTAPHA LAWAN	8033123385
319	RS2.1	73	DANSOL HIGH SCHOOL	13/15 ACME CRESCENT,OFF AGINDINGBI RD	5	5		
320	RS2.1	74	DANSOL NURSERY AND PRY. SCHOOL	68,AKIODE B/STOP,IOMOLE IKEJA	5	5		
321	RS2.1	75	DEMMAC PURE WATER	OBADORE	5	5	SEGUN	
322	RS2.1	76	DE MODERN BUS	II ERUBI STR NARO B/STOP			CHIMA NWOSU	08034065100
323	RS2.1	77	DE-EMIRATE CONNECTION	IJORA 7UP TERMINAL IJORA	12	12	MR AHMED	0878119246
324	RS2.15	78	DERAEAL BAKRAGER INT'L LTD	4/5 DEREAL BAKEYS INT'L			AJASA ADELAYE	08033907745
325	RS2.1	79	DE-UNITED FOOD INDUSTRY LTD	44, ERIC MOORE ROAD, IGAMU LAGOS	13	13		08033344873
326	RS2.1	80	DIAMOND BANK PLC	PLOT 1261, ADEOLA HOPEWELL STR. VI LAGOS			KINGSLEY AHANOTU	01-46277215
327	RS2.1	81	DIL/MALTEX NIG. PLC	C12/3 SHAGAMU CLOSE, AGBARA INDUSTRIAL ESTATE	34	35	MR I ASUQUO,FJ.OLAYINKA	08033192425
328	RS2.1	82	DIRECT ON PC	IILUPEJU IND AVENUE IILUPEJU				
329	RS2.1	83	DIRECT ON PC	PLOT B, BLOCK 1, ILUPEJU INDUSTRIAL AVENUE, LAGOS				01-7908776
330	RS2.1	84	D-IVY COLLGE	32 ALLEN AVENUE			OJO OLUSOLA	01-7914447
331	RS2.1	85	DN MEYER PLC	34,MOBOLAJI JOHNSON AVEN.ALAUSA,IKEJA	21	21	F ALABI	01-2715201
332	RS2.1	86	D.T.V. & CO LTD	APAPA OSHODI E/WAY, IBAFON KIRIKIRI APAPA	115	110	OSUMAH JIMOH	805,642,403,907,029,000,000
333	RS2.1	87	DUNLOP NIG PLC	PLOT 23 OBA AKRAN AVENUE IKEJA			O. OMATAYO	01-4976910-6
334	RS2.15	88	E.EKESON BROS	100 BADAGRY EXPRESS WAY ORILE			CHIEF P AKUME	
335	RS2.1	89	EAGLE LINE TRANSPORT COMPANY	JIBOWU, YABA				
336	RS2.1	90	EAGLE TRANS COY	JIBOWU, YABA	80	80	ELIJAH EKUNGBONA	8023082133
337	RS2.1	91	EDEGBE MOTORS	JIBOWU, YABA	60	60	ISAAC EMIOWELE	08025152229
338	RS2.1	92	EDOBOR LINE	KM 10 BADAGRY EXPRESS RD,				08028938269
339	RS2.15	93	EKENE DILI CHUKWU	OREGUN IKEJA			ADENIYI OLANIYI	
340	RS2.1	94	EKENE DILI CHUKWU NIGERIA LIMITED	JIBOWU, YABA				
341	RS2.1	95	EKENEDILI CHUKWU	11 A/B NEW SEC.			ALANEME FELIX	08058124200
342	RS2.1	96	EKWOS ASSOCIATES (WA)	12,IJORA CAUSE WAY,IJORA LAGOS	45	50	NWUZOR B	01-8124833,08066493204
343	RS2.1	97	EMZOR PHARMACEUTICAL IND.	ASWANI MARKET ROAD, ISOLO	178	200	KALU A. FRANCIS	08037001447
344	RS2.1	98	ENERGY FILLING STATION	INTERNATIONAL AIRPORT ROAD				
345	RS2.1	99	EPESOK PAPER MILL LTD	PLOT Y, MOBOLAJI JOHNSON AVENUE			ODINUGA SEGUN	08029083123
346	RS2.1	100	EQUIPMENT SOLUTIN & LOGISTIC SERVICES LTD	14, ADELABU STREET,OFF ALHAJI MASHA, SURULERE	12	15	AINA ISIAKA ABOLADE	+23412711995
347	RS2.1	101	ERRAND EXPRESS LTD	ADENIYI JONES, IKEJA				
348	RS2.1	102	ETCO NIG. LTD	14, CREEK ROAD, APAPA	39	30	KEHINDE SOWOLE	08055501537
349	RS2.1	103	ETCO NIGERIAN LTD	14, CREEK ROAD APAPA			KEHINDE SOWOLE	
350	RS2.1	104	EVANS MEDICALS LTD	90 ABIMBOLA STREET, ISOLO	87	100	MR JOHNSON	08054090670

351	RS2.1	105	FAAN	MM AIRPORT IKEJA			YINUSA ABASS	
352	RS2.15	106	FAN MILK PLC	BILLINGS WAY OREGUN, IKEJA	2	2	JUDE OBASI	08023108498
353	RS2.1	107	FARMEX MEVER LTD	KM 38, LAGOS/ABEOKUTA RD., SANGO-OTA			AO ADEROH	01-7749548
354	RS2.1	108	FASTA IN'L SCHOOL	54,ADEYEMO AKAPO STR. OMOLE EST,IKEJA	8	8	MR GABRIEL AKINBULUMO	7030050630
355	RS2.1	109	FEMOSIBE ENTERPRISES	21,AGRIC RD,AJARA TOPA-BADAGRY	5	5	ADEDAYO ADESIYAN	08033564797, 018166477
356	RS2.1	110	FEMSTA NIG LTD	ABIMBOLA WAY, ISOLO	120	130	FATAI ALIMI	08033036881
357	RS2.1	111	FEMSTAR & COMPANY LIMITED	2/4 ABIMBOLA STR., ISOLO INDUSTRIAL ESTATE, LAGOS	30	26	AA BALOGUN	01-7736190
358	RS2.1	112	FIDSON HEALTHCARE	IILUPEJU BYE-PASS, LAGOS				
359	RS2.1	113	FIRST NIGERIA TIPPER AND LORRRY DRIVERS' ASSOC	MOSAFEJO/ARADAGUN, BADAGRY, LAGOS STATE	28	40	MR GEORGE A. AWOSIKA	08028102751, 08024659220
360	RS2.1	114	FIRST NIGERIA TIPPER AND LORRRY DRIVERS' ASSOC	IRST NIGERIA GARAGE, LAFENWA, ABAEOKUTA	24	35	MR. ZAGLAGO SUNDAY	08028757792, 08028757792
361	RS2.1	115	FIRST VENDING NIGERIA LTD	9 LAWRENCE DANIEL CROSS AJAO			OGUNLELE OLADIPUPO	08055030478
362	RS2.1	116	FRIESLAND FOODS WAMCO	OGBA LAGOS			OJO STEPHEN	
363	RS2.1	117	FRUITA JUICE & SERVICES LTD	1, MATTHEW DANIEL ESTATE, APAPA	12	5	BEST ANYANWU	08062840543
364	RS2.15	118	FUNECOLINKS TRANSPORT SERVICE	17, IKORODU RD., JIBOWU, LAGOS			MR ALLI ABDULRASHEED O	01-8959945, 08023450546
365	RS2.113	119	FUSEDAM NIG. LTD	5, ORUDU RD, AGBADO			AR ODUTOLA	01-7942561
366	RS2.1	120	GENERAL PAINTS COMPANY	KM 50,LAH/EPE EXPRESSWAY AJAH				
367	RS2.113	121	GIVANAS NIG. LTD	BURMA ROAD, APAPA				
368	RS2.1	122	GLAMORANT AUTOS	BLOCK 113,LEKKI PHASE 1,LEKKI				
369	RS2.1	123	GLANOSUMWKLORE NIG. PLC, AGBARA	INDUSTRIAL AVENUE, ILUPEJU, LAGOS	33	20	YOMI APAJI	01-44844444
370	RS2.1	124	GLANVILL ENTHOVEN & COMPANY NIG. LTD	174, FUNSHO WILLIAMS AVENUE, COSTAIN, LAGOS	17	17	KAYODE AKIRIJI	08034369474,08058058117
371	RS2.1	125	GLOBAL INTERNATIONAL COLLEGE	1A RIBADU RD, IKOYI LAGOS			MR JA IDOWU & MR DOLPH YANE	08057355037, 08060092708,
372	RS2.1	126	GOD BLESS EZEWATA	KM 12, ONITSHA ENUGU EXPRESSWAY OGBOUNKE	115	140	NDIBE WILFRED NWADIMKPA	08037083488
373	RS2.1	127	GOD IS GOOD MOTORS	VOLKS, LAGOS	10	12	MR JUDE	
374	RS2.110	128	GODDY EDOSA	50 D, AWOSON RD, BENIN			SAMUEL O	08035436932
375	RS2.1	129	GODDY EDOSA NIGERIA LIMITED	YABA				
376	RS2.1	130	GOPARK AUTO	ODUA SHOPPING COMPLEX			NDUKA JAMES	08023643071
377	RS2.1	131	GRAFTS MASTERS	17 ALH JIMOH STR			SEGUN OUBAMOWO	01-8046850
378	RS2.1	132	GRAND PRODUCTS CO. LTD	28, WHARF ROAD, APAPA-LAGOS	6	6	AUSTINE D. EMESHIE	07034788003
379	RS2.1	133	GREENLAND INT'L SCHOOLS	PLOT 1, LOLA HOLLOWAY OMOLE EST.,OJODU	5	5	MR JACOB	8055247829
380	RS2.1	134	GREENLIFE PHARMACEUTICALS	IILUPEJU LAGOS				
381	RS2.110	135	GROUND AIR TRADE AGENCIES	45 IKORODU RD				08055866200
382	RS2.1	136	GROUND AIR TRAVEL AGENCIES	FADEYI, SHOMOLU				
383	RS2.1	137	HAFFAR IND. CO. LTD	AGEGE MOTOR ROAD				
384	RS2.1	138	HAMZAT MO ENTERPRISES NIG LTD	146, AGRIC RD., AJARA, TOPABDG			ALH AHUIB ZULU OLORUNOJE	08056636020, 08036674656
385	RS2.113	139	HFP ENGINEERING (NIG) LTD	KM 22,LAG/EPE EXPRESSWAY, AJAH				
386	RS2.1	140	HONEYWELL SUPERFINE FOODS LTD	PLOT YABB, MOBOLAJI JOHNSON AVENUE, ALAUSA,	LAGOS	5	A. ADEYEMI	08024782933,08033857321
387	RS2.1	141	IBRAHIM SULAIMAN MOTORS	KIYAWA TOWN DUTSE, JIGAWA STATE			IBRAHIM SULAIMAN	08036866639
388	RS2.15	142	IFELODUN TRANSP	SECOND GATE SABO MARKET			ADEYINKA OLUKAYODE	08035928603
389	RS2.1	143	IFESINACHI TRANSPORT LIMITED	JIBOWU, YABA				
390	RS2.15	144	IKEJA PARK	42 AWO WAY			DEMOLA OYEBAMI	01-7408309
391	RS2.1	145	IKENNE LOCAL GOVT.	IKENNE LG SECRETARIAT			JB OGUNSE	08034375980
392	RS2.1	146	ILORIN EMIRATE TRANSPORT	IJORA PARK LAGOS	15	15	THE CHAIRMAN	08033516338
393	RS2.1	147	INDEPENDENT COM LTD	27 ACME ROAD AGINDINGBI, IKEJA			ADEMUYIWA ESKILU	01-7939286-6
394	RS2.1	148	INSIGNIA PRINT TECHNOLOGY OFFICE	ITOKE VILLAGE, IBEJU-LEKKI, LAGOS FREE TRADE ZO	NE	13	MISS CHIOMA OYIERI	08077800380
395	RS2.1	149	INTERCONTINENTAL DISTILLERS LIMITED	3, LADIPO OLUWOLE STREET, OFF OBA-AKRAN, AVE	NUE, IKEJA	10	JOSEPH ABIODUN SHERAH	01-7733099
396	RS2.1	150	INTERSWITCH LIMITED	PLOT 1648 OKO AWO V.I., LAGOS.				01-4616300
397	RS2.1	151	IREPODUN INTER STATE	BOUNDARY AJEGUNLE, APAPA	18	25	LIADI ADEDOKUN	803,379,448,408,073,000,000
398	RS2.1	152	ISA NATIONWIDE TRANSPORT	OSAPA LEKKI EXPRESSWAY			ANTHONY UTOME	01-8744554
399	RS2.1	153	IYARE MOTORS	NO 25, URUBI STR. BENIN			MATHEW O	8037174692
400	RS2.1	154	IYARE MOTORS NIGERIA LIMITED	69, IKORODU ROAD FADEYI	32	32	KINGSLEY	08023366108, 08023161411
401	RS2.1	155	IYARE MOTORS NIGERIA LIMITED	YABA				
402	RS2.1	156	IZUCHUKWU TRANSPORT LTD	M/M WAY YABA LAGOS			IBE HYGINUS	
403	RS2.1	157	JAGAL PHARM RTD	JAGAL RD, IKOSI OREGUN IKEJA			MIKE EWA	08034023862
404	RS2.1	158	JAO AGENCIES					
405	RS2.1	159	JENESIS EXPRESS LTD	NO 1, ADEBIODUN STR, KOSORE B/S			KAMORY AZEEZ	08033563744
406	RS2.15	160	JIMLAK VENTURES LTD	MOBALUFON SANGO, LAGOS GARAGE				08057360823
407	RS2.1	161	JIU HUU NIG. LTD	105-107 IDIMU-IKOTUN ROAD, LAGOS				01-7937399
408	RS2.1	162	JOBIKAN NIG LTD	PLOT 41 KUDIRAT ABIOLA WAY, IKEJA	6	6	BEN OKUGBO	01-4972711
409	RS2.1	163	JOHNSON WAX NIG. LTD	13/14 ABIMBOLA STREET, ISOLO	45	45	OROK EKPO ETIM	08033755884
410	RS2.1	164	JUBAILI BROS ENGINEERING LTD	2, IKOSI RD, IKEJA LAGOS	50	50	CLEMENT AYODELE OLAGUNJU	08028754435,08078515192
411	RS2.1	165	KASMAG NIG. LTD	IJORA 7UP OFFICE	10	10	ALHAJI MUSTAPHA	07090172966
412	RS2.1	166	KASMAL TRANS	IBADAN EXPRESSWAY			JOEL OZOKPA	01-8904219
413	RS2.1	167	KEBBI STATE TRANSPORT	IJORA ROAD IGAMU LAGOS	25	25	CHAIRMAN	08033431002
414	RS2.14	168	KETU TIPPER GARAGE	KETU TIPPER B/STOP	20	20	MOGAJI TUNDE	08023179800
415	RS2.1	169	KON-X LTD	6TH FLOOR, SPRING BANK BLD, ENGR. CLOSE V/I				
416	RS2.1	170	KRISTEL LTD	12C, OKOTA RD, ISOLO, LAGOS	15	20	MR JOHN	01-4164005
417	RS2.1	171	KWARA FRIENDLY TRANSPORT	IJORA LAGOS	20	20	YINUSA AYUBA J.	08027855124,08033576237
418	RS2.1	172	KWARA FRIENDLY TRANSPORT SERVICES	OPPOSITE FBN IJORA UNDER -BRDGE		20		08027855124, 08033576237
419	RS2.113	173	LAGOS-GHANA INTERNATIONAL ROUTE	IDI-MANGORO MOTOR PARK AGEGE	15	20	ALHALJI KAREEM	08023758073, 08023508012
420	RS2.1	174	LAMA TEL. INTER'L	KM 14,LAGOS-EPE,EXPRESSWAY				

421	RS2.1	175	LANRE BADMUS NIG LTD	IRE-AKARE ESTATE, ISOLO	16	15	ABDULRAHAMAN	08024652156
422	RS2.1	176	LAR-POLONIA NIGERIA LTD	12/14 AJIRAN ROAD, AGUNGI-LEKKI		9	ISAAC ANIETTE UDOM	01-7935071,07029079938
423	RS2.1	177	LEADWAY ASSURANCE COMPANY LTD	121/123, FUNSNHO WILLIAMS AVENUE	35	35	MR OWOLABI	08022279129
424	RS2.1	178	LEOPLAST IND LTD	KOPEK ROAD OSHODI, LAGOS				
425	RS2.1	179	LIBRA MOTORS	LIBRA MOTORS			HENRY	
426	RS2.1	180	LIBRA MOTORS	KM 10 BADAGRY			GODWIN EGHOSA	08034721709
427	RS2.110	181	LORD BARNERS MOTOR	NEW GARAGE OJOTA			OVIE OYEBODE	08023295516
428	RS2.1	182	LORIONVENTURES LTD	PLOT 770 AMUNO ODOFIN, FESTAC TOWN		50	ABIDEMI SANNI K	07071135941, 08062870607
429	RS2.1	183	MACMILLAN NIG PUBLISHERS LTD	4, INDUSTRIAL AVENUE, ILUPEJU LAGOS			LAMIDI GBADAMOSI	01- 4961188
430	RS2.1	184	MAMA CASS RESTAURANT NIG. LTD	4A OYELEKE ST.BY ALAUSA STR., IKEJA	19	17	MONDAY O PETER	703,970,749,207,029,000,000
431	RS2.1	185	MDS LOGISTICS (DIVISION OF UACN PLC)	PLOT 32 KUDIRAT ABIOLA WAY OREGUN LAGOS			ABIRI EFE	01-8043121
432	RS2.15	186	MDS UACN PLCS					
433	RS2.1	187	MERCYLAND INTERNATIONAL SCHOOLS	OBA-ALAKE RD., GRA IBARA, ABEOKUTA			ADMIN. OFFICER	08033464772
434	SR2.1	188	MINT SEAL SERVICES LTD/LAMATA BFS	NO. 40 SHASHA ROAD AKOWONJO, LAGOS		110	OGEBO GBENGA	08035391399,08191112395
435	RS2.1	189	MOZYK HAULAGE LTD	AGO PALACE WAY, OKOTA			ADENIYI ADETUNJI	
436	RS2.1	190	MULTICHOICE NIGERIAN LTD	TIAMIYU SAVAGE			BALAMI STEFANUS	
437	RS2.1	191	MULTI-PRO ENT	PLOT 44 JIMOH ODUTOLA STR	75	81	JULIUS IROANYA	08053358042
438	RS2.113	192	MULTIPRO ENTERPRICE	PLOT 44,ODUTOLA ROAD, SURULERE	99	80	JULIUS IROANYA	805,335,804,208,037,000,000
439	RS2.113	193	MUYI LINE	AJAH M/PARK,AJAH				
440	RS2.1	194	N.U.R.T.W. 9WORKERS LINE)	AJAH M/PARK,AJAH				
441	RS2.1	195	NAMPARK NIG PLC	3-7 METAL BOX ROAD OGBA			ADESOLA OKORIE	01-8789659
442	RS2.1	196	NEIMEITH INT. PHARMACEUTICAL PLC	1 HENRY CARR ST.,IKEJA IND.ESTATE	5	3	MR DI OJOYE	7028267114
443	RS2.1	197	NEZAM TRANSPORT NIG. LTD	NO. LOUIS UBEBE STREET, COKER ESTATE DOPEMU	9	12	EMMANUEL SASE	08033764651, 07031205664
444	RS2.1	198	NIKKI TAURUS NIGERIA LIMITED	21A, BUSH STR, OKUKPE ESTATE, MARYLAN, LAGOS	150	160	MR OLADIPUPO DELAND, EDITH	[illegible]5,08024221794
445	RS2.15	199	NIGER INSURANCE PLC	48/50 ODUNRAMI STR., LAGOS				01-2630862
446	RS2.1	200	NIGERAI DISTILLERIES LTD	KM 40, ABEOKUTA EXPRESSWAY, SANGO-OTA			BOLAJI THOMAS	
447	RS2.1	201	NIGERIAN AIR FORCE	NAF			SQL DDG PWAJO	
448	RS2.1	202	NIGERIAN BAG MANUFACTURING COMPANY PLC	45, ERIC MOORE ROAD, IGAMU SURULERE	25	25	MR LARRY	08023068832
449	RS2.1	203	NIGERIAN ROPES PLC	66/68 ERIC MOORE ROAD IGAMU, SURULERE	7	7	MR OJO	01-7769085,07028201394
450	RS2.1	204	NORMAN IND. LTD	ABIMBOLA WAY, ISOLO	28	20	I. A AGBANIKE,MR AYO	08034244196,08033052575
451	RS2.1	205	NOVARTIS PHARMACY	AGEGE MOTORWAY ROAD, MUSHIN	5	5	MR AJIBULU O	8062908297
452	RS2.1	206	NURTW	OJOTA MAIN GARAGE			T OKUNUGA	08033446384
453	RS2.1	207	NURTW OJOTA	NEW OJOTA GARAGE			ISREAL GOKE	08023798677
454	RS2.1	208	ODUMOKWUONU TRANSPORT COY LTD	SEME AND APAPA	19	20	EJIKE NNACHETAM	08023133441
455	RS2.1	209	OGBONITO LINE	211 UGBOWO LAGOS RD BENIN			WILLIAM OSAGIE	08023415708
456	RS2.1	210	OHONBA MOTORS	OHONBA MOTORS			JOSEPH	
457	RS2.1	211	OJOTA MAIN GARAGE	OJOTA NEW GARAGE	250	200	OLOWOOKERE	08032108498
458	RS2.1	212	OJOTA INTERSTATE MOTOR PARK	414, IKORODU RD, OJOTA, LAGOS			SOLOMON OKUSANYA	01-8141915
459	RS2.1	213	OLAM NIG. LTD	PLOT 586, ABEBE VILLAGE ROAD,OPPOSITE FBN REGIONAL OFFICE	29		RICHARD O. BANIRE	08067896007
460	RS2.1	214	OLUWAKEMI & CO	1/3 SAMTAYO STR. MAGBON	8	8	0	08060947193, 08083000000
461	RS2.1	215	OMATER	22C, LIGALI AYORINDE STR. V/ISLAND, LAGOS			NIL	01-7732914-5, 01-2714534
462	RS2.1	216	OMUARAN TRANSPORT COMPANY	IJORA SEVEN UP			ALHAJI ISA ALOBA	
463	RS2.1	217	ONI LINE	191 BENIN SAPELLE RD			KELLY EGBON	08023920942
464	RS2.1	218	ORANGE DRUGS LTD	66/68 TOWN PLANNING WAY			DANIEL IKAPA	01-2790745-6
465	RS2.1	219	ORANGE DRUGS NIGERIAN LTD	TOWN PLANNING IIUPEJU			EMMANUELLA UZUALA	
466	RS2.1	220	ORODE LINE COY	JIBOWU, YABA	5	5	GEORGE UMUKORO	8023325293
467	RS2.1	221	ORO-OMUN TRANSPORT SERVICES	OPPOSITE FBN IJORA UNDER -BRDGE		12		08034057609, 08035747273
468	RS2.1	222	OSARIEMEN MOTORS	KM 10 BADAGRY			ABRAHAM A	08033282753
469	RS2.1	223	OSAYEMEN LINE	254 UGBOWO LAGOS RD, BENIN			EREDEEN EHIS SUNDAY	08038659449
470	RS2.1	224	PACESETTERS LINE	SEME	25	29	MR ADEBAYO ADESANYA	07083888191
471	RS2.1	225	PIVOT ENGR. COY	6A ACME RD, AGINDINGBI, IKEJA	19	15	LUCKY ODERHOWO	01-4602125,08028427429
472	RS2.1	226	PRIMAVERA ENGINEERING CONSTRUCTION LTD	KM 46, LEKKI-EPE EXPRESS, LAKOWE, IBEJU, LAGOS			ISAKA BAKARE	07040438989, 07025991134
473	RS2.1	227	PROMASIDOR NIG LTD	PLOT 3A/83A LTD WAY ISOLO	175	300	BASIL APD	08037254821
474	RS2.1	228	PROMAX	AGBARA	5	5	MR JACOB	
475	RS2.1	229	PROMAZIDOR NIGERIAN IG. LTD	COWBELL RD., ISOLO	300	350	APO BASIL, AUSTIN OSKOME	
476	RS2.1	230	PROTEA HOTEL	ISAAC JOHN, GRA IKEJA				
477	RS2.1	231	RAGOLIS WATER	64 LAGOS RD IKORODU			OGUNNIKA BABATUNDE	01-7901181
478	RS2.15	232	RAHONY NIG LTD	41 IKORODU RD., JIBOWU			PAUL O.	08039164323
479	RS2.1	233	RAHONY NIGERIA LIMITED	JIBOWU, YABA				
480	RS2.1	234	RCCG	KM 46 LAGOS MOWE				
481	RS2.1	235	REAMS NIG LTD	118 OLD OJO RD, AMUWA			MUTIU BUSARI	08023040114
482	RS2.1	236	RED BRICK HOMES LTD	ELEKO BEACHRD LEKKI			JOSHUA EDEBO	08057564129
483	RS2.1	237	RED STAR LOGISTICS					
484	RS2.15	238	RELLIABLE OGOLONTO TIPPERS	MKO RD, OGOLONTO B/STOP IKORODU			ALI OTIBANJO	08033198953
485	RS2.1	239	REMO NORTH LOCAL GOVT.	ISARA			SA ODUBIZAY	
486	RS2.1	240	RIBICON ALUMINIUM	PLOT 8 ACME ROAD			OLV ESAN	
487	RS2.1	241	RICHGOZU INVESTMENT LIMJITED	C 95 IKOTA SHOPPING COMPLEX, VGC, LEKKI		5	MR. RICHARD O. EJIKEONYE	08035770672, 07081571735
488	RS2.1	242	RICHGOZY INVESTMENT LTD				EJIKONYE RICHARD	
489	RS2.1	243	SEIMEN NIG. LTD	ISOLO	20	9	MR AKANBI	8056358942
490	RS2.1	244	SEME CAR HIRE SERVICE PARK	BAGGAGE CUSTOM AREA, SEME	54	54	COMRADE O. J NWABUEZE	08055653390,08055342640

491	RS2.1	245	SEVEN-UP BOTTLING COMPANY PLC	247, MOSHOOD ABIOLA WAY, IJORA	25	25	OKOCHA SUNDAY	0803443622
492	RS2.1	246	SHEPERED TRUCKS NIG LTD	KM 75, BADAGRY-SEME EXPRESSWAY	9	11	PHILIP ABAKWAM	08033084311
493	RS2.1	247	SIFAX GROUP	54, WAREHOUSE ROAD APAPA, LAGOS		35	ANTHONY IMOAGENT	01-5452774, 5870186
494	RS2.1	248	SIFAX GROUP	WAREHOUSE ROAD APAPA			IMOAGENE TONY	
495	RS2.1	249	SKIN BEAUTY LIMITED	8-10 BILLINGSWAY-OREGUN-IKEJA, LAGOS	5	4	BELLO LA	0803001199
496	RS2.1	250	SMART POLY PRODUCTS LIMITED	48/54 SOLA MARTINS STREET NEW OKO-OBA AGEGE		16		01-736-8474,01-736-8636
497	RS2.15	251	SMOOFORD INTERNATIONAL LTD	TO - TO VILLA, IPERU-REMO, OGUN STATE			MRS MA ADEBAYO	08025015590
498	RS2.1	252	SMOOFORD INT'L LTD	IPERU REMO			OLUWAFEMI ODUBORE	
499	RS2.1	253	SOKOTO LINE	IDARABA PARK LAWANSI SURULERE	27	27	ALHAJI SHEHU	07084512977
500	RS2.1	254	SOV NIGERIAN LTD	CREEK APAPA, LAGOS			OBI SIMEON,AUSTIN MOKWUONYE,BAKARE RASAQ	
501	RS2.1	255	SPINTEX MILLS	333, LSDPC EST. ODOGIYAN			OMOTEHINSE PHILIPSS	
502	RS2.1	256	STEVE NNAM MOTORS	NO 80 NEW SAPELLE AGBOR-ROAD			OKUBE ISIOMA	08036625223
503	RS2.1	257	SUNFLAG STEEL	PLOT 330/331 LSPDC INUSTRIAL ESTATE, ODOGUNYAN IKORODU	14	14	BAMKJAJ MUPREJA	01-793834
504	RS2.1	258	SUNFLAG STEEL LTD	330, LSDPC EST. ODOGI			BAYODE ADEDIRAN	
505	RS2.1	259	SUNFLOWER COSMESTICS NIG . LTD	30, BABSANIMASHAUN STR., ORILE LAGOS			DAVID ONWUAMAEGBU	01-4803001
506	RS2.1	260	SUPER ENGINEERING CO. LTD	PLOT 68, IKORODU INDUSTRIAL ESTATE	17	17		01-7744405
507	RS2.1	261	SWEET SENSATION CONFECTIONERIES					
508	RS2.1	262	SWEET SENSATION CONFECTIONERY	3 OPEPI ROAD, IKEJA, LAGOS	27			08052090043, 08052090005
509	RS2.1	263	T&M NIG. LTD	CMS TAXI PARK4, MARINA, LAGOS				01-8102694, 01-8901165
510	RS2.1	264	TAXI PARK	AIRPORT RD, IKEJA			TIMOTHY ONIJADE	01-8751922
511	RS2.113	265	TNT EXPRESS INTERNATIONAL	BY TEXACO F/SATATN,LEKKI.				
512	RS2.1	266	TOWER ALUMINIUM NIG. PLC	9, OBA AKRAN AVENUE, IKEJA	10	6	R.N. JOLLY	8023132032
513	RS2.1	267	TRANATIONAL HAULAGE LTD	PLOT 28, IGAMU INDUSTRIAL ESTATE	28	30	RELPH NWOSU	01-48011341,08033016482
514	RS2.1	268	TRANEX PLC	GBAGADA EXP. WAY, LAGOS				
515	RS2.1	269	TRANS NATIONWIDE EXPRESS PLC	PLOT 282 GBAGADA EXPRESSWAY LAGOS			AZIKEN CHUKS	08033514767
516	RS2.1	270	TRANSPORT SERVICES LTD					
517	RS2.1	271	TRINITY INT'L COLLEGE	OFADA, MOWE				
518	RS2.1	272	UAC RESTAURANTS	KM 16, IKORODU ROAD, OJOTA	9	9	JOHNSON A. NOIGBINDE	07031851758,07029121703
519	RS2.12	273	UCAK NIG. LTD	KM 32/33 LEKKI-EPE EXPRESS WAY LAGOS		8	ENGR. OSIIGWE JOHN	08033078050, 07026788157
520	RS2.1	274	UGI MOTORS	IDUKPA TOWN, BENIN RD			LUGARD ASIA	08027802780
521	RS2.1	275	UNITY TIPPERS OWNOERS ASSOCIATION OF NIGERIA	KM 40, LAGOS/IBADAN EXPRESSWAY, MOWE, OGUN STATE			ALHAJI KEHINDE ALIU	8033455864
522	RS2.1	276	UNWARD STATIONERY STORE LTD	PLOT Y, MOBOLAJI JOHNSON AVENUE			OGUNSANYA OT	01-2715295
523	RS2.1	277	VANGUARD MEDIA LIMITED	KIRIKIRI CANAL, APAPA			SOLOMON EMORRI	01-8198420
524	RS2.1	278	VIP IND. LTD	IRE AKARI ESTATE ISOLO	17	20	MR JOHNSON	08033308943
525	RS2.1	279	VITABIOTICS NIGERIAN LTD	35 MOBOLAJI JOHNSON AVENUE, OREGUN INDUSTRIAL ESTATE,IKEJA-LAGOS	16	16	ASAKE JOSHUA	07027618516,012150747
526	RS2.1	280	VITAL PRODUCTS LTD	PLOT 22A COCOA IND.RD,OGBA,IKEJA	10	16	OGI OREJE	8030716975
527	RS2.1	281	VONO PRODUCTS PLC	326/328 AGEGE MOTOR PARK			LEKAN SANNI	01-7731491
528	RS2.1	282	VUCO CONSULTS LTD	1ST FLOOR ELEGANZA PLAZA, APAPA	7	11	OLIVER EZE	08033774771
529	RS2.1	283	WADOYE EXPRESS	COMPUTER VILLAGE	12	6	TOYIN OGUNSOL	08033972973
530	RS2.1	284	WEST AFRICAN SEASONING CO. LTD	WASCO LTD APAPA WHARFS				
531	RS2.1	285	WHARF UNIT	WHARF			YAKUBU AJAGI	
532	RS2.1	286	YSR COY LTD	BADAGRY-SEME EXPRESSWAY	6	5		
533	RS2.1	287	YOUNG SHALL GROW TRANSPORT COMPANY	JIBOWU, YABA	6	6		
534	RS2.15	288	YOUNG SHALL GROW TRANSPORT COMPANY	IDDO-OYINGBO				

RS 2.2, OGUN SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
535	RS2.2	1	ADESAB METAL WORK LTD	No. 6 Ikotun Idimu road, Idimu lagos			Osekweme James	07025362521, 08034760668
536	RS2.2	2	AGBONIFO NIGERIA LIMITED	YABA				
537	RS2.2	3	ANIMAL CARE SERVICES CONSULT	OGERE	18	21	IDEWO S. S	08037259332
538	RS2.2	4	BABCOCK UNIVERSITY	ILISAN	43	45	JEREMIAL CHIBUZOR	08036689324
539	RS2.2	5	DELTA LINE TRANSPORT COMPANY	JIBOWU, YABA				
540	RS2.2	6	DRUGFIELD PHARMACEUTICALS LTD	LYSON CHEMICAL AVENUE, LAGOS-ABEOKUTA EXPRESSWAY, SANGO-OTA	26	5	MR. SUN DAY OLOWOYEYE	08033159051, 08035697628
541	RS2.2	7	EKESONS BROS NIG. LTD	JIBOWU, YABA				
542	RS2.23	8	FED. COLLEGE OF EDUCATION	IBADAN RD.,OSIELE, ABEOKUTA	15	17	ADEROUNKE JULIUS A	039-241443
543	RS2.2	9	FEDERATED STEEL MILLS	FSM OTA IND. EST.			A O OYEDIRAN	
544	RS2.2	10	FESCAVET NIG. LTD (WATER)	302 OPEILU ROAD AGBADO STATION	5	5	MR ARIOYE O. A	07039611874
545	RS2.2	11	FUNECO LINKS	YABA				
546	RS2.2	12	FUSEDAM NIG. LTD	5, ORUDU RD, AGBADO	12	7	MR A K ODUTOLA	08023443382
547	RS2.2	13	IDEAL FOREMOST INVEST. NIG. LTD	BEHIND OCEANIC BANK SABO OWODE	10	10	MR DESMOND ADEYINKA	07038015911
548	RS2.2	14	IGANDO PARK	Igando Garage			ALHAJI DADA	0
549	RS2.2	15	IKENNE LOCAL GOVT.	IKENNE LG SECRETARIAT	34	32	MR J. B. OGUSE	08034375980
550	RS2.2	16	IKOTUN PARK	Ikotun Garage			OLUSEGUN M	0
551	RS2.2	17	IRON PRODUCTS IND. LTD	No. 16/18 Ikotun/Egbe Rd, Ikotun, Lagos			Olukoya S. Kehinde	07026143744, 07039397228
552	RS2.2	18	ISOLOG COLLEGE	TEMIDRE ESTATE, ALAGBOLE, AKURE	13	12	OGUNDIPE JOSEPH ADENIYI	018947724,017935201
553	RS2.2	19	KERLIN PRODUCTS (NIG) LTD	10, ILO AWELA ROAD, OTA	10	4	MR M A ADEKUNLE	08055174255
554	RS2.2	20	LOVELEEN TOYS INDUSTRY	KM 38, ABEOKUTA EXPRESSWAY, SANGO-OTA	6	6	GBADAMOSI B. A	08023321754
555	RS2.2	21	N.N.P.C	Ejigbo Depot Lagos			Nwosu K.	08027097308, 016600250
556	RS2.2	22	NATIONAL UNION OF ROAD TRANSPORT WORKERS	YABA, OYINGBO				
557	RS2.2	23	NURED INDUSTRIAL & COMMERCIAL COMPANY LTD	41 FELODUN STREET OFF OJOKOPO ROAD	10	10	MR AKANBI	08028278463, 08032201988
558	RS2.2	24	OOUTH	SAGAMU	12	9	MR BELLO	08033039149
559	RS2.23	25	PRESIDENT PAINT	Abeokuta Lagos Express Road			Adeleke M.	08056362544
560	RS2.2	26	REMO-NORHT LGA	ISARA, P.M.B 2001	10	20	ALH. S. A. ODUBITAN	0805324726
561	RS2.2	27	SMOOFORD INT. LTD	IPERU	6	4	MRS M. A. ADEBAYO	08033053542
562	RS2.2	28	SAMMY MAUTIN NIG. LTD	MAUTIN LANE IDIROKO IPOKIA LGA	13	13	MR SIMEON HUNKOKOE	07055212814
563	RS2.2	29	SEME BROTHER ENGINEERING SERVICES	1, AKINYEMI CLOSE, ONIBUDE, AKURE	6	6	MR KEHINDE OLOKODE	08028863029
564	RS2.2	30	SOLAKINS ENDEAVOURS LIMITED	28, ADEOLA ALABI STREET, OKE-ARO	15	11	GBOYEGA AKINYEMI	08034015009
565	RS2.2	31	TAI SOLARIN COLLEGE OF EDUCATION	OMU-IJEBU OGUN STATE		13	MR. ADEIDUMI S. DELE	08052151290, 08062255382
566	RS2.2	32	UNAAB	ABEOKUTA				
567	RS2.2	33	UNIVERSITY OF AGRICULTURE,	ABEOKUTA	10	8	DR. J. J. ATUNGWU	08037156261

RS 3.1, ADAMAWA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
568	RS3.1	1	ADAMA BEVERAGES LTD	NUMAN RD., JIMETA YOLA			PANDE	0075-625332
569	RS3.1	2	ADAMAWA STATE TRANSPORT BOARD YOLA	21, SIR KASHIM IBRAHIM WAY, YOLA				
570	RS3.1	3	ADAMAWA STATE UNIVERSITY MUBI	ADSU MUBI	60	36	ABUBAKAR BELLO	08035276990
571	RS3.1	4	ALH DAN-AHMADU ENTERPRISES	NO 4, ARMY BARRACKS RD, JIMETA-YOLA			ISA GWANJA	08034423370
572	RS3.1	5	AMECHI OZOUDE	54 HOSPITAL RD., JIMETA, YOLA			AMAECHI OZOUDE	08034955154
573	RS3.1	6	AMECHI OZOUDE	54 HOSPITAL RD., JIMETA, YOLA			AMECHI OZONDE	08034955154
574	RS3.1	7	AMERICAN UNIVERSITY OF NIGERIA, YOLA	LAMIDO ZUBAIRU WAY, BYE PASS YOLA			USMAN UMAR	08054400133
575	RS3.1	8	ASSOCIATION OF TIPPERS & QUARRY OWNERS	YOLA SOUTH NEW PARK	42	67	UMAR INUWA	08032511474
576	RS3.1	9	BENGIN ASSOCIATE LTD	OPP. FRSC NUMAN RD, YOLA			MATHEW ODAH	08035505573
577	RS3.1	10	COLLEGE OF EDUCATION	COLLEGE OF EDUCATION, HONG	122	15	JADAS ZAKARI	08036511170
578	RS3.1	11	DAUDA AHMADU ENT.	4 ARMY BARRACKS			ISA GWANJA	08034423370
579	RS3.1	12	EKWOS ASSOCIATE WA LTD	12, IJORA 7UP, LAGOS.			BOBBY CLEMS	08034915396
580	RS3.1	13	FEDERAL UNIVERSITY OF TECHNOLOGY	FEDERAL UNIVERSITY OF TECHNI=OLOGY YOLA	75	44	AHMADU ISA	08036946460
581	RS3.1	14	FEDERAL POLYTECHNIC MUBI	FEDERAL POLYTECHNIC MUBI	24	22	HAMIDU A. MILALA	07061662767
582	RS3.12	15	GEROGENDON INDUSTRY LTD	PLOT 1219, BEHIND PZ INDUSTRIES				08064242700
583	RS3.1	16	HONG LOCAL GOVT. COUNCIL	HONG LOCAL GOVT.	16	9	SHAKU PUKUMA	08039398214
584	RS3.1	17	IRON FANCY CO LTD	31, BISHOP STR., JIMETA YOLA			ANTHONY OKAFOR	08061131250
585	RS3.1	18	ISHAKU TRANSPORT LTD	NO 130, NKPO RD., PHCN			JOHN LUKE	0803341499
586	RS3.1	19	JOHN OKWUDILI ABADIME	53, HOSPITAL RD, JIMETA, YOLA			JOHN ABANIKE	08035412081
587	RS3.1	20	JOHN OKWUDILI ABANI	NO 52 HOSPITAL RD, J/YOLA			JOHN OKWUDILI	08035412981
588	RS3.1	21	JOKEMS NIG. LTD	NO 9, GUMTI JIMETA ROAD, KOFARE YOLA				08055636356
589	RS3.1	22	MUBARAK SPECIAL BREAD CO LIMITED	5, JAMBUTU WARD, JIMETA YOLA			SANI ADDO	07034802791
590	RS3.1	23	MUBI EMIRATE COUNCIL	EMIR'S PALACE MUBI	23	18	ALH. HAYATU MOH'D	08054453519
591	RS 3.1	24	MUBI NORHT LOCAL GOVERNMENT	MUBI NORTH LOCAL GOVERNMENT MUBI	19	22	IBRAHIM ISA SAMBO	07034696937
592	RS3.1	25	MUBI SOUTH LOCAL GOVERNMENT MUBI	MUBI SOURTH LOCAL GOVERNMENT MUBI	37	18		
593	RS3.1	26	NBC PLC YOLA DEPT	OYINGBO LAGOS			OLAWOLE OKWUDILI	08036363134
594	RS3.1	27	NNAJI PURE WATER	13 A MOH'D MUSTAPHA WAY			NNAJI FRIDAY	08035986274
595	RS3.1	28	NNAJI PURE WATER	13A, MOH'D MUSTAFA WAY, YOLA			NNAJI FRIDAY	08050570414
596	RS3.1	29	NUPENG (PTD)	PPMC NNPC DEPOT NUMAN RD	506	1842	YUSUF ALI	08036054253
597	RS 3.1	30	NURTW (DONG PARK)	TASHAN DONG JALINGO ROAD NUMAN	90	315	BABALADI DANBORNU	08069524088
598	RS 3.1	31	NURTW (LAFIA/LAMURDE PARK)	LAFIA/LAMURDE JUNCTION	72	120	DANLADI DANAUTA	8063955783
599	RS 3.1	32	NURTW (NEW PARK)	NEW PARK, GOMBE ROAD, NUMAN	165	235	MOHAMMED DANLADI	08051343692

600	RS 3.1	33	NURTW (OLD PARK)	OLD PARK, AHMADU BELLO WAY, NUMAN	34	184	AGUYI JONNY	07030100917
601	RS3.1	34	PIC INT. LTD	27, HOSPITAL RD., JIMETA, YOLA			HABILA EMMANUEL	08053460076
602	RS3.1	35	SODIKE NIG. LTD	76 ATIKU ABUBAKAR WAY, JIMETA-YOLA			EMENILKE OSADIKE	08057877555
603	RS3.1	36	SODUCE NIG. LTD	76 ATIKU ABUBAKAR WAY, JIMETA-YOLA			A ASODIKE	08057877755
604	RS3.1	37	TRON FANCY CO LTD	31 BISHOP STR,. J / YOLA			ANTHONY C. OKAFOR	08069131250
605	RS3.1	38	UCHE KINGS INT.	50/52 HOSPITAL RD, J/ YOLA			UCHE KINGS	08035862047
606	RS3.1	39	UCHE KINGS INT. COMPANY LTD	2, HOSPITAL RD, JIMETA YOLA			UCHE KINGS	08035862047
607	RS3.1	40	VARSITY PURE WATER	JAMBUTU WARD JIMETA-YOLA			AMOS EGBE	08057702107
608	RS3.1	41	VARSITY PURE WATER	JAMBUTU WARD JIMETA-YOLA			PANDE	08057707101
609	RS3.1	42	YAKUBU SHOPPING PLAZA MASS	13, GALADFIMA WAY, JIMETA YOLA				08036615158
610	RS3.1	43	YOUNG SHALL GROW TRANSPORT	1 MOH'D MUSTAPHA WAY			DONATUS ENECHUKWU	08064821855
611	RS3.1	44	YOUNG SHALL GROW TRANSPORT	NO 1, MOH'D MUSTAFA WAY, JIMETA-YOLA			DONATUS EKECHUKWU	08064821855
612	RS3.12	45	ZARTEC COY PLC	HONG MOTOR PARK	6	5	MALLAM ADAMU YAKUBU	08029020457

RS 3.2, GOMBE SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
613	RS3.2	1	AKKO LGA	SECRETARIAT ROAD BILLIRI	9	13	ABBA USMAN	08023477235
614	RS3.2	2	AYU CIVIL ENGINEERING COMPANY					
615	RS3.2	3	AYU CIVIL ENGR	ASHAKA RD, GOMBE			PETER OKPETU	08023804097
616	RS3.2	4	BANGUS LINE	NO 2, TASHAN MAGARYA			IBRAHIM YUSUF	08080903290
617	RS3.2	5	BAUCHI RD MOTOR PARK	BAUCHI RD				08081410023
618	RS3.2	6	BILLIRI LGA	SECRETARIAT ROAD BILLIRI	10	19	JOHN PANGUNO	08028461989
619	RS3.2	7	DADINKOWA RD MOTOR PARK	DADINKOWA PARK				08029099308
620	RS3.2	8	DATUM CONSTRUCTION	94/95 KACHIA RD			BALOGUN AHMED	034-62235056
621	RS3.2	9	DATUM CONSTRUCTION COMPANY+C251					
622	RS3.2	10	DUKKU LGA	DUKKU TOWN			ALIYU BAPPAYO S.	08082414093
623	RS3.2	11	DUKKU MOTOR PARK	DUKKU RD, GOMBE				08020341015
624	RS3.2	12	EKWOS LOADING POINT					
625	RS3.2	13	FCE GOMBE	ASHAKA RD, GOMBE				08028848723
626	RS3.2	14	FED. MEDICAL CENTRE	ASHAKA RD, GOMBE			ABUBAKAR SADIQ	08036161667
627	RS3.2	15	GOMBE LINE TERMINUS,GOMBE STATE	GOMBE LINE TERMINUS			MOH'D LAWAN	08061153398
628	RS3.2	16	GOMBE STATE GOVT. HOUSE	DEPUTY GOVERMOR'S OFFICE			BAKO MOH'D	08036092237
629	RS3.2	17	GOMBE STATE TRANSPORT SERV.	DADIN KOWA M/PARK,BIU RD,GOMBE	211		ABDULLSHI W	8022861082
630	RS3.2	18	GOMBE STATE UNIVERSITY	TUDUN WADA GOMBE				092-223024
631	RS3.2	19	GOMBE STATE WATER BOARD	PANTAMI QUARTERS GOMBE	25	25	NAMKUSONG A. B. CHAM	08025713690
632	RS3.2	20	KALTUNGO LGA	SHEHU AWAK ROAD, KALTUNGU	10	19	BULUS ADAMU	08066006465
633	RS3.2	21	KEMBU LINE		37			
634	RS3.2	22	KEMBU LINE					
635	RS3.2	23	KEMBU LINE	OLD MARKET GOMBE				08027914177
636	RS3.2	24	KWAMI LGA	MALLAM SIDI			BAALA ABDULMUMINI	08029923825
637	RS3.2	25	NAFADA CENTRAL MOTOR PARK	NAFADA SEC LGA			ISA HASSAN	08028749751
638	RS3.2	26	NAFADA LGA	NAFADA SEC LGA			SANUSI USMAN	08027488773
639	RS3.2	27	NURTW BAUCHI MOTOR PARK	BAUCHI RD MOTOR PARK,GOMBE			MOH'D SALE BARWA	8025257204
640	RS3.2	28	NURTW DADIN KOWA M/PARK	DADINKOWA PARK, BIU RD,GOMBE	305		ABDULLAHI WAZIRI	8022861082
641	RS3.2	29	NURTW DUKKU M/PARK	DUKKU M/PARK,DUKKU-RD, GOMBE			BELLO USMAN	7066663446
642	RS3.2	30	NURTW DUKKU M/PARK	DUKKU M/PARK,DUKKU-RD, GOMBE	336		YUSUF ADAMU GAMBO	8037848744
643	RS3.2	31	PEACE MASS TRANSIT CO.	BIU ROAD OPP. PHOTO PALACE, GOMBE	17	19	MOHAMMED ALI	08062298090
644	RS3.2	32	RTEAN	RTEAN PARK			BABA ABUBAKAR	08022849574
645	RS3.2	33	RTEAN, GOMBE	BAUCHI MOTOR PARK,GOMBE	253		MUSA M. GIDADO	8032981632
646	RS3.2	34	SHOMGOM LG	LALAIPIDO ROAD BOH	8	14	THANGS SIMON	07034574601
647	RS3.2	35	TRIACTA CONSTRUCTION	OPP. DOMA GIRLS COLLEGE				70223071
648	RS3.2	36	TRIACTA NIGERIA LTD					
649	RS3.2	37	YAMALTU LGA	DEBA			HASSAN IDAYA	8065848444
650	RS3.2	38	YOUNG SHALL GROW LOADING POINT					

RS 3.3, TARABA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
651	RS3.3	1	AQUENTO VENTURES	MAYO GWOI	13	17	DANJUMA KILIYOBAS	08030484710
652	RS3.3	2	BEST ABIDO INTERNATIONAL LTD	TAKUM TARABA STATE			STEPHEN MADUBUEZE	08026024045
653	RS3.3	3	BEST ABINO	OPPOSITE UNITY BANK	12	16	ASHASIM YAKUBU	08030516119
654	RS3.3	4	CHUKWUZOBAN MOTORS	OPPOSITE JUBILEE UNIVERSITY WUKARI	5	10	JOHN OFFEDU	08031646208
655	RS3.3	5	ESKONDI TRANSPORT NIG LTD	NO 80 HAMMAN WAY, JALINGO			MUSA ANDE	08027514898
656	RS3.3	6	FAIR PLUS INTERNATIONAL LTD	ROAD BLOCK	8	12	ALHAJI AHMED	08024423302
657	RS3.3	7	GOD OF CHOSEN MOTORS	OPPOSITE JUBILEE UNIVERSITY WUKARI	6	12	PASTOR ORJI	08039509122
658	RS3.3	8	LEME VENTURE	BEHIND THU	20	30	BABAGIDA CIROMA	08061301515
659	RS3.3	9	LOME VENTURES	GEMBU LGA			BIBI ADO	08039679596
660	RS3.3	10	TARABA STATE TRANSPORT SERVICE	JALINGO TARABA STATE			JOHN	08063268290
661	RS3.3	11	TARABA TRANSPORT	TTC TERMINUS	15	20	GAMBO ABUBAKAR	08085153311
662	RS3.3	12	VITANO MOTORS	OPPOSITE JUBILEE UNIVERSITY WUKARI	5	10	MR. MIKE UMEADI	08049735832
663	RS3.3	13	ZING LGA MASS TRANSIT	ZING LG SEC			GODWIN NYAME	08069045856

RS 4.1, PLATEAU SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
665	RS4.1	1	ABDULLAHI TRANSPORT	NO 3, MINAGO JUNCTION, JOS			SANI ABDULLAHI	08034520263
666	RS4.1	2	ADAMAWA SUNSHINE	TAFAWA BALEWA WAY				
667	RS4.1	3	ALH SAMBO MANGU TRANS	GUNDIPI ROAD MANGU	64	120	HAMZA ABUBAKAR	08055479597, 08077044222
668	RS4.1	4	AYM SHAFA CO. LTD (MERGER GROUP)	MILE 7, ZARIA ROAD, JOS	104	104	TASPU IBRAHI;M	08069634739, 08035644215
669	RS4.1	5	BOKKOS INVESTMENT COMPANY	BOKKOS MAIN PARK- BOKKOS LGA			DAKUP JOSHUA M	07030681677, 08084176903
670	RS4.1	6	BOKKOS LGC MASS TRANSIST	BOKKOS MAIN PARK		80		08054176903, 07030681677
671	RS4.1	7	ECWA HEADQUARTERS	NO 1, CLUB RD, P.O BOX 63, JOS				073-450902
672	RS4.1	8	FEDERAL POLYTECHNIC, NASARAWA	PMB 01			Alh R Aliyu . Ibrahim Jibrin Pius	08077745822, 08045240416
673	RS4.1	9	FLIGHT TRANSPORT LTD	GBOKO BENUE STATE			OMAR AD	08033531814
674	RS4.1	10	GOGS PIME IS THE BEST	NO 2, ZARIA BYE PASS, JOS			LONGINUS	08035130268
675	RS4.1	11	GRAND CEREALS & OIL MILLS LIMITED	KM 17, ZAWAN R/ABOUT, BUKURU			INAYA OPEYEMI MRS	08065611086
676	RS4.1	12	IFESINACHI LTD	KM2, ONITSHA/ENUGU WAY, ONITSHA			DAVID OGBONNA	08033010855
677	RS4.1	13	JOS INTERNATIONAL BREWERIES	NO 1, BREWERIES RD, JOS				073-463951
678	RS4.1	14	JOS NORTH MASS TRANSIST	JOS NORTH LGA SEC	141		PETER GONJI	08058309900
679	RS4.1	15	JOS SOUTH LGA	JOS SOUTH LGA SEC				08036179638
680	RS4.1	16	NASARAWA MASS TRANSIT (NLGC)	NASARAWA GGC STATE			Danlam Ibrahim	08038495037
681	RS4.1	17	NASCO MANAGEMENT LTD	NO 1, OLD AIRPORT RD, JOS				
682	RS4.1	18	NATIONAL POPULATION COMMISSION	MAINA HOUSING ESTATE, JOS RD, ZAMFARA			Abdul Umar Tafida	08036833887
683	RS4.1	19	NICE EMEKA TRANSPORT	NO 1, BIDA BIDI, ZARIA RD., JOS			SYLVESTER NDU	08037054715
684	RS4.1	20	NIGERIAN BOTTLING COMPANY PLC	NBC JOS			TONY	073-465910
685	RS4.1	21	NIGERIAN BOTTLING COMPANY PLC	NBC PLC HARD OFFICE, IDDO HOUSE LAGOS			Adedontun Salako	08070791444, 08023358340
686	RS4.1	22	NNEMEKA TRANSPORT COMPANY	12 ZARIA ROAD BIDABIDI	13			
687	RS4.1	23	NURTW KURGWI BRANCH	KURGGWI MOTOR PARK			YAKUBU MOH'D	
688	RS4.1	24	NURTW LANGTAN SOUTH BRANCH	MAIN PARK, MABUDI, LANGTAN SOUTH			EZRA UGWU	
689	RS4.1	25	NURTW LITAWG BRANCH	MAIN PARK LITAWAG			MOSES DATYEM	08065557122
690	RS4.1	26	NURTW SHENDAM BRANCH 1	SHENDAM MOTOR PARK			DAVID LAPIES	08066732688
691	RS4.1	27	NYANYA MASS	19 NYANYA PLAZA			INNOCENT UHENNA	08065651094
692	RS4.1	28	OCEANIC BANK INT'L PLC, JOS RD, LAFIA	NIL			ABDULAZEEZ UMAR	047-222362
693	RS4.1	29	OWODUNNI MOTORS & SONS LIMITED	NO 9, M/M WAY JOS			Abdullazeez Yekeen	08059066621
694	RS4.1	30	P.W. NIG. LTD	KMM 2, ZARIA RD, JOS			MR GREENA S	08036573953
695	RS4.1	31	PEOPLE ORIENTED DEVELOPMENT	ENVAGELICAL HOSPITAL COMPLEX, ZARIA BYE PASS				08035892543
696	RS4.1	32	PIONEER MILLING COMPANY LTD	NO 1, BREWERIY RD., JOS.			JOSEPH SEKAT	08028405541
697	RS4.1	33	PLATEAU EXPRESS	36, BALEWA WAY, JOS	141		DUNG LANGS	073-457402
698	RS4.1	34	PLEASURE TRAVELS	OLD AIRPORT ROAD JOS				
699	RS4.1	35	Q/PAN LINKS	DOEMAK Q/PQN LGA			ZUBAIRU JIBRIN	
700	RS4.1	36	RABBUNALLAH TRANSPORT COMPANY	3 KATAKO JUNCTION	10			
701	RS4.1	37	SCOA MOTORS	ENUGU RD, OTURPKO, BENUE STATE			MUSA	
702	RS4.1	38	SEVEN-UP BOOTLING COMPANY PLC	JOS, PLATEAU STATE	10	10	IKECHI ROBERTS	08056491089
703	RS4.1	39	SHENDAM EXPRESS	SHENDAM MOTOR PARK			DUNG STEVE A	08036248007
704	RS4.1	40	SILVER TRAVELS	NO 70, AHMADU BELLO WAY, OTURKPO BENUE STATE			AGBO ENECHE	08039190019

RS 4.2, BENUE SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
705	RS4.2	1	AGESHI TRANS	86 IYORCHIA AYU RD., MAKURDI	8	8	BAJAH T. ROBERT	08066848759
706	RS4.2	2	AMEH HOLDINGS LTD	NO 1 ASA RD, GRA OTURKPO, BENUE STATE			ENGR. IDU	08067066197
707	RS4.2	3	BEN DALLAS C/COLA MAIN DEPOT OTURKPO	OTURKPO BENUE STATE			ENGR. STEPHEN	08038298820
708	RS4.2	4	BENUE BEVERAGES LTD	KM 5, GBOKO RD, MAKURDI, BENUE STATE			Asen Williams	044-533231
709	RS4.2	5	BENUE BREWERY LTD	KM 5, GBOKO RD, MAKURDI, BENUE STATE	9	9	ASEN WILLIAMS	08074132036
710	RS4.2	6	BENUE CEMENT COMPANY PLC	PMB 63 GBOKO, BENUE STATE			SALIHU ADAMU	08034828531
711	RS4.2	7	BENUE LINKS NIG. LTD	GBOKO RD MAKURDI	870	112	RAPHAEL EJEMBI	08088633476, 07038366770
712	RS4.2	8	BENUE LINKS NIG. LTD	OTUKPA BRANCH	32	32	MR PAUL IDOKO	08068402895
713	RS4.2	9	BLISS ASSETS AND RES. MANAGEMENT	NO 20, NDUPET PLAZA, MAKURDI BENUE STATE	20	20	MOSES OKWU	08060044152
714	RS4.2	10	BLISS TRANSPORT COMPANY	BESIDE KASTINA-ALA MAIN PARK	12	12	MR PETER UDE	0816222912
715	RS4.2	11	CC OBETTA NWANZE MARKETTING COMP	NO 23, JS TARKA WAY, GBOKO				08032913934
716	RS4.2	12	CROSS COUNTRY	NO. 345 M/M WAY YABA LAGOS	60	55	EHOCHE EDWARD	08033123311
717	RS4.2	13	EJITA WEST AFRICA LTD	NO 2, AHMADU BELLO WAY, OTURKPO, BENUE STATE	20	23	AGBO MICHAEL	08036759810
718	RS4.2	14	FAIR PLUS INTERNATIONAL LTD	BEHIND VIO MABUSHI ABUJA	50	55	ABDULAZEEZ SHUAIBU	08062240745
719	RS4.2	15	FED. ASSIT MASS TRANSIT	NO 47 GBOKO RD, MAKURDI	85	90	VITALIS PAVAR	08072412997
720	RS4.2	16	FLIGHT TRANSPORT LTD	GBOKO PO BOX 1171	10	10	IORNAV AD	08033531814
721	RS4.2	17	HAJAIG CONSTRUCTION NIG LTD	NO 58, NEW BRIDGE RD, MKD, BENUE STATE	70	70	SIMEON AKAAHA	08037850002
722	RS4.2	18	HANDALLA PICK-UP	JERICO RD., BESIDE FIRST BANK OTURKPO			JOHNSON UGO	08072966996
723	RS4.2	19	IFESINACHI IND NIG. LTD	KM 2 ONITSHA/ENUGU EXPRESSWAY	323	300	DAVID OGBONNA	08023024491
724	RS 4.2	20	IHOTU MOTORS	NO 1, INDEPENDENT WAY, OTUKPO	15	15	JOHN ADEJUMO	08036870620
725	RS4.2	21	JUSTICE MASS TRANSIT	NO 47 GBOKO RD, MAKURDI	12	12	OKOKWO FRANCIS	08036914309
726	RS4.2	22	LOBITO TRANSPORT COMPANY	OTUKPO BENUE STATE			ENOKELA Y	08059112182
727	RS4.2	23	MIDDS NIG LTD	NYANYA ABUJA				08065493121
728	RS4.2	24	MIDDS NIG LTD	PLOT L2 NYANYA PHASE PHASE 1, ABUJA	20	21	MR. CHUKS OLIH	09-2906041
729	RS4.2	25	NEW NYANYA TRANSPORT CO LTD	N0 91, GBOKO RD, MAKURDI, BENUE STATE	30	36	AKUTA YARO	08065650894
730	RS4.2	26	NIGERIAN BOTTLING COMPANY PLC	GBOKO BENUE STATE			BRIGHT AMEH	08035607306
731	RS4.2	27	NIGERIAN BOTTLING COMPANY PLC	NBC HOUSE EBUTE METTA			DENNIS UTOR	08063270090
732	RS4.2	28	NOBIS SUPERMARKET	NO 70 IYORCHIA AYU RD, MAKURDI	6	6	SAMUEL DIMAKA	08065472417
733	RS4.2	29	NTA MAKURDI NETWORK	BEHIND GOVERNMENT HOUSE	8	8	JOHN ONWE	044-533510
734	RS4.2	30	NYANYA MASS TRANSIT	GBOKO ROAD MAKURDI	48	50	INNOCENT UHENNA	08065658094
735	RS4.2	31	OFICON NIG LTD	45 RAILWAY BYE-PASS, MAKURDI	10	15	ADINDE OZOR C	07038051522
736	RS4.2	32	PLEASURE TRAVELS	NO. 96, MAKURDI-GBOKO ROAD	100	100	AHUA CLEMENT	07039855276, 07035990148
737	RS4.2	33	PLEASURE TRAVELS	GBOKO ROAD MAKURDI	100	100	AHUA CLEMENT	07039855276
738	RS4.2	34	RANTO DIARIES (TITO PLASTICS LTD)	1, KASHIM IBRAHIM RD, MAKURDI	5	5	ADEJARE ISIAKA	08032123654
739	RS4.2	35	ROCKBRIDGE CONSTRUCTION LIMITED	49, GANA STR, MAITAMA ABUJA			PIUS I UKOHA	044-662899
740	RS4.2	36	SAFE ARRIVAL TRANSPORT	OPPOSITE K/ALA LGA SECTRETARY	14	14	MR TERNGE IORYER	0706261024
741	RS4.2	37	SCOA MOTORS NIG ENTERPRISES	NO 14, ENUGU RD., OTURKPO	15	15	MUSA JAMES	044-660424, 08068376206
742	RS4.2	38	SHALOM EXPRESS	BEHIND MOTOR PARK, HIGH LEVEL, MAKURDI	8	8	TS EIMO9GA	08051818167
743	RS4.2	39	TILLEY GYABO CO. NIG. LTD	19, THOMAS SANKARA STR., ASOKORO ABUJA	6	6		08051818176
744	RS4.2	40	TIPPER UNIT HEAVY DUTY BRANCH, OTURKPO	UGBOROKO STR. OTURKPO			MARI OGBIHE	7034705644
745	RS4.2	41	UDENU MASS TRANSIT	NO 6/7 OGIRA RD, OTURKPO			CHRISTOPHER EZE	08064551067
746	RS4.2	42	UNGUA MAIN MULTI PURPOSE	BOMA RD, ALONG DRISON MAKURDI			Abubakar Danwasa	08026157798
747	RS4.2	43	YOUNG ALHAJI FOUNDATION	NO 3A OCHIDOMA STR., OTURKPO			EDWIN ENALEGU	08060844849

RS 4.3, NASARAWA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
748	**RS4.3**	**1**	**BENJI BUSINESS ENTERPRISES**	**1, MKT RD.,LUBONA HSE, LAFIA**	**6**	**9**	HILARY ONAH	**8035584528**
749	RA4.3	2	BRANCH I KEFFI CENTRAL PARK	KEFFI CENTRAL PARK	90	120	ALHAJI ABDULAHI IBRAHIM	08075674621
750	RS 4.3	3	COLLEGE OF EDUCATION AKWANGA	PMB 05 AKWANGA, NASARAWA STATE			UMAR ABDULLAHI	08035145180
751	RS4.3	4	DALHATU ARAF SPECIALIST HOSPITAL, LAFIA	SHEMDAM ROAD LAFIA	10	12	MOHAMMED IBRAHIM	08038219357
752	RS4.3	5	FEDERAL MEDICAL CENTER	OLD AKWANGA RD	7	21	JIBRIN BAWA MOH'D	8066130694
753	RS4.3	**6**	FEDERAL POLYTECHNIC, NASARAWA	NASARAWA POLYTECHNIC	22	18		08077745822
754	RS4.3	7	GOVERNMENT HOUSE, lafia	SHEMDAM ROAD LAFIA	48	40	ABUBAKAR A AGBO	08028228710,07088859380
755	RS4.3	8	INDEPENDENT ELECTORIAL COMMISSION	INEC HQTS, LAFIA			UDOH ELBON O. OBASI	08066551063
756	RS4.3	9	KARU LGA MASS TRANSIT	DOWN BASE NAS	10	13	JAHZI RABO	07023288787
757	RS4.3	10	KEFFI MAIN GARAGE	CENTRAL ROUNDABOUT	200	200	ALH. ABDULLAHI IBRAHIM	8075674621
758	RS4.3	**11**	KEFFI CENTRAL PARK	KEFFI CENTRAL PARK	50	100	GAMBO	08036274692
759	RS4.3	12	KEFFI LGA	KEFFI SECRETARIAT			MUHAMAD ADAMU	08034399978
760	RS4.3	13	KEFFI MASS TRANSIT	KEFFI PARK	56	56	ABDULFATAI	08087083511
761	RS4.3	14	KELIMOK COMPANY LTD	ALONG KEFFI-NASARAWA ROAD	27	30	IWUAHAH	07056294115
762	RS4.3	15	KOKONA MASS TRANSIT	KARU LGA	10	15	HOSEA MUSA	080367923279
763	RS4.3	**16**	LOCAL GOVERNMENT SECRETARIAT	AROUND LOCUST KEFFI	25	30	MOHAMMED B. ADAMU	08034399978
764	RS4.3	17	MINI BUS 11	KEFFI MAIN GARAGE			YAHAYA JIBRIN	08036117196
765	RS4.3	18	ASARAWA STATE TRANSPRT. SERVICES LTD	NADP WORKSHOP, MAKURDI ROAD, LAFIA	17	22	ZAKARY UMAR ELAYO	08055322924,08036361934
766	RS4.3	19	NASARAWA STATE URBAN DEVPMENT BOARD	JOS ROAD, LAFIA	17	21	OBLE ADOGO MOH'D	08023811421

767	RS4.3	20	NASARAWA BROADCASTING SERVICE	NBS, PMB 97, MAKURDI RD., LAFIA	11	16	MOHAMMED AWAJE GAMBO	08057632891
768	RS4.3	**21**	NASARAWA LGA		26	28	SHEHU D.	07039417732
769	RS4.3	22	NASARAWA MOTOR PARK	NASARAWA PARK	46	46	MAMUD ABDULAHI	08053102258
770	RS4.3	23	NASARAWA STATE UNIVERSITY	ALONG KEFFI/AKWANGA ROAD	26	28	HASHIM T.	07056290115
771	RS4.3	24	NATIONAL POPULATION COMMISSION	MAINA HOUSING ESTATE,JOS ROAD, LAFIA	11	13	ABDUL UMAR TAFIDA	08036833887
772	RS4.3	25	NIGERIAN BOTTLING COMPANY (NBC) PLC	NBC DEPOT, LAFIA	7	6	HAMZA BABA	8075123110
773	RS4.3	**26**	NURTW	NAS PARK	124	124	HASHIM ISA	07056293115
774	RS4.3	27	NURTW KEFFI BRANCH 1	KEFFI CENTRAL PARK	50	100	GAMBO	08036274692
775	RS4.3	28	NURTW KEFFI BRANCH 11	KEFFI CENTRAL PARK	90	120	ALH. ABDULLAHI IBRAHIM	0807567462
776	RS4.3	29	OCEANIC BANK	JOS ROAD, LAFIA	5	5	ABDULAZEEZ UMAR	08036311602
777	RS4.3	30	OWODUNMII MOTORS	INSIDE NAS PARK	6	6	ABDULAZEEZ	08059066621
778	RS4.3	**31**	PEACE MASS COMPANY	ALONG ABUJA ROAD, AFTER MARABA MARKET	34	40	OHANELE	08059264025
779	RS4.3	32	PHCN, LAFIA	MAKURDI RD, LAFIA	8	9	AM DAUDA	8088851400
780	RS4.3	33	TAXI BRANCH 1	KEFFI MAIN GARAGE			HASSAN DANYAYA	08036623317
781	RS4.3	34	UNGUWAN MAINA MULTI-PURPOSE CO-OPERATIVE SOCIETY	ALONG DOMA ROAD, LAFIA BEHIND REVENUE COURT	28	26	MUDI TANKO	7035620799
782	RS4.3	35	VINA INVESTMENT LTD LAFIA	54 WADADA ROAD, LAFIA	5	7	SAMUEL PARFA	8033073176

RS 5.1, EDO SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
783	RS5.1	1	7UP BOTTLING CO. PLC BENIN PLANT	247 MOSHOOD ABIOLA WAY, IJO RD, BENIN				08055174083
784	RS5.1	2	A.U MOTORS	NO 1 IDOKPO RD BYE PASS	50	52	CHRISTOPHER EJOH	07035218008
785	RS5.1	3	AFEMAI LINE TRANSPORT LTD	NO 101 IGBE RD AUCHI, EDO STATE	19	16	LAWRENCE OBLAKEME	08056842277
786	RS5.1	4	AGBONIFO LINE	211 UGBOWO LAGOS RD BENIN	54	54	EZE EVERESTUS	08032422642
787	RS5.1	5	ALI MOTORS	NO 1, IDOKPA RD BYE PASS BENIN				08056608698
788	RS5.1	6	ANDEF TRANS	38 OREGBENI OPP RAMART CO-OPRATE				08025382101
789	RS5.1	7	ASSURANCE VENTURES COMPANY LTD	23, OPOJI-UHIELE RD., EGUARE-EKPOMA			JOHN IMARIAGBE	08056508952
790	RS5.1	8	BABA TRANS LTD	KM 135 BENIN -OKENE RD AUCHI			HENRY OKOGHIE	08033834775
791	RS5.1	9	BENDEL FEED & FLOUR MILL LTD	KM 100, BENIN-AUCHI RD, EWU			PETER B OBOT	08035357474
792	RS5.1	10	BENIN BREWERIES LTD	BENIN CITY EDO STATE			BPUOAT ODIASE	052-254274
793	RS5.1	11	BENSON IDAHOSA UNIVERSITY	PMB 1100, UGBOR RD., GRA BENIN				
794	RS5.1	12	BIG JOE VENTURES	49 BENIN-AUCHI RD BENIN	140	120	BRAIMAH OYAOLE	08033494916
795	RS5.1	13	BOB IZUA MOTORS		300	305	D. AGBONSALO	08034079449
796	RS5.1	14	CIVIL SERVICE COMMISSION	SAPELE RD., BENIN CITY			SOLOMON AGHO	08058767203
797	RS5.1	15	CLIFFOSA MOTORS	NO 8, BENIN-AUCHI RD, BENIN				08022894481
798	RS5.1	16	COHILL CRUISE	6 OGIEFA STREET	20	20	UMORU	08029716393
799	RS5.1	17	COLLEGE OF EDUCATION EKIADOLOR	EKIADOLOR BENIN			EEGEDU MC	08034976592
800	RS5.1	18	COMFORT LINE	49 NEW LAGOS ROAD	25	25		07038232364
801	RS5.1	19	CRYSTAL LINE	NO 16, DAWSON BENIN	42	42		08052054990
802	RS5.1	20	DELTA CITY TAXI LTD	GOVERN MENT HOUSE, ASABA	49	54	REV. UDOJI J. C	07064404378
803	RS5.1	21	DE-MODERN BUS TRANS	11 A URUBI RD BENIN	30	33	FEDELIS IHEKANDU	08033938450
804	RS5.1	22	DISCOOP MOTORS LTD	13 URUBI STR. IYARO BENIN	20	20	OBIAMLE IJEH	08038204333
805	RS5.1	23	EAGLE LINE	44 DAWSON ROAD	90	980	ELIJAH	08032733689
806	RS5.1	24	EAGLE TRANSPORT COMPANY LTD	NO 44 DAWSON STREET BENIN	90	90	ISAAC AZIAGBE	08032733689
807	RS5.1	25	EBENGHO MOTORS	49 A NEW LAGOS ROAD	10	10		08033559762
808	RS5.1	26	EDEGBE MOTORS	245 UGBOWO LAGOS RD, BENIN	70	70	ORIBHABOR EE	08025152229
809	RS5.1	27	EDIONWE LINE	12 URUBI STREET, BENIN	15	15	FELIX IDUMWONYI	08038221010
810	RS5.1	28	EDO AGRIC. DECT PROGRAMME	OKO VILLAGE, BENIN			OGBOMO F	
811	RS5.1	29	EDO CITY TRANSP	CO-OPERATE HQ, RAMART	77	77	ITSEH O. ERASMUS	08038783119
812	RS5.1	30	EDO LINE LTD	22 JAMESWATT ROAD BENIN CITY	80	85	OSIMEN ODION	08023316699
813	RS5.1	31	EDO STATE FIRE SERVICE	FORESTRY ROAD, BENIN CITY			DA OSUNDE	08024904706
814	RS5.1	32	EDUBOR MOTORS	42 NSELU				08055431198
815	RS5.1	33	EFEX EXECUTIVE / ESFOSO EXP. LTD	102, ISELU LAGOS RD, BENIN	20	20	ESTHER OMONO	08034256522S
816	RS5.1	34	ESOTRAC AGENCIES NIG LTD	ESTROAE CLOSE OFF BENIN AGBOR RD	20	22	UGINONOR MICHAEL	08034082754
817	RS5.1	35	ETSAKO CENTRAL LOCAL GOVT TRANSIT	FUGAR EDO STATE	11	21	S. ELRUFAI	07036726257
818	RS5.1	36	ETSAKO WEST LG MASS	ETSAKO WEST NIG AUCHI	5	4	FREDOM UGOBO DAGA	08030509501
819	RS5.1	37	EXCELLENT BAKERY EKPOMA	NO 2, ALLI SQUARE EKPOMA			IGENE E DANIEL	08039221996
820	RS5.1	38	FAITH MOTORS LTD	134/135 AKPAKPAVA STR. BENIN	67	70	COLINS AZEEZ	08061170821
821	RS5.1	39	FC JUNIOR NIG LTD	10, BENIN AGBOR RD, BENIN CITY	100	100	ELOCHUKWU EZE	08033977322
822	RS5.1	40	FED.POLYTECHNIC AUCHI	FED.POLY AUCHI, PMB 13, EDO STATE			NIL	NIL
823	RS5.1	41	GBENGHO MOTORS	49A NEW LAGOS RD BENIN				08033558762
824	RS5.1	42	GLORY MOTORS	39 NEW LAGOS RD, BENIN	15	15	AMADIN IDAHOR	08024596572
825	RS5.1	43	GOD IS GOOD MOTORS	202, USELU LAGOS ROAD	20	23	OBANOR J. O	08052381072
826	RS5.1	44	GODDY EDOSA MOTORS	50B B DAWSON ROAD	113	115	OFUASE TITUS	08033380250
827	RS5.1	45	GOD'S TIME MOTORS (ADW)	24 IKPOBA SHOP BENIN	100	100	AISABO OMOKHUI	08033700355
828	RS5.1	46	HEARTLAND NIG LTD	KM 132 BENIN-OKENE RD AUCHI			AUGUSTIN OKOH	08072277172
829	RS5.1	47	I.K DYNAMICS MOTORSS & ALLIED CO. LTD	133, OKPE, ROAD, SAPELE	11	15	SYLVANUS ASEBHORFO	08033952539
830	RS5.1	48	ISMISM TRANS	29 BENIN - AUCHI RD	40	41	EFFIONG BASSEY	08033859340

831	RS5.1	49	IYARE MOTORS	25 URWBI STR., BENIN	60	60	EDOBADIA C.	08056608698
832	RS5.1	50	KINGS MOTORS	49 MBENIN-AUCHI ROAD	10	10		08033494916
833	RS5.1	51	MAGIC PLUS MOTORS LTD	154 IKPOBA SHOP BENIN	31	32	CHARLES UGBOMOR	08033706839
834	RS5.1	52	MIN. OF COMMERCE AND INDUSTRY	MIN. HQ			LO ALIU	08052279647
835	RS5.1	53	MIN. OF HIGHER EDUCATION BENIN	IYARO BENIN			T E ARIYO	
836	RS5.1	54	MIN. OF LANDS, SURVEY AND HOUSING	SAPELE RD., BENIN CITY			IDEMUDIA SA	052-467129
837	RS5.1	55	MIN. OF WORKS & PUBLIC UTILITY	SAPELE RD., BENIN CITY			EROMOSELE J	
838	RS5.1	56	MUYI LINE	169 USELIS-LAGOS RD BENIN	35	35	DAVID IYEN	08055246787
839	RS5.1	57	NATIONAL BUSINESS AND TECH. EXAMS BOARD	NO 1 IKPOBA HILL, BENIN-AGBOR RD, BENIN CITY			ENGR OSAMOR EDWIN	08055525184, 08034392551
840	RS5.1	58	NIGER CONSTRUCTION LTD	63 ENERHEN RD., WARRI			FEMI BALOGUN	08035667217
841	RS5.1	59	OAKLEX NIG. LTD	OPPOSITE NNPC DEPOT		25	GIDEON OGUNDILE	08066767188
842	RS5.1	60	ODA THERMOFAME LTD	KM 0.5 UKHUN RD., EKPOMA EDO STATE			CHRISTOPHER OKOSUN	08035072947
843	RS5.1	61	OGHOGHO EXPRESS	156 IKPOBA SLOPE, BENIN CITY	8	8	OSAS UGBUGBU	08033830079
844	RS5.1	62	OHONBA LINE NIG. LTD	222 UGBOWO LAGOS RD, BENIN	45	46	MONDAY UGIAGBE	08033528992
845	RS5.1	63	OKOMU OIL PALM COMPANY PLC	OKOMU-UDO PMB 144B, BENIN CITY, EDO STATE			MR SAMUEL ITEDJERE	052-255101
846	RS5.1	64	ONI LINE	191 BENIN SAPELLE RD	45	46	MONDAY UGAGBE	08035804524
847	RS5.1	65	OREDO LG MASS TRANSIT	KINGS SQUARE, BENIN				
848	RS5.1	66	OSAGHAE MOTORS	127 IKPOBA SLOPE BENIN CITY	6	6	MR TAYO OGUNDOWO	08062390120, 08056041754
849	RS5.1	67	OSARIEMEN MOTORS EKPOMA	NO 298 WARRI/SAPELE RD, DELTA STATE			JONAH ABHUIMEN	08060366443
850	RS5.1	68	OSARUMEN MOTORS NIG. ENT	200, SAPELE RD, BENIN-CITY	27	18	TAIWO EROREWAEN	805,347,675,608,027,000,000
851	RS5.1	69	OSAS MOTORS NIG LTD	100 BENIN-AUCHI RD BENIN	45	35	ADO OSASU	08039274475
852	RS5.1	70	OSAYEMEN LINE	254A UGBOWO BENIN-LAGOS RD	14	15	MOSES AIYAMENKHUE	08055161960
853	RS5.1	71	OWAN EAST LGA MASS TRANSIT	P O BOX 19, AFUZE			YAMIMU BRAIMOH	08066456616
854	RS5.1	72	P&P FOODS IREBHOR BAKERY	NO 3, GABRIEL IMOISIBI STR., EKPOMA			JAMES ELIMIHELE	08035461049
855	RS5.1	73	PATRICK TELFORD & CO LTD	93, BENIN AGBOR RD, BENIN	50	52	TONY NNODIM	08034079284
856	RS5.1	74	ROYAL LINK EXPRESS	93 MUSHIN RD BENIN			UWENI FRIDAY	08033955656
857	RS5.1	75	SAYDOUN LTD	IYUKU-UZAIRUE ETSAKO WEST, EDO STATE			LUCKY ABU	
858	RS5.1	76	SETRACO NIG. LTD	SETRACO PLOT 526, SHEHU YA'ADUA RD, ABUJA			AYAOLE SALAMI	08036067708
859	RS5.1	77	SIR JOSSY LINE	160A USELU RD BENIN	24	24	MR. AMADIN O SUNDAY	08023381511
860	RS5.1	78	STEVE IMAFIDOM & SON LTD	19 BENIN AGBOR RD, IKPOBA	12	12	EHIS AGHAHOWA	08023373967
861	RS5.1	79	TA. AISOWERE & SONS LTD					08033562987
862	RS5.1	80	TONYDEES VENTURES COM LTD	NO 1 TONYDEES WAY OFF NNPC DEPOT	10	10	JONATHAN OKONKWO	08056446556
863	RS5.1	81	UGBOWO MOTORS	300 UGBOWO BENIN-LAGOS RD			FRANCIS OBAYUWANA	08033720556
864	RS5.1	82	UNIBEN TRANS	UGBOWO CAMPUS			OHIAGBAGHIJI M	08023597423
865	RS5.1	83	UNITY MOTORS	123 IKPOBA SHOP BENIN	50	50		08033777605
866	RS5.1	84	UYI MOTORS	BENIN-AUCHI RD	45	50	BENSON OJO	08036993554
867	RS5.1	85	VICOLLINS LINE	ANGLE 90 AUCHI-OKENE EXPRESSWAY	32	36	LUCKY ETU	08059253552
868	RS5.1	86	WOKSONS INTERNATIONAL LTD	101, EDJEBA RD, WARRI			EO FRANKLIN	08069386113

RS 5.2, DELTA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
869	RS5.2	1	ADUVIE MOTORS	UGHELLI-PATANI RD, AMEKPA JUNCTION				08032640835
870	RS5.2	2	AGUNFURE NIG LTD	154 PTI RD EFFURUM WARRI			NAKPODIA	08037502919
871	RS5.2	3	AKTC LTD	108, IKOTEKPENE RD., UYO			AKEEM O	08037418913
872	RS5.2	4	AUTO STAR EXECUTIVE	OGWU JUNCTION ENUGU			MR MOSES	08063998288
873	RS5.2	5	BOB IZUA MOTORS LTD	4 EKPENEDE STR. BENIN				08056571997
874	RS5.2	6	C C OKEKE BLOCK INDUSTRY	KM 11, BENIN/ASABA EXPRESSWAY	3		IGWE CHRISTOPHER	08034306709
875	RS5.2	7	CAMEL PAINTS & CHEMICAL LTD	IYAYA CLOSE BB AGBOR			EYERAKA LAWRENCE	055-250094
876	RS5.2	8	CENTRAL HOSPITAL AGBOR	13 GZENEI AVENUE ASABA			JOHN EBITE	08022108934
877	RS5.2	9	CHISCO TRANSPORT NIG LTD	KM 3, LAGOS/EPE EXPRESSWAY, LEKKI, LAGOS			MR BENNARD ANIKPE	08033679555
878	RS5.2	10	COLLEGE OF EDUCATION	COLLEGE OF EDUCATION, AGBOR		21	ENGR. CHUKWUKA	8034074684
879	RS5.2	11	CONTINGENCY INTERNATIO9NAL NIG. LTD	NO. 140 OLD LAGOS/ASABA ROAD AGBOR	8	9		08055353966, 08033046030
880	RS5.2	12	CROSS COUNTRY	YABA LAGOS			BAMIDELE JACOBS	08063994182
881	RS5.2	13	DELTA STEEL COMPANY PLC	OUWIAN-ALADJA				08036615085
882	RS5.2	14	DELTA TRANSPORT SERVICE LTD	KM 9 BENIN/ONITSHA EXPRESS ASABA				08028794151
883	RS5.2	15	DELTA TRANSPORT SERVICE LTD	KM 12 BENIN WAY			F JAMES	08033291968
884	RS5.2	16	DOFEYT MOTORS	SAPELE RD EFFURUM			ABINSON ITU	08023097310
885	RS5.2	17	DONASULU BROTHERS NIG LTD	67, EFFRUM/WARRI RD WARRI			SAMUEL IMEBUOGU	053-257048
886	RS5.2	18	EAGLE TRANS CO	44, DAWSON RD., BENIN			GABRIEL OMOE	08083540393
887	RS5.2	19	EDO LINE LTD	22, JAMES WATT RD BENIN				08039194801
888	RS5.2	20	EGEDOSA MOTORS	110, OKPE RD., SAPELE				08059197310
889	RS5.2	21	EKESON TRANSPORT LTD	NO 32, IKORODU RD., JIBOWU LAGOS			MR CHIKE EZE	01-8045426
890	RS5.2	22	ENARIT GLOBAL SERVICES	ATENGONG MARIAM CALABAR			DARE JEGEDE	08068521250
891	RS5.2	23	ENUGU STATE TRANSPORT CO	11, ABAKALIKI EXPRESSWAY, ENUGU			MR OKET OKORIE	08037130759
892	RS5.2	24	FG ONYENWE MOTORS	KM 12,ONITSHA/ENUGU EXPRESSWAY, OGBUNIKE, ONITSHA			PASTOR PETRUS ZELUNJO	08038749669
893	RS5.2	25	GODDY EDOSA MOTORS	50B DAWSON RD., BENIN			JOHN EHIGLE	08035847434

894	RS5.2	26	GODWIN AGOFURE MOTORS	154 PTI RD EFFURUM WARRI			ATUBI BARRY	08037738628
895	RS5.2	27	GREENER LINE TRANSPORT	PLOT 112, BLK B, URHOBO AIRPORT WARRI			PATRICK OKAFOR	07030628640
896	RS5.2	28	GREENER LINE TRANSPORT LTD	AVENUE WARRI DELTA STATE			PASTOR KENNETH AMIEBENOMO	08033899254
897	RS5.2	29	IGBOKWE MOTORS	NO 22, WARRI/SAPELE RD, SAPELE			FELIX OKOLI	08033952539
898	RS5.2	30	IMO TRANSPORT COMPANY LIMITED	MCC URATTA RD., OWERRI			PETER OPARA	08037992508
899	RS5.2	31	INTELS NIG LTD	KM 16, P/H - ABA EXPRESSWAY WARRI			JAMES EMERENINI	053-254298
900	RS5.2	32	INTER-BILL CONSTRUCTION	LAGOS			ONWUJEI VICTOR	08038681379
901	RS5.2	33	JEMOK WATER ENTERPRISES	KM 8 BENIN-ASABA EXPRESSWAY			JOSEPH UBA	08038970692
902	RS5.2	34	JULIUS BERGER	UTAKO DISTRICT ABUJA			STEPHEN OKORO	08035477239
903	RS5.2	35	KOB VENTURES	NO. 3, URO9MI JUNCTION, AGBOR		15	GODWIN UKOR	07037955519
904	RS5.2	36	LORD BARNERS MOTOR	239, WARRI/SAPELE RD WARRI			NICHOLAS ABU	08023295516
905	RS5.2	37	MBANEFO & BROS NIG LTD	KM 12,ONITSHA/ENUGU EXPRESSWAY, OGBUNIKE, ONITSHA			OJUKWU EENWAKA	08037749765
906	RS5.2	38	MIX & BAKE FLOUR MILL WARRI	20 NORTH AVENUE, APAPA LAGOS			OSAI FESTUS	053-256907
907	RS5.2	39	MULTI LINE TRANSPORT LTD	77/78 EFFURUM/SAPELE RD, WARRI				08034748028
908	RS5.2	40	MUYI LINE TRANSPORT	196, USELU-LAGOS RD BENIN			EDOKPAYI JONATHAN	08055246786
909	RS5.2	41	NESTOIL LTD	274,/8B NZIMURO AMADI FLAT OLOGBA PH			BEN ELEMUO	08051127391
910	RS5.2	42	NIGER CONSTRUCTION LTD	NO 63 ENERHEN RD WARRI			ENGR. OBADA M	08025156477
911	RS5.2	43	NIGERIAN BOTTLING COMPANY PLC	NBC HOUSE EBUTE METTA				07038099869
912	RS5.2	44	NIGERIAN BOTTLING COMPANY PLC	NBC HOUSE OYINGBO, LAGOS			EKERETE EKANEM	08023209087
913	RS5.2	45	NIGERIAN BOTTLING COMPANY PLC (ASABA DEPOT)	ASABA/BENIN EXPRESSWAY BY BONSAC	6	7	JOHNSON IRUOBE	08070792264
914	RS5.2	46	ONI LINE	191 BENIN SAPELLE RD			ERHUAWNOUNSEE FREDRICK	08058829245
915	RS5.2	47	ONISIGHO MOTORS	NO 34 AWO RD SAPELE			OKOJIE GODFREY	08035014673
916	RS5.2	48	PEACE MASS TRANSIT	NO 4, OPARA AVENUE, ENUGU			UDEH CELESTINE	08063853151
917	RS5.2	49	PRESWIN NIG LTD	PLOT 10, IBUSA/ASABA EXPRESSWAY			EMMANUEL UJOH	08023015885
918	RS5.2	50	PRINCE EZEWU MOTORS	138, EFFURUM/SAPELE RD, WARRI				08035531166
919	RS5.2	51	RIVERS STATE TRANSP LTD WARRI BRANCH	OLU OBASANJO CLS, WATER LINE P/H			FRIDAY UKANNA	08050376579
920	RS5.2	52	RIVERS TRANSPORT CO	WATER LINES COMPLEX OLUOBASANJO RD			AMABIBI NGOLSIN	08037208662
921	RS5.2	53	RIVERS TRANSPORT CO	WATER LINES COMPLEX OLUOBASANJO RD				08059466795
922	RS5.2	54	RIVERS VEGETABLE OIL COMPANY	NO 80/81 TRANSAMADI PHC			MR N OSI	08035772179
923	RS5.2	55	SETRACO NIG. LTD	SHEHU MUSA YARADUA WAY ABUJA			OKOCHA JOSEPH	08037722373
924	RS5.2	56	SEVEN-UP BOOTLING COMPANY PLC	IGUOSA VILLAGE BENIN-LAGOS RD BENIN			OSSAI CHRIS	08056491182
925	RS5.2	57	STEVE NNAM SERVICES	NO 80 NEW SAPELLE AGBOR-ROAD			GODWIN NYAME	08032301879
926	RS5.2	58	SUNNY ERU CONCEPT NIG LTD	198 PTI RD EFFURUM WARRI			MR ONOME	08034076180
927	RS5.2	59	UTUNYE EXPRESS	10, EFFURUM/SAPELE RD WARRI				08028794151
928	RS5.2	60	YOUNG SHALL GROW TRANSPORT	PLOT A CLOSE A, SATELLITE TOWN, LAGOS			MR ONWU	08055004815

RS 5.3, ANAMBRA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
929	RS5.3	1	AA AYIKA NIG LTD PSALM 121	MCC PARK, ONITSHA			EMSI, INE DANIEL	08037465371
930	RS5.3	2	ABC TRANSP PLC	OWERRI IMO STATE				08037093031
931	RS5.3	3	ADAM & EVE MOTORS LTD	EDA NGWA RD, ABA				08037706488
932	RS5.3	4	AGOFURE NIG LTD	154 PTI RD EFFURUM WARRI			AUSTINE OGWORI	08034611445
933	RS5.3	5	AGUATA LG MASS TRANSIT	104 ZIKS AVENUE, AWKA				08037323355
934	RS5.3	6	ANAMBRA EXPRESS	AREA 3, JUNCTION, GARKI ABUJA				
935	RS5.3	7	ANIDA MASS TRANSIT AKWA	KLM 41-42 OSHA-ENUGU EXPRESS WAY		50	MR RICHARD AGWOILE	08064694449,08038780752
936	RS5.3	8	BLESSED GOOD-WILL BAKERY	NO 6 AGULU RD, ANAMBRA			MBADUGHA EMEKA	08024126902
937	RS5.3	9	CHISCO TRANSPORT NIG. LTD	UPPER-IWEKA, ONTSHA		300	OZOEMENA OLIVER	07035157022
938	RS5.3	10	CHRISTIAN MASS TRANSIT	NNEWI				08033847373
939	RS5.3	11	CRYSTAL TRANSPORT CO	NO 16, DAWSON BENIN				08067848715, 08052054990
940	RS5.3	12	DE BIG T CRUISE	DE BIG T PLAZA AWKA BUILDING LAGOS	40	45	MR CLEMENT EZEKWE	08033145536, 08035371076
941	RS5.3	13	DELTA LINE	KM 9, ASABA/BENIN EXPRESS WAY				08058528819
942	RS5.3	14	DE-YOUNG CHAP MASS TRANSIST	NO 1 MILLVETTON ABA				08056436524
943	RS5.3	15	EAGLE TRANS CO	44 DAWSON RD., BENIN			EHIMEN THADDEUS	08053236862
944	RS5.3	16	EASTERN MASS TRANSIT	NNEWI				08039373515
945	RS5.3	17	EDO STATE HOUSE OF ASSEMBLY	KINGS SQUARE, BENIN			NA DIRECTOR OF WORKS	052-259410
946	RS5.3	18	EKENEDILI CHUKWU LTD	NO 11/12 OREGHRU IKEJA RD., LAGOS				07032780666
947	RS5.3	19	EKWULOBIA URBAN MASS	EKWULOBIA				08037849469
948	RS5.3	20	ENDURANCE MOTORS	KM4 ONITSHA-OWERRI R, ONITSHA				08033863693
949	RS5.3	21	FAITH MOTORS NIG. LTD	NO 135, AKPARPWA, BENIN		15		08062610271
950	RS5.3	22	FAVOUR TRANSPORT LTD.	NO.1 OKPARA AVENUE, ENUGU		7		8038726294
951	RS5.3	23	FRANA DRINKING WATER	NO 40 ALHA STR. AMURWU AWKA			FA ANEJE	08037460554
952	RS5.3	24	GLORY MOTORS	39 NEW LAGOS RD, BENIN			AMADIN IDAHOR	08024596572, 08059374438
953	RS5.3	25	GOD IS GOOD MOTORS	202, USELU-LAGOS RD., BENIN			OBANOR J.O	08052381072
954	RS5.3	26	GODDY EDOSA MOTORS CO. NIG. LTD	50B DAWSON RD., BENIN		5		08068789421
955	RS5.3	27	GOD'S TIME IS THE BEST	AWKA	5	5		08039474218
956	RS5.3	28	GRACE OF GOD TRANSIT	NO 2 EZEUGO STR., OKPOKO				08037119393

957	RS5.3	29	HIGHLIFE ENTERPRISES NIG LTD	NO 65, IBERE STR., ABA			UCHENNA ENEMUD	08037419924
958	RS5.3	30	IMO TRANSPORT COMPANY LTD	OSONDU PARK UPPER IWEKA, ONITSHA		150		08037727746
959	RS5.3	31	INTEGRATED CATERING COMPANY LTD	18, TRANS AMADI RD., RUMUUOBIAKANI, PH			D V BROWN	08033129453
960	RS5.3	32	JENCO MOTORS	ABAGANA ANAMBRA STATE				08036734643
961	RS5.3	33	JESUS LINE MASS TRANSIT	NO 1 PARK RD., NNEWI				08068297884
962	RS5.3	34	KELIMOK COMPANY LTD	23 BADAGRY EXPRESS LAGOS				08037747635
963	RS5.3	35	LEGON MASS TRANSIT LTD	MICHMERE PARK UPPER IWEKA, ONITSHA		15		08038686041
964	RS5.3	36	MIN. OF WATER RES. FIRE SERVICE	FIRE SERVICE HQ AWKA			ABOMELI A	08025945390
965	RS5.3	37	MIN.OF PUBLIC COMMUNITY DEVT. & WATER RESOURCES	GOVERNMENT OFFICE,AWKA				08056613638
966	RS5.3	38	MOSIS MOTORS LTD	NO 26 ONITSHA RD., NNEWI				08033382596
967	RS5.3	39	NARROW GATE ORINKINA WATER	ENUGU/ONITSHA EXPRESSWAY, AWKA			IKECHUKWU EGUZOUWA	08034504324
968	RS5.3	40	NNEWI SOUTH LG MASS TRANSIT	NO 13, ONITSHA RD., NNEWI				08039315499
969	RS5.3	41	OGHOGHO EXPRESS	156 IKPOBA SLOPE, BENIN CITY			OSARO UGBUGBU	08033850079
970	RS5.3	42	OHONBA LINE NIG. LTD	222 UGBOWO LAGOS RD, BENIN			MONDAY UGAGBE	08033528992, 08035606778
971	RS5.3	43	ONITSHA SOUTH LG MASS TRANSIT	OPP HOLY GHOST CATHEDRAL ENUGU			JAMES OLOLO	08037133402
972	RS5.3	44	OSAS MOTORS NIG LTD	98 BENIN AUCHI RD, ADUDUWA				08036994969, 08034973786
973	RS5.3	45	PAN-AFRICA MASS TRANSIT	NO. 4 MARKET ROAD ENUGU		8		08035137184
974	RS5.3	46	PAN-AFRICA MASS TRANSIT	ENUGU HOLY GHOST PARK				8052521095
975	RS5.3	47	PANALPINA WORLD TRANSIT LTD	CREEK RD., APAPA LAGOS			MBACHU I C	08037130893
976	RS5.3	48	PANAM ENTERPRISES	ABUJA				08036677943
977	RS5.3	49	PATRICK TELFORD & CO LTD	93, BENIN AGBOR RD, BENIN			TONY NNODIM	08034079284, 08035804524
978	RS5.3	50	PEACE MASS TRANSIT	NEW MARKET ENUGU				08039568281
979	RS5.3	51	R.N. OKE MOTORS	NO 3, R.N. OKE STR. ZAKI-BIAM				08036997262
980	RS5.3	52	RANCO TABLE WATER NIBO	NO 48 ROBINSON STR. UWANI ENUGU				08037184706
981	RS5.3	53	RIVERS TRANSPORT CO	CHOBA CENTRAL MOTOR PARK				08062220527
982	RS5.3	54	ROMCTH MASS TRANSIT	71 INDUSTRIAL AREA GAL CAMP, ENUGU				08038400406
983	RS5.3	55	ROYAL MASS TRANSPORT LTD	MICHMERE MODERN PARK		25	ADONU JOSEPH	08064551511
984	RS5.3	56	ROYAL MASS TRANSPORT LTD	NO 1, UMUAHIA RD., ERENETH IGBO				08035381645
985	RS5.3	57	RUKEVWE TRANSPORT SERVICES LTD	NO. 100 MARKET ROAD UGHELI DELTA	22	28	GODDY M. DAWENE	07031286270
986	RS5.3	58	SEVEN-UP BOOTLING COMPANY PLC	247 MOSHOOD ABIOLA WAY, IJO RD, BENIN			OLIWE FESTUS	08055174083
987	RS5.3	59	SOUTH EAST MASS TRANSIT NIG. LTD	KM 1 ONITSHA - OWERRI ROAD, ONITSHA		300		08036747771, 08035479881
988	RS5.3	60	STARSUNNY MOTORS NIGERIA	NO. 16 ILOIBE SERVICE LANE ONITSHA	40	45	ONYENWE SUNDAY	
989	RS5.3	61	STEVE IMAFIDOM & SON LTD	19, BENIN-AGBOR RD BENIN CITY			MR EHIS AGHAHOWA	08023373967, 08056676656
990	RS5.3	62	SUNNY ERU MOTORS	198 PTI ROAD EFFURUM WARRI		50	PATRICK E. O. EDAFE	08035427159,08059525084
991	RS5.3	63	THE YOUNG SHALL GROW MOTORS LTD	KM 1 ONITSHA - ASABA EXPRESS, UPPER IWEKA EXPRESS, ONITSHA			IZUEBGU OLIVER	08037775774. 07055075058
992	RS5.3	64	TRACAS NIG LTD	KM 41/42 ONITSHA/ENUGU AWKA EXPRESS WAY			CHIBUZE OGBUNNAKWO	08036739008

RS 6.1, RIVERS SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
993	RS6.1	1	BOB IZUA MOTORS LIMITED	4, EKEPENEDE, BEHIND OBA MARKET BENIN			SUNNY OMOGBE	08053831381
994	RS6.1	2	CALCULUX CRUISES LIMITED	199, ELELENWO ROAD OPOSITE RSTV				07031598608
995	RS6.1	3	CHEVRON NIG. LIMITED	LEKKI LAGOS			KUNLE KOLAPO	08035532073
996	RS6.1	4	CRYSTAL TRANSPORT COY LTD	16, DAWSON ROAD, BENIN			GABRIEL EBI	08072769854
997	RS6.1	5	DAN DOLLARS TRANSPORT COY	NO 5, ASA ROAD ABA, ABIA STATE			IFEANYI	084-237210
998	RS6.1	6	EDO STATE TRANSPORT SERVICE LIMITED	22 JAMESWATT ROAD BENIN CITY			SOSIMEN ODION	08023316699
999	RS6.1	7	FIRST STEP TRANSPORT COMPANY LIMITED	329 ABA ROAD, OPOSITE MTN PHC			NWAOGWU CHUKWU	08035502518
1000	RS6.1	8	JEROS PALM INDUSTRIES NIG. LTD	2/4 PORT HARCOURT ROAD AHOADA RIVERS STATE	6	10	MR JONATHAN UDOJI	08037718874
1001	RS6.1	9	JOLEY COOL	NO 12 AHUDA ROAD OMOKU				08037172419
1002	RS6.1	10	HAJIBOT NIG. LTD	PLOT 2 NDDC ROAD, OGBOGU OMOKU, RIVERS STATE	5	4	MR TOBIJAH OBARA	08037047408
1003	RS6.1	11	KEMCO NIG . ENT.	NO. 70 HOSPITAL ROAD AHOADA RIVERS STATE	5	5	MRS PRECIOUS URIAH	08037438669
1004	RS6.1	12	LAMBIC TECHNICAL AND GEND SERVICE LIMITED	59 ABA ROAD PHC			NICOLAS OKAHIALAM	08037401844
1005	RS6.1	13	MINISTRY OF EDUCATION	PHASE II. NEW SEC. ADO-EKITI				08030789608
1006	RS6.1	14	MINISTRY OF HEALTH ADO- EKITI	PHASE 3 NEW SEC. ADO-EKITI				
1007	RS6.1	15	MINISTRY OF LANDS, HOUSING AND ENVIRONMENT	PHASE 3 NEW SEC. ADO-EKITI				08030472116
1008	RS6.1	16	NNDC OMOKU TRANS CO	NO 167 ABADORI P/H RD			CHUKUS ANYOHA	08068800535
1009	RS6.1	17	PHALGA TRANS	MOSCO ROAD PHC			TEGIRI	08037099097
1010	RS6.1	18	RESEARCH DEVELOPMENT NNPC	4-9 MOSCOW ROAD P/H			IBRAHIM SABO	08033122962
1011	RS6.1	19	RIVERS MASS AHODA	7 SANGANA STREET MILE 1 PHC			CLOVIS ASONYE	08059153154
1012	RS6.1	20	RIVERS MASS TRANST OMOKU	SANGANA SIR. P/H			DOGLAS ORIKE	08037798385
1013	RS6.1	21	SALVATION MINISTRIES MASS TRANSIT	N0 17 BIBRABI STREET GRA PHC			KPRINCE AMAKIRI	08033258513
1014	RS6.1	22	SERVIPOWER COMPANY LTD	NO 3 AMUWO ODOFIN LAGOS			LEVI KAOYIE	
1015	RS6.1	23	SHELL PETROLEUM DEVELOPMENT COY	SPDC NIG. LIMITED			AJIBOLA SOMOYE	084-4231628

RS 6.2, CROSS RIVERS SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1016	RS6.2	1	CROSS LEASE LIMITED	C/O DEPT. OF PUB.TRANSPORT.MIN. OF JUSTICE CALABAR			EMEKA NWANFRI	08035854413
1017	RS6.2	2	CROSS LINE LIMITED	FELIX NSEMO CLOSE BEHIND NEW SEC. CALABAR			IYANG I. BASSEY	08030611081
1018	RS6.2	3	DANGOTE INDUST. TRANSPORT CALABAR DIV.	1, ALFRED REWAME FALOMO-LAGOS			ABDULKADIR	087-210607
1019	RS6.2	4	MARIAN TABLE WATER	125 OLD IKANG ROAD CALABAR, G.R.S			MICHAEL SACKEY	082-558153-4
1020	RS6.2	5	NBC PLC DEPARTMENT	CALABAR			AUWALU	08035442751
1021	RS6.2	6	NIGERIA MILLS COY LIMITED	M/M HIGHWAY, CALABAR			ALBERT ONEN	08037249158
1022	RS6.2	7	SEVEN-UP BOOTLING COMPANY PLC	LAGOS			LAW EZEKWUKA	
1023	RS6.2	8	TRANSITCARE LIMITED	23 ETA ROAD CALABAR			ROBERT HOGAN	08037247891
1024	RS62	9	VANIK TABLE WATER	N0. 90 ATEKONG DRIVE CZL			SAFE UROM	08064439581

RS 6.3, AKWA-IBOM SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1025	RS6.3	1	A/IBOM TRANS CO AGENCY	58 ABAK ROAD UYO				08032985065
1026	RS6.3	2	A/IBOM TRANS CO LTD	108 IKOT-EKPENE ROAD UYO			USORO AKPADEM	08037418913
1027	RS6.3	3	ABITRANS COY LTD	NO 16 KING STREET BIGQUA CALABAR			EGBE GABRIEL	08051920997
1028	RS6.3	4	AKTC	IKOT EKPENE ROAD	2400	230	ANIEFIOK	08034019030
1029	RS6.3	5	BENUE LINKS NIG. LTD	AKIM MANNY MARKET ARMY BARRACKS			ORUMA GIRGBA	08069789819
1030	RS6.3	6	CALCULUX WORLDWILD CRUSES LTD	NO 179 AGBOR ROAD CALABAR			AKRA ALFRED	
1031	RS6.3	7	CHISCO TRANSPORT LTD	LAGOS/EPE EXPRESS WAY LIKKI			COMPANY VEHICLE INSPECTION OFFICER	08056098224
1032	RS6.3	8	CROSS COUNTRY	ABAK ROAD	320	12		08064357349
1033	RS6.3	9	CROSS COUNTRY LTD	345 MM WAY LAGOS			AKINTOLA RAYMARK	08033484537
1034	RS6.3	10	CROSS LINE LTD	DIAMON HILL CALABAR				085-555956
1035	RS6.3	11	EARTI GLOBAL SERVICES	107 NDIDEM AVENUE OJUELEGBA LAGOS			MR. JEGEDE D	08068277211
1036	RS6.3	12	EDIOMA EXPRESS LTD	24 WESTERN AVENUE OJUELEGBA LAGOS			MR. PETER	08032254114
1037	RS6.3	13	EDIOMO EXECUTIVE LTD		16	16	ENO-OBONG JOHNSON	08025196924
1038	RS6.3	14	FAITH TRAVEL AND TOURS	135 AKPAKPAWA BENIN			PRESENT IN H/Q	07031241856
1039	RS6.3	15	IMO TRANS SERVICE	140 CALABAR ROAD CALABAR			TIMOTHY NWAANA	08054061792
1040	RS6.3	16	IMOH ABASI TRANS SERVICE	53 EKPO ABASI STREET CALABAR			NAYHWAIEL IDUMAH	08020630208
1041	RS6.3	17	JULIUS BERGER	ITAM	300	22		
1042	RS6.3	18	MARLUM	ABAK ROAD	40	40	ADE	08037242920
1043	RS6.3	19	OGOJA COUNCIL LINE	7 HOSPITAL ROAD OGAJA			MR. MIKE	08027478814
1044	RS6.3	20	OPL	IKOT EKPENE ROAD	30	30	ELDER IME OKON	07025611545
1045	RS6.3	21	PETER TRANSPORT SERVICE	90 CALABAR ROAD CALABAR			DR. FRANCIS AKPABIO	08024685575
1046	RS6.3	22	RIVERS TRANSPORT COMPANY	63 GOLDEN STREET CALABAR			EMMA DANIEL EFFIOM	08035507551
1047	RS6.3	23	RTC	IKOT EKPENE ROAD	20	20	COLLINS	08038638626
1048	RS6.3	24	TABASCO	OBIO IMO	380	10	DENNIS	08035441193
1049	RS6.3	25	TABSCO TRANSPORT CO	H7 OBORO IMO STREET UYO				07055566400
1050	RS6.3	26	USA	IKOT EKPENE ROAD	400	9	DANIEL	08023546999
1051	RS6.3	27	USA TRANSPORT SERVICE	51 EGELY ROAD CALABAR			CHIEF ESSIEN SE	08061329979
1052	RS6.3 A/IBOM	28	USA TRANSPORT SERVICE LTD	2, OGUNTOKUN STREET, BY EPIRE BUS STOP S/LERE LAGOS			MONDAY ASUQUO	08033389283

RS 6.4, BAYELSA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1053	RS6.4	1	AMAZY CONTINENTAL EXPRESS	EDEPIE ROUNDABOUT TOMBIA JUNCTION			FRANK PREYE S	08037345891
1054	RS6.4	2	DAEWOO E&C CO LTD	ONNE ROAD BY TRAILER PARK EBUBO			ADEYEMI ADETOKUMBO	08023840565
1055	RS6.4	3	DE-PRIZE MOTORS	AZIKORO ROAD, OPPOSITE FIVE STAR, YENOGOA	31	31	THEOPHILUS	08033208920
1056	RS6.4	4	EKEKI MOTOR INTERNATIONAL	NURTW EKEKI PARK			MR. FRANIS AJU	08033768165
1057	RS6.4	5	FIRST INVESTMENT MOTORS LIMITED	KM 25 MBIAMA/YENAGUOA RD BY OTIOTIO AVEN.			JOSEPHINE OKOROJI	08056036947
1058	RS6.4	6	FIST-STEP TRANSPORT LTD	329 ABA ROAD OPPOSITE MTN PHCN			CHKWUMA N	08035502518
1059	RS6.4	7	GULFKOH MOTORS NIG. LTD	BOUNDARY ROUNDABOUT LAGOS			JERRY OTTAH	08037205316
1060	RS6.4	8	IZON TRANS LTD	YENAGUOA BAYELSA STATE			MR. DEGRAFT INGBE	08035477657
1061	RS6.4	9	JULIUS BERGER NIG PLC	BERGER JUNCTION UTAKO ABUJA			MR. SUNNI IYELA	08036002718
1062	RS6.4	10	KING KOKO EXPRESS LTD	NO 1 IMGBI ROAD AMARATA YENAGUOA			JUDE AKPOTU	08034093490
1063	RS6.4	11	NEIGSOBIN INTEGRATED SERVICES LTD, DRIVING SCHOOL	ATLANTA FILLING STATION, AMARKA	10	5	LINUS B. ENEGESY	
1064	RS6.4	12	NNDC BENEFICIARY TRANS UNION	EKEKI INTERNATIONAL MOTOR PARK			PASTOR SUNDAY ILORIN	08037099200
1065	RS6.4	13	NNDC IZON TRANSPORT LTD	YENAGUOA BAYELSA STATE			DEGRAFT INGBE	08035477657
1066	RS6.4	14	NURTW	EKEKI INTERNATIONAL MOTOR PARK			MR. FRANCIS AJU	08033768165
1067	RS6.4	15	PERES TRANSPORT INVESTMENT LTD	KM 30, MBIAMA YENOGOA ROAD, KPANSIA	11	11	SAMUEL AIGBOKHAN	08063608648
1068	RS6.4	16	PHCN LIMITED	ABUJA, MAITAMA			MRS. DORIS OKAFOR	08033113100
1069	RS6.4	17	PURPLE BLUE TRANSPORT COMPANY	386 MURTALA MOHAMMED WAY, YABA-LAGOS	50	50	OKECHUKWU AJAEGBU	08034456785
1070	RS6.4	18	SAIPERN CONSTRUCTION NIG LTD	NEW OPERATION BASE RUMOLUMEYI			OJUGO ALEXANDER OJAGHO	08035354585
1071	RS6.4	19	SUB-PRINCE EZEWU MOTORS NIG LTD	NO 138 OKODUDU MOTOR PARK EFFURUN			ATAH BASAN	08062064454
1072	RS6.4	20	SUNNY ERU CONCERT LTD	198 PTI ROAD EFFURUM			ONOME	8038132427
1073	RS6.4	21	ZEROCK CONSTRUCTION NIG. LTD	2ND FLOOR, OLUSEGUN OBSANJO RD, P/ HARCOURT	10	5	UZOKA B C	08063944784

RS 7.1, FCT SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1075	RS7.1 FCT	1	ABC TRANS PLC	KM5 MCC URATTA ROAD UMOUOBA			OKE NWOSU	08045214839
1076	RS7.1	2	ABIA CITY TRANSPORT SERVICE	JIBOWU, LAGOS STATE	58	58	MR A ONYIA	08036476963
1077	RS7.1 FCT	3	ABIA STATE TRANS SERVICE(ABIA LINE)	100, TIMBER ROAD UMUAHIA	20	20	DARLINGTON,ESINGA O.E	08032942052,08037485226
1078	RS7.1 FCT	4	ABIRTRANS COMPANY LTD	ABI LGA H/Q ITIGIDI CRS				08038030486
1079	RS7.1	5	ABUJA LEASING COMPANY	ABUJA LEASING COY LTD, S.MONGUNO CRT, UTAKO	80	80	NANA KAZAURE	08035168823,08027257511
1080	RS7.11	6	ABUJA INT AIRPORT CAR HIRE SERVICE	NNAMDI AZIKWE INT'L A/PORT ABUJA	450	460	JAMES AKPAKU	07025722127
1081	RS7.1	7	ABUJA INT'L A/PORT CAR-HIRE SERV	NNAMDI AZIKWE INT'L A/PORT ABUJA	800	800	OLU	08033320075,08033822462
1082	RS7.1	8	ABUJA URBAN MASS	NORTHEN BY PASS MAITAMA DISTRICT ABUJA			HARISU JANI	09-6727705
1083	RS7.1 FCT	9	ACCEESS BANK PLC	PLOT 1195 AMINU KANO CRESCENT WUSE 2 ABUJA			CHUKWE SOLOMON	09-5237290
1084	RS7.1 FCT	10	AFRIBANK NIGERIA PLC	2, HADEJA CLOSE, AREA 3, ABUJA	87	87	ADEDZWA DOYUM	08023195525
1085	RS7.1 FCT	11	AGURA HOTEL	FESTIVAL ROAD GARKI ABUJA				09-231753-60
1086	RS7.1	12	A.I TRANSIT LTD	2'2' GADANASCO RD KUBWA ABUJA	13	13	MOH'D YAHAYA SANI	08036366201
1087	RS7.1	13	AKWA IBOM TRANSPORT COMPANY LIMITED	180, IKOT EKPENE ROAD, UYO, AKWA IBOM STATE	300	310	MANDU E OKEY	08034746956+I44+I62
1088	RS7.1	14	ALIBRO TRANSPORT SERVICE	MAL SHEHU PLAZA, JABI UPSTAIR, ABUJA, F.C.T	15	7	OTACHE A & DAVID A	07040449655,08038341312
1089	RS7.1 FCT	15	ANKUNI KADACHI TRANS	NYANYA PHASE I			ISHAKU YAKUBU	08069795938
1090	RS7.1 FCT	16	ARA CONTRACTORS NIGH LTD	PLOT 145 AJOSE ADEOKUN STREET UI LAGOS			HASHIM SHEHATA	08037868950
1091	RS7.1 FCT	17	ARTCO INDUSTRIES LTD	PLOT 411, IDU INDUSTRIAL AREA, ABUJA				096714916, 08033078654
1092	RS7.1 FCT	18	ASO LOANS AND SAVING PLC	PLOT 2566 CADESTRAL ZONE FMBN BUILDING, ABUJA			AMINA IBRAHIM	09-4611594
1093	RS7.1 FCT	19	AUTOSTAR EXECUTIVE SHUTTLE	OGU JUNCTION BY 82 DIVISION ENUGU			ONYEJE OBE	08033722015
1094	RS7.1	20	BANK PHB PLC	MKO ABIOLA HOUSE CBD, ABUJA	60	60	BOLA BADEBO	08033248432
1095	RS7.1 FCT	21	BANK PHB PLC	PLOT 707 ADEOLA HOPEWELL VI LAGOS			OBIANUZU SALAWU	01-4136198
1096	RS7.1 FCT	22	BENUE LINKS	GBOKO ROAD MKD			MARK SHIE	
1097	RS7.1FCT	23	BIG JOE VENTURES	ABUJARD ZUBA ABUJA	12	12	MONDAY V OGBEBOR	8054400801
1098	RS7.1 FCT	24	BIG JOE VENTURES	65 MOSES MAJEKODUNMI CRES.UTAKO,ABUJA	50	50	HARUNA ISA	08055842595
1099	RS7.1FCT	25	BIWATER NIG LTD	PLOT 12B KADUNA RD,SULEJA,NIGER STATE	15	32	ENGR WILSON O	08036069690
1100	RS7.1 FCT	26	BNL ENGNR CONSTRUCTION	ABUJA			ENGR. ONYIA	09-6121000
1101	RS7.1 FCT	27	BOLINGO HOTEL AND TOWERS	NO 1 INDUSTRIAL AVENUE AREA 2 GARKI ABUJA			USENI (CSO)	08035250553
1102	RS7.1 FCT	28	BORNO EXPRESS	UTAKO DISTRICT,JABI MOTOR PARK ABUJA	60	60	BABA USMAN	08069681312,08038142270
1103	RS7.1 FCT	29	CALCULUX WORLDWILD CRUSES LTD	199, OLD REFINERY ROAD, ELELENWO,PH	22	35	IDRIS ABDULMUMIN	08061278992
1104	RS7.1 FCT	30	CALCULUX WORLDWILD CRUSES LTD	199 OLD REFINERY ROAD P/H	22	35	IDRIS ABDULMUMIN	08061278992
1105	RS7.1	31	CASTEL EXECUTIVE EXPRESS LTD	103 GEO GRATS PLAZA UTAKO, ABUJA	6	6	CHIDINDU K.KALU	08039348886
1106	RS7.2	32	CCECC NIG. LTD	KM 10, OFF 2ND RING ROAD,AIRPORT, ABUJA	185	185	GARBA ALI	08037843307
1107	RS7.1 FCT	33	CHELSEA HOTEL	CENTRAL AREA ABUJA			CHINYERE UDEGBUNAM	08059127685
1108	RS7.1	34	CHISCO TRANSPORT COY	11 AE EKUKINAM ST., UTAKO FCT, ABUJA	15	30	VAL UDOM	08037113409
1109	RS7.1 FCT	35	CHISCO TRANSPORT COY	KM 13 LAGOS/EPE EXPRESS WAY LEKKIO			BARR. ERICS	08037113409
1110	RS7.1	36	CORPORATE TRAVELLERS	22 IKORODU RD,, JIBOWU, LAGOS	6	11	ADENIJI KAMA	08067422525
1111	RS7.1	37	CROSS COUNTRY	BEF PLAZA UTAKO,OPP. THIS DAY	35	35	DAYO OJO	08034094333
1112	RS7.1 FCT	38	CROSS COUNTRY	345 M/M WAY LAGOS			OWOLABI	01-7764000
1113	RS7.1 FCT	39	CROSS LINE LTD	JABI PARK ABUJA	10	10	EDWIN EFOR, G.UKPONG	08024090539,07037779224
1114	RS7.1 FCT	40	DANTATA AND SAWOE	NYANYA ROAD OPPO CBN ABUJA			ESSEIN	08037873748
1115	RS7.1	41	DELTA TRANSPORT SERVICE	BEHIND JABI MOTOR PARK	10	10	MR F JAMES	08063684145
1116	RS7.1 FCT	42	DELTA TRANSPORT SERVICE	KM9, ASABA/BENIN ROAD			AKPIMEGIN	08052480984
1117	RS7.1	43	DIAMOND BANK PLC	MOH'D BUHARI WAY, CBD ABUJA	40	40	JANE OLAWANI	08023012068
1118	RS7.1	44	EAGLE TRANSPORT COMPANY LTD	44,DAWSON RD, BENIN CITY	88	88	EHIMEN THADDEUS	07035814086
1119	RS7.1 FCT	45	E. EKESON BROS LTD	100 BADAGRY EXPRESS WAY ORILE LAGOS			JUDE CHIKWEDU	08037093867
1120	RS7.1 FCT	46	ECOBANK PLC	PLOT 21,A/BELLO WAY, WUSE ZONE 4 ABUJA	30	30	ALOYSIS UZONWUNE	09-5240250,08039655347
1121	RS7.1 FCT	47	EDO CITY TRANSPORT LTD	FCTL H/Q RAMAT PARK IIKPOBA MILL BENIN			ALABI LAWRENCE	083-6245170
1122	RS7.1 FCT	48	EDO LINE TRANSPORT SERV. LTD	22 JAMES WATT ROAD BENIN	700	700	S.UMORU,IDAHOSA IYAMA	08056752212
1123	RS7.1 FCT	49	EKE DILI CHUKWU NIG LTD	11 A&B OREGUN INDUSTRIAL ESTATE LAGOS			MIKE JACOB	08055118094
1124	RS7.1	50	EE EKESON BROS NIG. LTD	9, AE EKUKINAM STR. UTAKO, ABUJA	24	24	JUDE CHIKWENDU	08032179094
1125	RS7.1 FCT	51	EKESON AND BROS NIG. LTD	100 BADAGRY EXSPRESS WAY ORILE LAGOS			JUDE CHIKWENDU	08037093867
1126	RS7.1 FCT	52	EQUITORIAL TRUST BANK PLC	603 KASHIM IBRAHIM WAY WUSE			ADEWALE	09-5233461
1127	RS7.1	53	FAIR PLUS INT'L LTD	2'2' GADANASCO RD KUBWA ABUJA	10	18	ABDULSALAM SADIQ	08050281667
1128	RS7.1 FCT	54	FIDELITY BANK	PLOT 267 T/BALEWA ROAD, CBD, ABUJA	80	80	CHUKS OGAH	08055477088,08035905796
1129	RS7.1	55	FIN BANK NIG. PLC	544 A/ADEMOLA CRESCENT, WUSE II, ABUJA	30	30	DANS BOB MIKE	08057632201
1130	RS7.1	56	FIRST BANK PLC	COMMAGES HOUSE, CENTRAL AREA, ABUJA	70	70	ADEKOMI AJIBOLA	08033472618
1131	RS7.1 FCT	57	FIRST CITY MONUMENT BANK	ABUJA MAIN BRANCH (PLAZA)			ANDREW FRANCIS	09-5237908
1132	RS7.1	58	FIRST CLASS TRAVELS & TOUR	SUITE C SABONDALE COMPLEX, JAJI	9	9	MEDE TERVER	07037296267
1133	RS7.1	59	FIRST INVEST MOTOR		5	5	ABRAHAM YAHAYA	
1134	RS7.1 FCT	60	FRSC	OBASANJO WAY WUSE ZONE 7, ABUJA			EDE VE	08033026491
1135	RS7.1FCT	61	GOD' GRACE TRANSPORT	SUITE G4/5 NYANYA SHOPPING PLAZA FCT NIGERIA	10	15	CHIJIOKE & CHIMEZIE	08088627363,08025533475
1136	RS7.1	62	GOD'S OWN MASS TRANSIT LIMITED	AGBANI ROAD, GARKI, ENUGU, ENUGU STATE	53	53	IKECHUKWU,& O.OKOYE	0803460899208033149842
1137	RS7.1	63	GOD'S SAINTS MASS TRANSIT	SUIT 644/G47, NYANYA PLAZA, NYANYA, F.C.T	5	5	OGBONNA NNAMDI	08061376434
1138	RS7.1	64	GOLDEN GATE PARADISE NIG. LTD	IKOYI GOLDEN GATE GROUP LAGOS			JOHN	09-4616666
1139	RS7.1 FCT	65	GREENER LINE TRANSPORT COMPANY	IDE PLAZA, OPP. MFM, UTAKO DISTRICT	200	180	OTABU ILUOBE JOHN	08065308344
1140	RS7.1 FCT	66	GRENER-LINE TRANSPORT COMPANY	IDE PLAZA,OPP MFM,UTAKO,ABUJA	200	180	OTABUR I.J,AMUBIEYA BOSE	0806530834407030628640
1141	RS7.1 FCT	67	GRENO INTERCITY EXPRESS	INDE PLAZA, UTAKO	5	4	RICHARD USMAN	08033477121
1142	RS7.1 FCT	68	GRENO INTERCITY EXPRESS	UTAKO-JABI, INDE PLAZA	3	4	RICHARD USMAN	08025444314
1143	RS7.1	69	GROUND AIR TRAVEL	PLOT 26,OBAFEMI AWOLOWO WAY,JABI ABUJA	4	4	AGBAYIM CHIJIOKE	08035749686
1144	RS7.1	70	GROUND AIR TRAVEL	OPP ABC PARK JIBOWO LAGOS			BANJO ADESINA	08023348893
1145	RS7.1	71	GUARANTY TRUST BANK	PLOT 1072 TARKA FASKARI STR. AREA 3	62	62	AHMED SAMAILA	08037017038
1146	RS7.1	72	GUBABI ROYAL HOTEL	PLOT 2359 SOKOTO CRESCENT WUSE ZONE 5 ABUJA	5	5	ABDUL TAKSEM	08051164288
1147	RS7.1	73	HAMMOUD AND SAIDI IN'L (NIG.) LTD	PLOT 570, NDOLA SQUARE, WUSE ZONE 5, ABUJA	10	10		08034527966,08025239274
1148	RS7.1 FCT	74	IBRO HOTEL	WUSE ZONE 5, ABUJA				09-5233200
1149	RS7.1FCT	75	IDEAL MERIDIAN TRANSPORT COMPANY LTD	MARARABA SHARP CORNER,NASARAWA STATE	8	8	M R REUBEN	08037013923,07035560867

1150	RS7.1	76	IDEAL TRANSPORT	SUITE 28 FT, SABONDALE COMPLEX, JABI	5	5		08030422208
1151	RS7.1 FCT	77	IFEDI MOTORS LTD	ZUBA, KUBWA, UTAKO	20	22	BASSEY ANITIE	07035438813, 08050374453
1152	RS7.1 FCT	78	IFESINACHI LTD	ONITSHA/ENUGU EXPRESS WAY ONITSHA			IKECHUKWU UJAH	08069688970
1153	RS7.1	79	IFESINACHI TRANSPORT COMPANY LTD	22,EKIKUNAM STR., UTAKO DISTRICT ABUJA	160	169	EMMANUEL ODO	08033458040,08067303744
1154	RS7.1 FCT	80	IMO TRANSPORT COMPANY LIMITED	503 BUSYMART PLAZA, JABI, ABUJA	40	40	ANYANWU P.C, EKENKWO	08037027462,08037129869
1155	RS7.1	81	INTEGRAL 2 TRAVELLERS	SUITE 3F SABONDALE COMPLEX, JABI	8	9	DANJUMA A.JULIUS R	08036471168,08039137166
1156	RS7.1	82	INTERCONTINENTAL BANK PLC	207,CADASTRAL ZONES CBD, ABUJA	80	80	IFEANYI UCHE	08028270183
1157	RS7.1 FCT	83	JOY TRANSPORT LIMITED	2, BABA STEET, MARARABA, NASARAWA STATE	8	8	MATTHEW ABAH	08059489884
1158	RS7.1	84	KATSINA STATE TRANSPORT SERVICE	JABI MOTOR PARK	21	21	ABDULLAHI MIKAILU	08034524113
1159	RS7.1 FCT	85	KATSINA STATE TRANSPORT SERVICE	MATSARI ROAD KATSINA			ABUDULLAHI B	08034524113
1160	RS7.1FCT	86	KENIS UNIQUE MOTORS LTD	4, MARKET RD, OPP.MAIN MARKET,ENUGU STATE	30	30	MR JUDE & ONYEKACHI	08038129094,07035448163
1161	RS7.1 FCT	87	KING KOKO EXPRESS LTD	NO 1 IMGBI ROAD AMARATA YENAGUOA	12	12	JUDE CH.,A. VICTOR	08034334806,08080874662
1162	RS7.1 FCT	88	KWARU EXPRESS	M/M WAY ILORIN			ALHAJA N.A. JIMOJ	08034524546
1163	RS7.1 FCT	89	LAKADIR TRANSPORT SERVICE	NO 8 ISALE MALIKI STREET ILE KWARA			MUSA ABUDULKADIR	08032905203
1164	RS7.1 FCT	90	MDS PLC	32 K ABIOLA WAY OREGUN LAGOS			YEMI OLATEDU	08033478164
1165	RS7.1 FCT	91	MZ TRANSPORT AGENCY	ZUBA INTERNATION MARKET,ABUJA	8	10	CHIZOSE NNAMDI	08060694074
1166	RS7.1	92	NARTO UTAKO PARK	UTAKO-MOTOR PARK,JABI, ABUJA	1000	1000	ALH.ABUBAKAR SIDI	08069682442
1167	RS7.1 FCT	93	NATIONWIDE UNITY	AUMTCO YARD MAITAMA, ABUJA			BASSA DA	09-6723200
1168	RS7.1 FCT	94	NEW NYANYA TRANSPORT CO LTD	1, GBOKO ROAD, WURUKUM ROUND ABOUT, MAKURDI, BENUE STATE	58	57	SUNDAY	
1169	RS7.1	95	NEWS ENGINEERING NIG. LTD	PLOT 2-11,OUTER NORTH BYE-PASS, KUBWA EXPRESSWAY	SWARIMPA, ABUJA	22	MACAULAY ADIGHIBE	-
1170	RS7.1 FCT	96	NICON LUXURY	PLOT 903 T/BALEWA WAY, ABUJA				09-4619000
1171	RS7.1 FCT	97	NIGERIA BOTTLING COMPANY PLC	NBC IDDO HOUSE LAGOS			MARY ETOBUKE	08059950297, 08022250114
1172	RS7.1FCT	98	NIGER STATE COLL. OF AGRIC	COLLEGE OF AGRIC MOKWA	6	6	DIACHI IH KUTA	08036505120,08034437961
1173	RS7.1 FCT	99	OCEANIC BANK	HERBERT MACAULAY WAY WUSE ZONE 6, ABUJA			SUNDAY AGBOLI	09-5237997
1174	RS7.1	100	ODA	DANZIYAL PLAZA, OPPOSITE NNPC MEGA STATION, ABUJA	35	35	SULEIMAN JIMOH	08052701230,08035957477
1175	RS7.1	101	OKUN LINE NIG PLC	KUBWA ABUJA	30	30	OLALEKAN AFOLABI	08055283205
1176	RS7.1 FCT	102	OKUN LINE NIG PLC	PLOT 1121 AWO WAY UTAKO ABUJA			AMPITAN JULIUS	08033109686
1177	RS7.1 FCT	103	PEACE MASS TRANSIT LTD	KUBWA, UTAKO, ZUBA,GWALADA				08036903383
1178	RS7.1FCT	104	PEACE MASS TRANSIT LTD	OKPARA AVENUE, ENUGU STATE			JOHN A	08036903383
1179	RS7.1	105	PEACE MASS TRANSIT LTD	KUBWA /39 AJOSE ADEOGUN STR. UTAKO DISTRICT	12	12	UGWU BREDAN,J.OKAFOR	07030637894,07055792633
1180	RS7.1 FCT	106	PEACE MASS TRANSIT LTD	65, ENUGU ROAD NSSUKA	0		NGWU JUDE	08036011390
1181	RS7.1 FCT	107	PLATEAUY EXPRESS SERVICE	JABI UTAKO MOTOR PARK ABUJA	170	170	PATRICK BABA	08065395182,07026160159
1182	RS7.1	108	PLEASURE TRAVELS	96, GBOKO ROAD, MAKURDI, BENUE STATE	150	170	CLEMENT AHUA	07035990148
1183	RS7.1 FCT	109	PROTEA HOTEL	ASOKORO ABUJA			OYIH IFEOMA	09-3146767
1184	RS7.1	110	PURPLE BLUE TRANSPORT	386 M/MOH'D WAY YABA LAGOS	25	40	VIVIAN UZOH	08023459429
1185	RS7.1FCT	111	RCC LTD	PLOT 5064/565 AIRPORT ROAD ABUJA			DAVID OGE	09-6141009
1186	RS7.1	112	RIBEEIRO TOURISM	400,H/MACAULY RD., BY JIBOWU LAGOS	12	15	AJESHOLA MIKE	07025294824
1187	RS7.1	113	ROAD TRANSPORT EMPLOYERS ASS.OF NIG.	ANNEX OFFICE 2ND GATE UTAKO PARK ABUJA	38	38	MIKE OAMEN	08033174550
1188	RS7.1FCT	114	ROSEWELL VENTURES	KAPDA PARK, MARARABA, NASARAWA STATE	5	7	JOHN OKPE	08068287334
1189	RS7.1	115	ROYAL MASS TRANSIT	KUBWA	50	55	ALI MARK MICHAEL	08036093929
1190	RS7.1	116	ROYAL MASS TRANSIT	ENUGU EZIKE, ENUGU STATE	50	50	POLINUS IDOKO,PETER	08035244265,08062344001
1191	RS7.1 FCT	117	ROYAL MASS TRANSIT LTD	KUBWA, ZUBA, MARABA	20	30	UGWU UGOCHUKWA	08032274294, 08053986844
1192	RS7.1	118	SERVICE TARZAN MOTORS	ONITSHA, ANAMBRA STATE	9	12	SUNDAY	
1193	RS7.1 FCT	119	SHERATON HOTEL AND TOWERS	ABUJA			HASSAN WADA	08033853384
1194	RS7.1	120	SKYE BANK PLC	ASOKORO ABUJA	50	50	SALEH SUNDAY	08080901026
1195	RS7.1	121	SILVER TRANSIT	54 A.B. OTUKPO, BENUE STATE	30	30	OGWUCHE ENECHE	08036749992
1196	RS7.1 FCT	122	SKYE BANK PLC	NO. 10 DALABA STR. WUSE ZONE 5 ABUJA			NGOZE EKEH-AKALANU	08033202579
1197	RS7.1 FCT	123	SPRING BANK PLC	HERBERT MACAULAY WAY WUSE ZONE 5, ABUJA	45	45	AHMED UMAR	08035046546
1198	RS7.1 FCT	124	SPRING BANK PLC	PLOT 2028 HERBERT MACAULAY WAY, ABUJA			SUNNY IWEHA	08034080180
1199	RS7.1 FCT	125	STAN GOLDEN VENTURES	NO 4 MARKET ROAD ENUGU			SAMUEL OKOJI	08035104782
1200	RS7.1 FCT	126	TABASCO TRANSPORT	7 OBIO IMO STREET UYO	10	10	OKON E.,EDET I.U.	08033782263,08065714954
1201	RS7.1	127	TEILE-EXPRESS MOTORS NIG LTD	LAGOS PARK ZUBA			CHIDOZIE & NNANAN	08053582917
1202	RS7.1	128	TEILE-EXPRESS MOTORS NIG LTD	KUBWA / ZUBA/MARABA/ABUJA	34	36	EMMANUEL ONYEKA	08067181494
1203	RS7.1 FCT	129	TEILE-EXPRESS MOTORS NIG LTD	ZUBA,GWAGWALADA, KUBWA,UTAKO,MARABA	46			8067181494
1204	RS7.1 FCT	130	THE REGENT (P&P) LTD	PLOT MF 15, CADASTRAL ZONE	2	3	EMMANUEL ACHILOKO	09-2905824, 08039612002
1205	RS7.1 FCT	131	TOP RANK HOTELS LTD	PLOT 892 GIMBIYA STREET AREA 11, GARKI ABUJA				09-6711591
1206	RS7.1 FCT	132	UCA PLC	TIMBER SHADE				08033056319
1207	RS7.1	133	UNION BANK NIG PLC	OFF T/BALEWA WAY,CBD,OPP.CENT MOSQUE,ABUJA	22	22	GARBA ADAMU	08033011041
1208	RS7.1	134	VIP TRAVELLERS LTD	15D SABODALE SHOPPING COMPLEX,JABI	4	4	SILAS ABUH SALAMU	08074422109
1209	RS7.1 FCT	135	YOUNG SHALL GROW TRANSPORT	ALAKIJA LAGOS			OBIEZU CC	08056319490

RS 8.1, KWARA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1257	RS8.1	1	ABBY-DOJA LINE	131 M/M WAY CONOIL F/STATION ILORIN	18	16	SAMUEL JAYEOBA	08035957477
1258	RS8.1	2	AJIBOLA EXPRESS	AJASE-IPO ROAD NEAR OLAK F.STATION	11	17	ABDULAHI IBRAHIM	08038034680
1259	RS8.1	3	AYEDUN TRANSPORT LTD	14 AYELABOWO SHOPPING COMPLEX ILORIN	6	6	OYEDEPO JAMES	08033370515
1260	RS8.1	4	BLUE LINE VENTURE LTD	212, P&M MULTIPURPOSE COMPLEX AJASE IPO ROAD, ILORIN	6	6	OLUSHOLA OLUDARE	08038198603
1261	RS8.1	5	CONSCIENCE EMIRATES TRANSPORT SERVICE	7 AMILEGBE ROAD, ILLORIN	30	35	ABDULGANIYU BOLANLE	08037208188
1262	RS 8.1	6	CROWN LINE TRANSPORT COMPANY	ADEYEMI WORKS, MURTALA WAY, ILLORIN	5	10	JOB OLUSHOLA COMBAT	08073176076
1263	RS 8.1	7	DE EMIRATE CONNECTION	BESIDE OLAK POLICE STATION AJASE IPO ROAD, ILORIN	11	12	GARBA ALEGE	08033931008
1264	RS 8.1	8	DESINAMATRIKS TRANSPORT	2, OLORUNSHOGO STR. OFF FATE ROAD, ILORIN	5	5	POPOOLA TAOFIK	08036688746
1265	RS 8.1	9	DOYAB INTERCITY COMMUTERS	C/O ADISCO ENGR. AJASE IPO ROAD, ILLORIN	16	20	TAJUDEEN OYELEKE	08038333031
1266	RS 8.1	10	DOYIN GROUP OF COMPANIES	ASA DAM ROAD, ILORIN	16	20	FATAI ABENLEKOJU	08035637015
1267	RS 8.1	11	FAYOS TRANSPORT SERVICE	314 UMAR SARO ROAD IGS ILORIN	12	16	ALH. FAROUQ YUSUF	08033557096
1268	RS 8.1	12	GITTO COSRUZIONI GENERALI NIG. LTD	PLOT 737, MABUSHI DISTRICT, ABUJA FCT	23		ADAMSON EMMANUEL	09-5242391-2, 08057612088
1269	RS 8.1	13	HALIBOD-OKIN MOTORS	29 M/M WAY AP FILLING STATION, ILLORIN	10	10	TAJUDEEN SALAWU	08033587187
1270	RS4.1	14	I BAT NIG. LTD	NO. 40 ERUBU LANE, ILORIN	15	17	TAJUDEEN OKIN	08035722077,08022433377
1271	RS8.1	15	INTERNATIONAL BUSINESS BUREAU LTD	19, WAHAB FOLAWIYO ROAD ILLORIN	29	15	MR. STEPHEN AJAYI	07055555597, 07040434043
1272	RS8.1	16	INTERNATIONAL TOBBACO COMPANY ILORIN	GAA IMAM AREA, ILORIN	5	6	DUROJAIYE OLUTOLA	08034419659
1273	RS8.1	17	JEBBA HYDRO ELECTRIC POWER PLC	JEBBA	17	17	J T AKANDE	08051315517
1274	RS8.1	18	KAM INDUSTRIES NIG LTD	NEW YIDI ROAD, ILORIN	10	15	ABOLARIN ABIODUN	08082461016
1275	RS8.1	19	KWARA STATE TRANSPORT CORPORATION	M/M WAY AJASE-IPO OFFA ROAD ILLORIN	109	85	ENGR. Y A UMAR	08066069643
1276	RS 8.1	20	LARAKUD TRANSPORT SERVICE LTD	OPP KWARA EXPRESS OFFA GARAGE ILLORIN	50	60	TESLIM ADIGUN	08035247414
1277	RS8.1	21	LEADWAY TRANSPORT	45 UNITY ROAD ILORIN	18	20	RAHAMAN OWNIKOKO	08066550443
1278	RS8.1	22	LEKONS TRAVELLERS	KWARA FURNTURE AJASE-IIPO JUNCTION	17	22	ALH. GANIYU OLAREWAJU	08033736991
1279	RS8.1	23	LUBCON NIG. LTD	LUBCON AVENUE	18	11	ADEMOLA OMOTAYO	08055903969
1280	RS8.1	24	NIGERIAN BOTTLING COMPANY PLC	ILORING PLANT	28	27	MR. AIBADE TUNDE	08035765149
1281	RS8.1	25	NURTW	OKUTA PARK	24	39	MR. M. OLAIDE	08078189804
1282	RS8.1	26	OKIN BISCUITLTD	AJASE IPO, OFFA	18	20	JIMOH ADEMOLA	08055953346
1283	RS8.1	27	OLA EXPRESS	M/M WAY C&C	6	6	DARE GBAMIGBOYE	08062272810
1284	RS 8.1	28	OMU-ARAN EXPRESS	OMU-ARAN MICRO-FINANCE BANK, OMU-ARAN	5	5	AMUDA GANIYU	08038512291
1285	RS8.1	29	ONA-OLA EXPRESS	SUITE OLOHUNLOSEYI COMPLEX AJASE IPO ROAD, ILORIN	6	7	BELLO WASIU	08036014972,0803288596
1286	RS8.1	30	OWODE GARAGE	OWODE MARKET, OFFA	40	58	MUNIRUDEEN ADEKUNLE	08052041735
1287	RS8.1	31	POWER HOLDING COMPANY OF NIGERIA PLC TCN JEBBA SUB-REGION	JEBBA	14	14		08057357390
1288	RS8.1	32	REMTO INDUSTRIES LTD	PLOT 4 NEW YIDI ROAD, ILORIN	9	11	ADEBISI JK	08034265628
1289	RS8.1	33	RTEAN	OKUTA PARK	26	43	ALH. S. IBRAHIM	08053341543
1290	RS 8.1	34	SEFINATU EXPRESS	C/O HONEYMOON HOTEL, OFFA	5	5	MICHAEL OLUWA	08066388091
1291	RS8.1	35	SEVEN-UP BOOTLING COMPANY PLC	OFF UNITY ROAD ILLORIN	37	37	ISIAKA IBRAHEEM OMOTAYO	08033895293
1292	RS8.1	36	SUCCESS EXPRESS TRANS	167 AJASE-IPO SAVANNAH PRECAST CON. ILLORIN	12	15	Rasheed Ibrahim	08035953860
1293	RS8.1	37	TUYIL PHARM IND. LTD	22, STADIUM ROAD ILLORIN	11	10	MR. FASHIKU EMMANUEL	03-1255687,031-225648
1294	RS8.1	38	UNITED FOAM PRODUCT NIG. LTD	ASA DAM ROAD, ILORIN	8	5	MR OLADEJO	08035820475
1295	RS8.1	39	WHITE HERITAGE EXPRESS	11, NIGER ROAD, ILORIN	13	16	ABDULMALIK S OLORUNFEMI	080
1296	RS8.1	40	WINNERS EXPRESS	AJASE-IPO ADISCO INTERNATIONAL ILORIN	16	22	JAMES ADEYEMI	08037425565
1297	RS8.1	41	YOUNG LEGACY LINE	BESIIDES FEMIS HOSPITAL, UNITY ROAD IGS, ILORIN	10	10	ABDULFATAI O AFOLABI	08037169013

RS 8.2, EKITI SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1298	RS8.2	1	ADO BIG LORRY BRANCH (NURTW)	NO25, IMAYO STREET ADO-EKITI			MR. J OLORUNFEMI	08032451761
1299	RS8.2	2	CO-OPERATIVE TRANSPORTERS	31, OREREOWU STREET ADO-EKITI			ELDER JOHNSON ABIOYE	08028323296
1300	RS8.2	3	FEDERAL MEDICAL CENTRE	IDO EKITI	10	28	OLUWALE DAVID	
1301	RS8.2	4	EKITI STATE PICK-UP ASSOCIATION	IJIGBO STREET			ALH DAUDA	08063559294
1302	RS8.2	5	IDO-OSI LGA	IDO-EKITI LGA SECRETARIAT,IDO-EKITI	10	28	OLUWALE DAVID	
1303	RS8.2	6	KOPEK	IKOLE EKITI	10	15	ABDULLAHI AKIN	
1304	RS8.2	7	MINISTRY FOR COMMERCE AND INDUSTRY	PHASE I NEW SECRETARIAT, ADO-EKITI			DARAMOLA JACOB ALABI	08088751837
1305	RS8.2	8	MINISTRY FOR WOMEN AFFAIRS AND SOCIAL WELFARE	PHASE I NEW SECRETARIAT, ADO-EKITI			NIL	08033290026
1306	RS8.2	9	MINISTRY FOR WORKS AND INFRASTRUCTURE	AJICOSUN, ADO-EKITI			NIL	08032213914
1307	RS8.2	10	MINISTRY OF INFORMATION AND CIVIL ORIENTATION	PHASE I NEW SECRETARIAT, ADO-EKITI			MR. OGUNDARE	08032422308
1308	RS8.2	11	MOBA LGA OTUN	OTUN LG SECRETARIAT	10	15	ENG ADEBIYI	
1309	RS8.2	12	NURTW ARAMOKO BRANCH	102, ELAWO STREET ADO ROAD			BAKARE ASHIRU	08033862104
1310	RS8.2	13	NURTW EFON-ALA'AYE	IDAGBA STREET				08058347920
1311	RS8.2	14	NURTW EMURE BRANCH	NEW MOTOR PARK EMURE-EKITI			KARUMU ZUBERU	08037470719
1312	RS8.2	15	NURTW IDO/OSI	TOTAL FILLING STATION IDO	15	200	KAYODE AKOLAFE	
1313	RS8.2	16	NURTW IJERO EKITI	6, OPELEKE STR, IJERO EKITI	5	20	AREMU OLU	
1314	RS8.2	17	NURTW ISE/ORUN BRANCH	NO8 OKEJUMO STREE ISE-EKITI			ADULOJU JIMOH	08036210394
1315	RS8.2	18	NURTW OTUN EKITI	ODO-OJA SECRETARIAT	20	150	ENG. OWWLA	
1316	RS8.2	19	ODO LOCAL GOVERNMENT	LOCAL GOVERNMENT SECRETARIATE IDO			ENGR. LEYE MAJARO	PMB 1579
1317	RS8.2	20	OFADE NIGERIA LIMITED	NEW SECRETARIAT ROAD, ADO-EKITI			MR. ADEGBOYEGA OMOTOYIBO	030-206092, 08037875865
1318	RS8.2	21	RTEAN	IKERE-EKITI, IKERE LGA				08068851503
1319	RS 8.2	22	RTEAN IJERO EKITI	OBA'S PALACE, IJERO	7	20	OBAFEMI JIDE	
1320	RS8.2	23	RTEAN (EKITI)	104, ORERE-OWU STREET			DELE ADEOYE	08034792062

RS 8.3, KOGI SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1321	RS8.3	1	BEAUTIFUL ROCK	156, ZIK AVENUE, UWANI, ENUGU	6	6	DARE CHARLES	08073099195, 08035597537
1322	RS8.3	2	BULETINE CONSTRUCTION COMPANY LTD	NO. 43, PANAMA STREET MAITAMA, ABUJA	7	7	CHARITY SHUIABU	08033058382, 08055066220
1323	RS8.3	3	CONFLUENCE CABLE NETWORK LIMITED	RAKIRA OGBEHA PLACE 35 MOUNT PATT RD	7	10		08058298388
1324	RS8.3	4	CROWN LINE	LOKOJA LG SECRETARIAT	11	10	JOB	08073176076
1325	RS8.3	5	DANGOTE CEMENT TRANSPORT	OBAJANA CEMENT FACTORY, OBAJANA	1500	1500	ANSELEM I F Y CHUBIUKEM	08069440944, 08037052474
1326	RS8.3	6	DESINAMATRIKS TRANSPORT	NO.2 OLORUNSHOGO STR. OFF FATE ROAD	5	5	POPOOLA TAOFIK	08036688746
1327	RS8.3	7	GITTO COSRUZIONI GENERALI NIG. LTD	PLOT 737, MABUSHI DISTRICT, ABUJA FCT	23		AGAMSON EMMANUEL	09-524239
1328	RS8.3	8	KOGI LGA MASS	KOTON-KARFI MARKET	10	10	ELDER R S MOFENI	08059496430
1329	RS8.3	9	KOGI STATE POLY	KOGI POLY PMB 1101 LOKOJA		20	HA KADIRI	08053642762
1330	RS8.3	10	KOGI STATE TRANSPORT CO	10 MARINE RD MOWH LOKOJA	28	53		08037274930
1331	RS8.3	11	MASS TRANSIT	OLAMABORO LGA				
1332	RS8.3	12	MASS TRANSIT	OLD NEPA, ANKPA	5	5		
1333	RS8.3	13	NATIONAL UNION OF ROAD TRANSPORT WORKERS	LOKOGOMA BRANCH L,OKOJA		145	M ALLAM IBRAHIM ABALAKA	08036075475
1334	RS8.3	14	NURTW CEMETERY BRANCH	EUROPEAN CEMETERY PARK LOKOJA	120	135	LAWRENCE MOKIKAN	08069604428
1335	RS8.3	15	NURTW GANAJA MARKET TRANSPORT SERVICE	FELELE MARKET LOKOJA				08064409887
1336	RS8.3	16	NURTW GEGU BEKI	ALH HASSAN MOTOR PARK GEGU BEKI				08065492208
1337	RS8.3	17	NURTW KOTON-KARFE	ABAJI MOTOR PARK	105	105		08032871101
1338	RS8.3	18	NURTW KOTON-KARFI BRANCH	KOTON-KARFI MARKET				08069607407
1339	RS8.3	19	NURTW LOKOJA BRANCH I	IBRO MODERN PARK, LOKOJA			ADENIYI SAMUEL	08036196570
1340	RS8.3	20	NURTW LOKOJA BRANCH II	IBRO MODERN PARK, LOKOJA				08036429126
1341	RS8.3	21	NURTW LOKONGOMA BRANCH	GANAJA JUNCTION LOKOJA	104	140		
1342	RS8.3	22	NURTW OKENE BRANCH	NO 2, LAFIA STR. OKENE			ADAMU MOTU	8035900238
1343	RS8.3	23	NURTW OKENE HEAVY DUTY BRANCH	OKENE LGA HQ				8034505749
1344	RS8.3	24	NURTW PICK-UP BIG LORRY	BY FELELE AREA COURT	80	120	ALH DANLADI IBRAHIM	08036000249
1345	RS8.3	25	OBAJANA CEMENT, PLC	KM 22, KABBA/LOKOJA ROAD, OBAJANA	70	70	MEDINAT E. SUBERU (MRS)	08025014997, 07082634974
1346	RS8.3	26	OGORI/MAGONGO LG MASS TRANSIT	AKPAFA KOGI STATE				8034177958
1347	RS8.3	27	OKENE LGA MASS TRANSIT	LGA HQ OKENE				08063239277
1348	RS8.3	28	OLAMABORO LOCAL GOVERNMENT MASS	OKPO, OLAMABORO	29	29		
1349	RS8.3	29	ROCKBRIDGE CONSTRUCTION LIMITED	IDAH, KOGI	25	20		
1350	RS8.3	30	ROCKBRIDGE CONSTRUCTION LTD	MAITAMA, NO. 49 GANA STR. ABUJA		10	ABDULALLAHI MUSA	07063596721, 08035949710
1351	RS8.3	31	SAFETY AND STYLE TRAVELS	64, BALEWA ROAD, ANKPA	5	10	MUHAMMED	08062527778
1352	RS8.3	32	SALEM UNIVERSITY	KM16, LOKOJA-AJAOKUTA ROAD	6	5	ENGR. ABUTU A. ANDREW	080568302, 08070620605
1353	RS8.3	33	STYLE MASS TRANSIT	ANKPA, KOGI	5	10		
1354	RS8.3	34	ZEROCK CONSTRUCTION NIG. LTD	105, OLU OBSANJO ROAD, FLEET HOUSE, P/H	13	15		08036110917

RS 9.1, ENUGU SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1355	RS9.1	1	ABC PLC	122 AGUI RD			NJOKU CALISTUS	08033577150
1356	RS9.1	2	ABC TRANSPORT COMPANY	BEMATZZ HOTEL PARK			SOPURUCHI	08030936393
1357	RS9.1	3	ABIA STATE TRANSPORT CORPORATION	100 TIMBER RD UMUAHIA			EMMA AMAECHI	08033713540
1358	RS9.1	4	AGUATA LGA MASS TRANSIT	NO 6 UGA RD EKWEULOBIA			CHIMEZIE EZEIROMA	08025571005
1359	RS9.1	5	AWGU MASS TRANSIT	338 AGBANI RD			OGBODO SUNDAY	08036048778
1360	RS9.1	6	CENTRAL MASS TRANSIT	ENUGU	50	50	CHIJIOKE NNAMANI	08035960545
1361	RS9.1	7	EASTERN GATEWAY	SWALLOW GROUND ENUGU PARK	48	48	UCHENNA ORA	08035083099,08064123501
1362	RS9.1	8	EKENEDILI CHUKWU	44 ZIK AVENUE			EMEKA ANYA	042-2307721
1363	RS9.1	9	EKWULOBIA URBAN MASS TRANSIT	MGBEMELE PARK			OZEGBE AMBROSE	08034734868
1364	RS9.1	10	ENUGU NORTH MASS TRANSIT	ENUGU NORTH LGA HQ			OJI VITALIS	08033483339
1365	RS9.1	11	ENUGU SOUTH MASS TRANSIT	335 AGBANI RD			NWAOBODO SUNDAY	08035479845
1366	RS9.1	12	ENUGU STATE TRANSPORT CO	KM 11 ENUGU/ABIA EXPRESS EMENE			ANI BATHOLOMEW	08037780993
1367	RS9.1	13	ENUGU STATE TRANSPORT COMPANY LTD	51A, ENUGU ROAD NSUKKA	61	61		0803705918
1368	RS9.1	14	GLOBIS MOTORS LTD	ENUGU ROAD NSUKKA	84	84	OJOBO JUDE	08032190528
1369	RS9.1	15	GOLD INTER TRANS NIG LTD	NO 1 OGUI RD			ANEKE DANIEL	08072500155
1370	RS9.1	16	IFESINACHI NIG LTD	12 OKPARA AVENUE ENUGU				08034534051
1371	RS9.1	17	LOVERS BAKERY LTD	UJA VILLAGE AMAIFEKE	8	10	ENGR CHUKWUEMEKA	08037803931
1372	RS9.1	18	PEACE MASS TRANSIT	N0 4, OKPARA AVENUE			PETER	080611149487
1373	RS9.1	19	PEACE MASS TRANSIT COMPANY LTD	4, ENUGU ROAD NSUKA	623	623		08043123117
1374	RS9.1	20	PHC CITY MASS	NO 2 MOSCO			AGBO PATRICK	08033901433
1375	RS9.1	21	REMA MASS TRANSIT	PEEP FILLING STATION PARK			EJIKE A.	08036778736
1376	RS9.1	22	ROYAL MASS TRANSIT	SWALLOW GROUND ENUGU PARK			MOSES I.	08065325616
1377	RS9.1	23	ROYAL MASS TRANSIT COMPANY LTD	2, MCC JUNCTION OGRUTE, ENUGU-EZIK	B07	307		08035381645
1378	RS9.1	24	ROYAL MASS TRANSPORT LTD	ABAKALIKI, ENUEZIKE OBOLLO RD AFOR			MR PETER OKPE	08066701568

RS 9.2, EBONYI SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1379	RS9.2	1	ABIA STATE TRANSPORT CORPORATION	100 TIMBER RD UMUAHIA, ABIA STATE			CHARLES O ANOSIKE	07038740805
1380	RS9.2	2	AFIKPO NORTH MASS TRANSIT	NO 64 GUNNING ROAD ABAKALIKI			STEVE EGWU ELEM	08059057003
1381	RS9.2	3	AGUATA LGA MASS TRANSIT	67 OGOJA/GUNNING ROAD, ABAKALIKI				08062864464
1382	RS9.2	4	ANAMBRA STATE TRANSPORT COMPANY	KM 41/42 ONITSHA/ENUGU AWKA EXPRESS WAY			CATHERINE ANIAGBOSO	08051450707
1383	RS9.2	5	EASTERN MASS TRANSIT LTD	29 AFIKPO ROAD ABAKALIKI			NWACHUKWU SUNDAY	08064145322
1384	RS9.2	6	EBONYI STATE TRANSPORT SERVICE	102 OLD ENUGU RD, ABAKALIKI			IRIBOR ABRAHAM	08037466821
1385	RS9.2	7	EBONYI STATE TRANSPORT SERVICE	KM 3 ABAKALIKI-ENUGU EXPRESSWAY, ABAKALIKI			OA NGWUOKE	08037791357
1386	RS9.2	8	ENUGU NORTH MASS TRANSIT	OKPARA AVENUE, ENUGU			F FRANK EJINAKA	08057852762
1387	RS9.2	9	FRIENDSHIP EXPRESS LTD	7 AFIKPO ROAD, ABAKALIKI			IGWE JONATHAN	08032763266
1388	RS9.2	10	IFESINACHI NIG LTD	KM 2, ONITSHA/ENUGU WAY, ONITSHA			ALPHONSUS EZE	08036068978
1389	RS9.2	11	IFESINACHI NIG LTD	KM 3, ENUGU/ONITSHA EXPRESSWAY ONITSHA			CHIKWANO EZEJA	08037416288
1390	RS9.2	12	IMO STATE TRANSPORT COMPANY	16/28 MCC ROAD, OWERRI, IMO STATE			AMAECHI CALISTUS	08038949507
1391	RS9.2	13	IZZI LG MASS TRANSIT	IBOKO			JOSEPH NWAMBAM	08034127814
1392	RS9.2	14	OKEYSON INVETSMENT SERVICE LTD	LAGOS BADAGRY EXPRESSWAY, MAZAMAZA			OKWUDILI ANUCHE	08064650704
1393	RS9.2	15	ONITSHA SOUTH LG MASS TRANSIT	OPP. HOLY GHOST CATHEDRAL ENUGU			JOHN CHIEGBU	08034166134
1394	RS9.2	16	ONITSHA SOUTH LG MASS TRANSIT	OPP.HOLY GHOST CATHEDRAL CHURCH, ENUGU			OSITA WATSON JAMES	08037754895
1395	RS9.2	17	PEACE MASS TRANSIT	EASTERN REGIONAL OFFICE, ENUGU			AMOKE CHRISTOPHER	08055650225
1396	RS9.2	18	ROMCTH MASS TRANSIT	NO 71, INDUSTRIAL AREA, COAL CAMP, ENUGU			AGBA OSITA	08033400406
1397	RS9.2	19	ROYAL MASS TRANSPORT LTD	MCC JUNCTION, OGRUTE ENUGU, EZIKE			TIMOTHY OSSAI	08035381645

RS 9.3, ABIA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1398	RS9.3	1	ABIA CITY TRANSPORT SERVICES	NO 18, LAGOS STR., UMUAHIA			MR CYRIL DINNEYA	08057105153
1399	RS9.3	2	ABOMARK RENTAL SERVICES	NO 1, IGBO STR. UZOAKOLU RD., UMUAHIA			UCHE NWANKWO	08051612001
1400	RS9.3	3	ADAM & EVE MOTORS LTD	50 A, NGWA RD, ABA			EMMANUEL OGBONNAYA	08064718390
1401	RS9.3	4	ALL BASIC PRODUCTS LTD	OLD ABA RD, OPP. MODERN CERAMICS UMUAHIA			MR OGIDI LINUS	08033138059
1402	RS9.3	5	ASSOCIATED BUS COMPANY PLC	KM 5, MCC/URATTA RD, UMUOBA, OWERRI.			MR ODEY UDECHUKWU	08064327270
1403	RS9.3	6	CHIDIEBERE TRANSPORT CO. LTD	UZOAKOLI RD., UMUAHIA			MR EDWIN EZE	08063851850, 08058254607
1404	RS9.3	7	ESO PENCO INTERNATIONAL	NO 11, ABA ROAD, UMUAHIA			JOSHUA ORIBO	08064349282
1405	RS9.3	8	JENCO GROUP OF COMPANY	47, NGWA RD ABAGANA			JULIUS OGBONNAYA	08067215092
1406	RS9.3	9	KENEL INTERCONTINENTAL LTD (KENEL MOTORS)	61 MISSION HILL, UMUAHIA			MR DOMINIC OBASI	08054559692
1407	RS9.3	10	NATIONAL ROOT CROP RESEACH INSTITUTE	UMUDIKE, UMUAHIA	22	25	EKE S. I	08063426481
1408	RS9.3	11	PEACE MASS TRANSIT	NO 37, OBA ROAD, NSUKKA			PAUL MEREGINI	08035759533
1409	RS9.3	12	SACLUX INDUSTRIES NIG. LTD	NO 10, LOCK-UP SHOP/WARRI STR. UMUAHIA			ALH YAKUBU HARUNA	08056832487
1410	RS9.3	13	UMU ABIA LINK	NO 5, WARRI STREET, UMUAHIA			MR EMEZUE UCHENNA C	08033867924, 08051241822,
1411	RS9.3	14	YOUNG SHALL GROW TRANSPORT	PLT A, CLS A, SATELLITE TOWN LAGOS			MR AMECHI NNANEME	08037073365

RS 9.4, IMO SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1412	RS9.4	1	ABIA CITY TRANSPORT SERVICES	NO 49, EGBU RD., OWERRI			VERERE REGHA	08039600958
1413	RS9.4	2	ABIA CITY TRANSPORT SERVICES	18,LAGOS STREET,UMUAHIA	18	5	CYPRIAN OBASI	8068779362
1414	RS 9.4	3	ABIA STATE TRANSPORT CIORPORATION, OWERRI	60, TIMBER ROAD, UMUAHIA	1000		TONY A & O. OKECHUKWU	08037294853, 08038883600
1415	RS9.4	4	ABIA LINE NETWORK CO LTD	100 TIMBER RD, UMUAHIA	10	15	ONWUCHEKWA M.O.	803888600
1416	RS9.4	5	ALL STATES MASS TRANSIT	I,UMUWAYER STREET, UMUAHIA	5	6	KINSLEY NNAJI	8036839302
1417	RS9.4	6	ASSOCIATED BUS COMPANY PLC	5, MCC/URATTA RD, UMUOBA, OWERRI. IMO ST	6	8		01-4445870
1418	RS9.4	7	BEST WAY TRANSPORT LTD	IDO LAGOS STATE	8	8	EKERE CHUKWUDI O	8034175966
1419	RS9.4	8	BEST WAY TRANSPORT LTD	RAILWAY LINE, IDO	7	8	OKORO PROMISE	08084683901
1420	RS9.4	9	CHISCO TRANSPORT NIG LTD	KM 13, LAGOS EPE EXPRESS WAY	28	45	BEDE CHIJIOKE	8036685971
1421	RS9.4	10	CONSTANT LINK VENTURES LTD	6, OYEBO STR. OLODI APAPA LAGOS	20	19	DANIEL OMOREGBE	8032453406
1422	RS9.4	11	CONSTANT LINK VENTURES LTD	46 EGBU RD., OWERRI	20	19	D.OMOREGBE&,B.ODUWARE	
1423	RS9.4	12	IMO STATE TRANSPORT COMPANY LTD	16-28 URATTA ROAD, PMB 1582, OWERRI				083-232892
1424	RS9.4	13	IMO STATE UNIVERSITY, OWERRI	IMSU OWERRI	30	29	AUSTIN ONYENZE	8033928281
1425	RS9.4	14	JULIUS BERGER NIG PLC	NEAR COCA-COLA COMPANY, INDUSTRIAL LAYOUT		103	MR. VICTOR ADESINA	08036121776, 08025524170
1426	RS9.4	15	MULTILINE TRANSPORT COMPANY	56 DOUGLAS RD., OWERRI	18	13	KELECHUKWU EMMANUEL	08038886300, 08066050360
1427	RS9.4	16	MULTILINE TRANSPORT COMPANY	83, EFFURUN/ SAPELE ROAD, EFFURUN, DELTA ST	14	18	DAWSON K.E	-
1428	RS9.4	17	PEACE MASS TRANSIT LTD	PLOT 481 AWOLOWO WAY UTAKO FCT, ABUJA	14	27	MADU STANLEY	8064883320
1429	RS9.4	18	PEACE MASS TRANSIT LTD	PLOT 479/481 UTAKO FCT, ABUJA	15	13	MR TONT ADIELE, DAWSON KELE	08038886300, 08066050360
1430	RS9.4	19	RIVERS TRANSPORT COMPANY	WATERSLINES COMPLEX,OLU OBASANJO RD., PH.	50	36		
1431	RS9.4	20	TRACAS LTD	41 / 42 ONITSHA-ENUGU EXPRESSWAY, PMB 5032	28	22	EKWELSON HENRY O	8032573342
1432	RS9.4	21	VENO TOURS & CASH EXPRESS LTD	NO. 1, MCC ROAD, OWERRI	11	15	OBIOMA IJINNAKA	08033273976, 08032938215
1433	RS9.4	22	YOUNG SHALL GROW MOTORS LTD	SATELITE TOWN LAGOS	15	15	EFFODU BOB RN	8037122832

RS 10.1, SOKOTO SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1434	RS10.1	1	ALH AHMAD TIJANI & SONS	CCNN SOKOTO			SULAIMAN YAURI	080361553127
1435	RS10.1	2	ALH IBRAHIM SULEIMAN	FED LOW-COST, SOKOTO			TUKUR GIDAN DARE	08036201397
1436	RS10.1	3	ALH TUKUR JANGEBE	CCNN SOKOTO			ALIYU GWANDU	080655948667
1437	RS10.1	4	ANPP OFFICE GUSAU	UNGUWAN DALLATU GUSAU	20	30	ALH. ATIKU MOHAMMED	08067950337
1438	RS10.1	5	BSG & COMPANY	ARGUNGU J ALLEN			NURU SHEHU	08035075248
1439	RS10.1	6	DANBULO ENTERPRISES	CCNN SOKOTO			MOH'DDANBULO	08059732697
1440	RS10.1	7	GOD BLESS EZEAWATA NIG LTD	3/5 UDEGBOKA STREET, ONITSHA				08033125231
1441	RS10.1	8	GOLD INTER TRANS NIG LTD	NO 1, EGWEL RD., ENUGU			ALH HARUNA	08030537014
1442	RS10.1	9	GOVT HOUSE, SOKOTO	LODGE RD. SOKOTO			LADAN IBRAHIM	069-230344
1443	RS10.1	10	ISA LIBBA & SONS NIG LTD	NO 7, WESTERN BYE PASS, SOKOTO			SHEHU MALLAM	08035776605
1444	RS10.1	11	MARINJI PETROLEUM	ZARIA ROAD GUSAU			ALH HAMISU IBRAHIM	08087963310
1445	RS10.1	12	PW NIG LTD	MAITAMA DISTRICT, ABUJA			CHARLES MARK	060-230711
1446	RS10.1	13	ROADS NIGERIA PLC	BYE PASS ROAD, P O BOX 24, SOKOTO			JAMES UZONG	060-235736
1447	RS10.1	14	SOKOTO ENERGY RESEARCH CENTRE	USMANU DAVFODIYO UNIVERSITY , SOKOTO			LAWAL UMAR	080350551784
1448	RS10.1	15	SOKOTO ENGINEERING & CONSTRUCTION COMPANY	GARBA MOH'D SOKOTO			SHEHU ALIYU	08036149919
1449	RS10.1	16	SOKOTO STATE HOUSE OF ASSEMBLY	KADUNA RD, SOKOTO			ABDULLAHI LEMA	080-230156
1450	RS10.1	17	SPECIALIST HOSPITAL, SOKOTO	SULTAN ABUBAKAR RD., SOKOTO			AHMED ABUBAKAR	060-239839
1451	RS10.1	18	TEN MILES NIG LTD	SOKOTO FURNITURE ROAD, SOKOTO			BELLO MILGOMA	08035047566
1452	RS10.1	19	USMAN DANFODIYO UNIVERSITY SOKOTO	VC'S OFFICE TRANSPORT UNIT				08065630428
1453	RS10.1	20	YAHAYA GORA & SONS LTD	OLD GARAGE, SOKOTO			IBRAHIM ADILI	08035074581
1454	RS10.1	21	YOUNG SHALL GROW TRANSPORT	47, ABDULLAHI RD, SOKOTO			OKOYE	060-239173
1455	RS10.1	22	ZAMSON GLOBAL RESOURCES	NO 1, B/KEBBI RD., SOKOTO			LAWAL YUSUF	08065331569

RS 10.2, KEBBI SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1456	RS10.2	1	ABDULHAMID BAKO TRANSPORT LTD	GIDAN KIFI RIKOTO			ALH AMINU	08023246427
1457	RS10.2	2	ADAMU AUGIE COLL. OF EDUC, ARGUNGU	TUNDU-WADA, ARGUNGU KEBBI STATE			HASHIMU TO	08084264333
1458	RS10.2	3	ALIERO LG MASS TRANSIT	LG SECRETARIAT HQ			SANI MUSA WASAAGU	08080375507
1459	RS10.2	4	AREWA LG MASS TRANSIT	KANGIWA AREWA LG, KEBBI STATE			ABDULLAHI LABBO	08086252417
1460	RS10.2	5	ARGUNGU LG MASS TRANSIT	LG HQ SECRETARIAT			SAIDU YUSUF	08069792067
1461	RS10.2	6	AUGIE LG MASS	LG HQ SECRETARIAT			DIRECTOR WORKS	08075660931
1462	RS10.2	7	B/KEBBI LGA MASS TRANSIT	LGA H/Q , B/KEBBI			MUHAMMAD KABIR	08036999795
1463	RS10.2	8	BAGUDO LG MASS TRANSIT	BAGUDO LG SECRETARIAT			YAKUBU MANUGA B	08036444408
1464	RS10.2	9	BUNZA LG MASS TRANSIT	LG SECRETARIAT, BUNZA			ISA USMAN	08065859661
1465	RS10.2	10	DANBAFASHE TRANSPORT LTD	ZZ 107 ZURU ZANGO			MOHAMMED BASIRU	08022387930
1466	RS10.2	11	DANDI LG MASS TRANSIT	KAMBA TOWN, B/KEBBI STATE			MALLAM MUSA	08034892270
1467	RS10.2	12	DANTATA & SAWOE NIG PLC	ARGUNGU KEBBI STATE			IDRIS MOHAMMED	08065800674
1468	RS10.2	13	FADAMA 11 PROJECT KEBBI STATE	KM 11, KALGO JUNCTION KARDA			ABDULLAHI IBRAHIM	08044138449
1469	RS10.2	14	GOVT HOUSE KEBBI	GOVERNOR'S OFFICE, B/KEBBI				0068-351350
1470	RS10.2	15	GWANDU LG MASS TRANSIT	GWANDU TOWN			MU'AZU HASSAN	08082113200
1471	RS10.2	16	JEGA LG MASS TRANSIT	PMB 91, JEGA KEBBI STATE			ALH UNMU UAMAR	08026874117
1472	RS10.2	17	KALGO LG MASS TRANSIT	LG HQ SECRETARIAT			ISA AHMED	07033601028
1473	RS10.2	18	KARDA LG MASS TRANSIT	HEAD OFFICE, KALGO KEBBI STATE			SAIDU ALIYU UTONO	08027313541
1474	RS10.2	19	KEBBI STATE JUDICIARY	HIGH COURT OF JUSTICE			DANLADI UMAR	068-320615
1475	RS10.2	20	KEBBI STATE MIN. OF HEALTH	KEBBI STATE SEC.			ABDULLAHI YELDU	08038035092
1476	RS10.2	21	KEBBI STATE MIN. OF WATER RESOURCES	STATE SECRETARIAT KEBBI STATE			ALH IBRAHIM TANKO	08024360329
1477	RS10.2	22	KEBBI STATE MINISTRY OF AGRICULTURE	STATE SECRETARIAT KEBBI STATE			ALHASSAN S GWAZAWA	08024204446
1478	RS10.2	23	KEBBI STATE MINISTRY OF FINANCE	STATE SECRETARIAT KEBBI STATE			ABUBAKAR IBRAHIM	068-320657
1479	RS10.2	24	MAIYAMA LG MASS TRANSIT	LG SECRETARIAT, HQ			YAHAYA YUSUF	08036041684
1480	RS10.2	25	MIN OF EDUCATION , KEBBI.	KEBBI STATE SEC.			SA'ADU GAMBO FAKAI	08083190578
1481	RS10.2	26	MOW & TRANSP MASSD	HALIRU ABDU SEC. B/KEBBI			BASHIR SARKI	068-321838
1482	RS10.2	27	NURTW B/KEBBI BRANCH	CENTRAL MOTOR PARK, KEBBI			MALLAM SHEHU GOHE	08025668554
1483	RS10.2	28	SURU LG MASS TRANSIT	DAKIN-GARI			MOHAMMED SANI	07038174578
1484	RS10.2	29	ZANGO KANGIWA TRANSPORT	KANGIWA AREWA LG, KEBBI STATE			YUSUF ZANGO	08060307007

RS 10.3, ZAMFARA SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1485	RS10.3	1	AA MASTERS NIG LTD	CANTEEN DAJI, GUSAU	15	17	ALHAJI AWISU	08039146873
1486	RS10.3	2	AG FERRERO & CO LTD	PLOT E MAKERA RD, KADUNA			ENGR.JULIUS A ADEDOYIN	08036084949
1487	RS10.3	3	ALH GARBA FARI COMPANY GUMMI	KOFAR SHANU GUMMI TOWN			ALH MUHAMMED D/HAJO	08087799602
1488	RS10.3	4	AMADU DONGOLI TRANSPORT AUTHORITY	CANTEEN DAJI, GUSAU	7	5	AHMADU DANKOLI	08085663361
1489	RS10.3	5	BAKURA LG MASS TRANSIT	BAKURA LG SEC				
1490	RS10.3	6	BARAHAZAWA INTERNATIONAL CO LTD	SABON GARI SHINKAFI	11	11	UMARU NA GWANDU	08024207887
1491	RS10.3	7	CGC NIG. LTD	CGC CAMP BYE-PASS SOKOTO,GADA BIU, GUSAU	11	10	MR LI	08082053994
1492	RS10.3	8	CHI-TEESY SOFT DRINKS ENTERPRISES, GUSAU	NO. 178 FEDERAL LOW COST T/WADA, GUSAU			MR ABEL IBBE	08036143314
1493	RS10.3	9	FIRE SERVICE DEPARTMENT SAMARU	SAMARU ZARIA RD.,	4	18	LAWALI UMAR	8069646106
1494	RS10.3	10	HABIBU ENGINEERING NIG. LTD	ZARIA ROAD GUSAU	15	8		08026877275
1495	RS10.3	11	HISBAH COMMISSION	LEBIN-LEBIN TUDUN WADA, GUSAU	24	11	ALTINE MOH'D	07081695073
1496	RS10.3	12	MALLAHA TRANSPORT	MOTORGAGE AREA, GUSAU	7	6	ALHAJI MALLAHA	08060000333
1497	RS10.3	13	MALLAM TRANSPORT	SANI ABACHA WAY GUSAU				
1498	RS10.3	14	MANDE TRANSPORT	CANTEEN DAJI, GUSAU	10	11	MALLAM MANDE	08087873700
1499	RS10.3	15	MARADUN LG MASS TRANSIT	MARADUN LG SEC				
1500	RS10.3	16	MOTHERCAT LTD	MOTHERCAT RD, MANDO LIGHT IND. AREA KADUNA			DAVID LANRE	08036202320
1501	RS10.3	17	NA'ALLAH TRANSPORT LTD	CENTRAL MOTOR PARK, GUSAU			MALLAM BALA	08028712081
1502	RS10.3	18	NAGOGO TRANSPORT INVESTMENT	CANTEEN DAJI, GUSAU			BALA UMAR	08065812850
1503	RS10.3	19	NURTW GUSAU BRANCH	GUSAU CENTRAL MOTOR PARK	10	14	ALHAJI MOH'D	08069706599
1504	RS10.3	20	PHCN GUSAU BUSINESS UNIT	PMB 1004, ZARIA RD., GUSAU	13	14	AMBAYA MOH'D	07082863193
1505	RS10.3	21	RUFAI FARMS SALES	SANI ABACHA WAY, BOX 7			AHMAD IBRAHIM	08069706720
1506	RS10.3	22	SSG'S OFFICE GUSAU	JB YAKUBU SEC, GUSAU ZAMFARA STATE	6	10	SANI SHEHU	08065631980
1507	RS10.3	23	STATE FIRE SERVICES	SAMARU GRA, GUSAU	13	21	LAWALI UMAR	08069646106
1508	RS10.3	24	TESSY SOFT DRINKS ENTERPRISES	NO. 178, FEDERAL HOUSING LOW-COST, GAUSAU	5	6	MR. ABEL IBE	08036143314
1509	RS10.3	25	ZAM CGC NIG. LTD	CGC CAMP AZIKWE WAY KADUNA INDUSTRIAL AREA			MR LI	08082053994
1510	RS10.3	26	ZAMFARA STATE TRANSPORT AUTHORITY	SOKOTO BYE PASS GADABIYU GUSAU	70	85	MURTALA MUHAMMAD	08036983282

RS 11.1, OSUN SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1511	RS11.1	1	AKUNLEMU TIPPER GARAGE MASS	AKUNLEMU GARAGE			S OLUNLOYO	08059844168
1512	RS11.1	2	AMO BYNG NIG LTD	ALONG IFE-ODAN RD., AWE			MAKINDE SAMUEL O	08035810815
1513	RS11.1	3	ASSOCIATION OF TIPPERS & QUARRY OWNERS OF NIGERIA	NO 1 RING ROAD STADIUM BYE-PASS			SAKA POPOOLA	08087171392
1514	RS11.1	4	ASSOCIATION OF TIPPERS & QUARRY OWNERS OF NIGERIA, ILE IF	ĐKE OPA ILESHA RD., ILE IFE			A FATAI	08033608643
1515	RS11.1	5	ASSOCIATION OF TIPPERS MASS	NO 1, OWODI MARKET N/G EDE			JA OPADOYIN	08032393981
1516	RS11.1	6	BASORUN TIPPER GARAGE	BASHORUN COMPOUND OYO			AMUSA RAJI	08035819407
1517	RS11.1	7	BENAD COMM. ENTERPRISES LTD	NO 48, ILARE STR., MODAKEKE			FEMI OJELEYE	08030713777
1518	RS11.1	8	BIBO OLUWA ACADEMY MASS	NO 14, LEJOKA ABIOLA AVENUE, ILESA			AO AFOLABI	08060691017
1519	RS11.1	9	BOLAWOLE ENTERPRISES	B245, IMO STR., ILESHA	10	10	OLAGUNJU ODEYEMI	8065622657
1520	RS11.1	10	CHRIST TRUMPETERS CHURCH, ILESA	ILSA-AKURE EXPRESSWAY			JOEL DUROTOYE	08035790696
1521	RS11.1	11	DE-KOMO GENERAL MERCHANT	B279 IMO STR., ILESHA OSUN STATE	5	5	KOMOLAFE FEMI	7036395297
1522	RS11.1	12	EASY MOTION TRANSPORT LTD	OLD COCACOLA BUILDING, OSOGBO	11	6	ADEYI SEUN	7034709900
1523	RS11.1	13	GBAJESU AND SONS ENTERPRISES LTD	D33A EGBE IDI STR.,ILESA			DAYO AKINOLA	08037263380
1524	RS11.1	14	GBENGA OGUNDIPE & SONS NIG LTD	OGBONTUNTUN, IKORO EKITI STATE	20	21	OLUFEMI AJAYI	8038320657
1525	RS11.1	15	INTERNATIONAL BREWERIES TRANSPORTER ASSOCIATION	SHOP NO 10, OPP. INTL BREWERIES, ILESA,OSUN STATE			OLU FATUROTI	08032435599
1526	RS11.1	16	IWO LG IWO	ALONG ARAROMI RD., IWO			ALABI OLUFEMI A	08030808260
1527	RS11.1	17	JESUS TOOWO NIG LTD	NO 135, IREMO RD, ILE IFE			SEGUN IGE	08037262846
1528	RS11.1	18	LAWRENCE OMOLE & SONS LTD	B128, OKESA STR. ILESA OSU STATE			ALUKO MIKE	08066649608
1529	RS11.1	19	LEXICAN INVESTMENT LTD	4 & 5 OLA-LAYOUT, BOX 1701, ILE IFE			IWAMITIGHA AYODEJI	08054453765
1530	RS11.1	20	NOBILITY NIG LTD	IJEBU/JESA RD., AGUNRODO ILESA	12	12	ADEWUMI SOJI	8069485022
1531	RS11.1	21	NURTW IFELODUN BRANCH 1	ALAMISI MARKET, OBA-ADEYEMI STR. IKIRUN	200	200	RAHEEM ADEMOLA	08052565251
1532	RS11.1	22	NURTW	ERIN-OSUN MOTOR PARK, OJU OJA			ADEYEMI TAJUDEEN	08060158376
1533	RS11.1	23	NURTW BRANCH 2	1 INISHA RD, IKIRUN	100	150	OLUSOLA ADEDEJI	8038612591
1534	RS11.1	24	NURTW	1 AGIP ROAD, EDE			ADEWALE JONATHAN	07039315168
1535	RS11.1	25	NURTW CENTRAL M/PARK, ODO IRO ILESA	ODO IRO ILESA OSUN STATE	150	150	FATAI ATANDA	8060384360
1536	RS11.1	26	NURTW	ODO ORI MOTOR PARK, EJIGBO GARAGE			GAFARI AKANDE	08069066011
1537	RS11.1	27	NURTW	ODO ORI MOTOR PARK, OSOGBO GARAGE IWO			RASHEED ADEYEMI	08038555898
1538	RS11.1	28	NURTW	NO 41, CATHOLIC MISSION RD, OSOGBO			ALFA JELILI	08083178543
1539	RS11.1	29	NURTW	ANNEX UNIT, OKEFIA WORKS			MATHEW ADEGBITE	08062305584
1540	RS11.1	30	NURTW	OPP.CONOIL,OLD GARAGE OSHOGBO	38	18	MUILI FOLORUNSO	8033632917
1541	RS11.1	31	NURTW	NO 40, RAILWAY LINE, OSOGBO			SULAIMAN ADENIYI	08035746933
1542	RS11.1	32	NURTW	OLAIYA MOTOR PARK, OSOGBO			SULEIMAN OMO-OLA	08038063925
1543	RS11.1	33	NURTW	NO 1 ARAROMI, EJIGBO RD, IWO			AYELOJA MUIDEEN	08067404942
1544	RS11.1	34	NURTW IFE 1 BRANCH	5 STADIUM RD., ILE IFE			ALATUNDE AFOLABI	08060585167
1545	RS11.1	35	NURTW IKIRE SECTION	OSOGBO, IBADAN & IKIRE SECTION			MORAKINYO OYETUNJI	08038462197
1546	RS11.1	36	NURTW ILE IFE BRANCH	NO 5 STADIUM RD. ILE IFE			OLUSEGUN OLAYADE	08038213750
1547	RS11.1	37	NURTW ILESA UNIT	NO 5, STADIUM RD., ILE-IFE			SAMUEL OKE	08065050088
1548	RS11.1	38	NURTW ILSA WEST BRANCH 2	NEAR AFRIC. CHURCH GRAM.SCHL,OSOGBO RD,ILESA	200	200	MR I.D ABODUNRIN	8035185068

1549	RS11.1	39	NURTW ISOKUN CENTRAL PARK	ISOKUN ALONG OSHOGBO RD, ILESA			ID ABODUNRIN	08066067007
1550	RS11.1	40	NURTW LAGOS 11 IDI SEKE	BY AREGBESOLA HOUSE, OSOGBO			ELDER B O FALAYE	08033946708
1551	RS11.1	41	NURTW ODO IRO	ODO IRO ILESA OSUN STATE			SANYA DAGUNDARO	08035645048
1552	RS11.1	42	NURTW OSHOGBO BRANCH 11	BEHIND OLD GOVERNORS OFFICE OSHOGBO			ALATODE KAMORUDEEN	08034804116
1553	RS11.1	43	NURTW OSOGBO BRANCH 1	TOTAL OLD GAEAGE OSHOGBO	20	13	RAMONI AZEES	8034285591
1554	RS11.1	44	OAU TEACHING COMPLEX	ILESA RD, PMB 5538, ILE IFE			SO OWOEYE	08037218701
1555	RS11.1	45	ODUWOYE BROTHERS NIG LTD	LOW COST HOUSING ESTATE, IKIRUN	5	5	OLUWOLE TOSIN	7032981242
1556	RS11.1	46	OGBOMOSHO NORTH LGA KINNIRA	KINNIRA AREA, ILORIN RD, OGBOMOSHO				08038263864
1557	RS11.1	47	OJUOLAPE RENTALS	OPP. EJIGBO GARAGE, DADA ESTATE	5	4	A BUNMI	08067728436
1558	RS11.1	48	OLAPADE RENTALS	NO 73, ODIOLOWO STR. JALEYEMI OSOGBO			MOSES ADETOMI	08057882521
1559	RS11.1	49	OSUN STATE COLL. OF EDUCATION, ILESA	PMB 5089, ILESA	6	22	S.A. AWE	7027380460
1560	RS11.1	50	PHCN	LAGERE , ILE IFE			IJALANA EKUNSAYO	08055641611
1561	RS11.1	51	POWER HOLDING COMPANY OF NIG. PLC	SAWMILL AREA OYO, OYO TOWN			MR OLANIYI	038-240139, 038-240609
1562	RS11.1	52	RA OLANIYAN LTD	NO 204 SABO JUNCTION, OSOGBO			KEHINDE KARIMU	08035880919
1563	RS11.1	53	ROAD TRANSPORT EMPLOYERS ASSOCIATION	STATION ROAD AGIP AREA EDE	36	14	MR MUNIRU ADEBAYO	8057444843, 08069784605
1564	RS11.1	54	RTEAN	IBA MOTOR PARK, IKIRUN			BAMIGBOLA JP	08032211882
1565	RS11.1	55	RTEAN	ODO ORI MOTOR PARK, OSOGBO			LAWAL GANIYU	08067383682
1566	RS11.1	56	RTEAN	ODO ORI MOTOR PARK			NASIRU ALADE	08032162952
1567	RS11.1	57	RTEAN	EKO-ENDE MOTOR PARK IKIRUN	60		AHMED ADEDEJI	8035682296
1568	RS11.1	58	RTEAN	NO 40 AJEGUNLE STR., OSOGBO	79	34	JOSEPH MAYOWA	7036368178
1569	RS11.1	59	RTEAN	AKUNLEMU MARKET			BASIRU BAYETIGBA	
1570	RS11.1	60	RTEAN	OJUALAGBO EJIGBO RD. IWO			MUSLIMU AKANJI	08069842807
1571	RS11.1	61	RTEAN AIJAGBORO UNIT	OWODE OYO ALONGE STREET			KAZEEM SALAWUDEEN	08060174989
1572	RS11.1	62	SARATU OLANIRAN & SONS LTD	31, OKEAFOR RD., IKIRUN OSUN STATE	10	14	DAUDA JIMOH	8036920160
1573	RS11.1	63	TIPPER & QUARRY OWNERS ASS. OF NIG, ILESA	BH10A ISONA STREET, ILESA	88	88	MR S.O. ONI	8062179716
1574	RS11.1	64	TRIBEL GLOBAL MOTORS	OLD NEPA OFFICE, OPP. SECRETARIAT IWO	25	21	SAHEED M LAWAL	8036046854
1575	RS11.1	65	UNIVERSITY COLLEGE OF TECHNOLOGY MASS TRANSIT	ADEDOYIN WAY, PARAKIN OBALUFE, ILE IFE			JUNAID ADEWALE	08033783312
1576	RS11.1	66	WAEC OSHOGBO	WAEC YABA, LAGOS			MR PHILIP TAYE OGUNOL	08036861917, 035-207067
1577	RS11.1	67	WHITE HOUSE STORES LTD IKIRUN	7 STATION RD, IKIRUN	14	7	NOJEEM LAMBE	7055608724
1578	RS11.1	68	YINKA OBA FOAM NIG LTD	KM 4, IJEBU-JESA RD, RD, ILESA	10	16	ALH.KAMORU ADEBI	8035793625

RS 11.2, ONDO SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1579	RS11.2	1	ADEYEMI COLLEGE OF EDUCATION, ONDO	ADEYEMI COLLEGE OF EDUCATION, ONDO	27	23	DR. JAYEOLA OMOYENI	08035640592
1580	RS11.2	2	AKOKO SOUTH LG MASS TRANSIT	OKA-AKOKO				
1581	RS11.2	3	AKURE NORTH LG MASS	IJU/ITAOGBOLU, ONDO STATE			AKIN AYODELE	
1582	RS11.2	4	AKURE SOUTH LG MASS TRANSIT	ILESHA ROAD, AKURE			AYODELE SA	08030696350
1583	RS11.2	5	AMBROSE ALLI UNIVERISITY, EKPOMA	MAIN CAMPUS, AAU, EKPOMA			MR M.E. OKOLO	08051840889
1584	RS11.2	6	ASSOCIATION OF TIPPER/QUARRY OWNERS TRANSIT	ORE ODIGBO			GABRIEL IKIYINMINNU	08035641241
1585	RS11.2	7	AYOMIDELE HAULAGE SERVICES LTD	3A BABA YUSUF CLS,ALAUSA IKEJA	8	8	MAKINDE PELUMI	8034720526
1586	RS11.2	8	ASSOCIATION OF TIPPER/QUARRY OWNERS TRANSIT, OWO BRANCH	ISOKUN-ODO STR., IJEBU-OWO			ALHAJI RABIU	08067471440
1587	RS11.2	9	FEDERAL MEDICAL CENTRE, OWO ONDO.	MECHANICAL UNIT FMC, OWO			IDOWU EMMANUEL	08035796990
1588	RS 11.2	10	FREEMAN MOTORS LTD	39B ADESIDA ROAD AKURE	10	10	MR DAVID FABIYI	8033577825
1589	RS11.2	11	FUNMILAYO B WATER	1, FUNMILAYO LINE, SEMUSEMU,IKARE AKOKO	5	5	BAMIGBADE SUNDAY	8061215799
1590	RS 11.2	12	GABJOY NIG. LTD	NO 1, AYODELE BIAN COMPANY UGBE			A B AYODELE	08059347898
1591	RS 11.2	13	GREAT CORNERSTONE PRIVATE SCHOOL	AGBALUKU, ARIGIDI AKOKO			ASEFON BABATUNDE	08057085230
1592	RS 11.2	14	IDANRE LG MASS TRANSIT	OWENA-IDANRE				08034735401
1593	RS11.2	15	IFE MOTOR PARK	IFE GARAGE, ONDO TOWN	56	56	ROTIMI ADE	7035366891
1594	RS11.2	16	IFEDORE LG MASS TRANSIT	ADU ISAAC				
1595	RS11.2	17	IJEBU-ODE LAGOS PARK	LAGOS PARK, ORE			OSUNLELLE ADESINA	08055841180
1596	RS11.2	18	ILE-OLUJI/OKE-IGBO LG MASS TRANSIT	IPETU ROAD, PMB 701, ILE-OLUJI, ONDO STATE			AKINTUNLAJI OLUSOLA	
1597	RS11.2	19	IRRUA SPECIALIST TEACHING HOSPITAL, IRRUA.	IRRUA-ESAN CENTRAL LOCAL GOVT.			MR AKHAKON MATHEW	08038830176
1598	RS11.2	20	JOF IDEAL FAMILY FARMS LTD(VEG.OIL DIV.)	6/7 LIGHT IND. L/OUT, AKURE BENIN RD, OWO	18	17	BERNARD O. EZENWA	8060806519
1599	RS11.2	21	LECCO ENT.	1, OLAITAN STR. YABA, ONDO	5	5	MR. OJO OLUWAFEMI	08032159480
1600	RS11.2	22	NDDC ASSISTED MASS TRANSIT	ONDO BYE-PASS JUNCTION, AKURE				08033479977
1601	RS11.2	23	NO KING AS GOD LTD	KM 3, OGBAGI RD, IKARE	9	9	ALE JONATHAN	08058528225
1602	RS11.2	24	NURTW	IFE PARK, ONDO	56	68	MR. ROTIMI ADE	07035366891
1603	RS11.2	25	NURTW IGBOKODA MAIN BRANCH	IGBOKODA MOTOR PARK			SHEILE JOSEPH	08059493248
1604	RS11.2	26	NURTW IGBOKODA UNIT	OJOTA NEW GARAGE, OJOTA			J GAFAR	08038067713
1605	RS11.2	27	NURTW ILESHA UNIT	SHOP NO 17, OJOTA NEW GARAGE			TOPE JOHNSON	08023108493
1606	RS11.2	28	NURTW OGO OLUWA UNIT	OJOTA NEW GARAGE, OJOTA	9	7	HAMMED SURAJU	08036697098
1607	RS11.2	29	NURTW OJOTA GARAGE UNIT	OJOTA NEW GARAGE, OJOTA				08023844261
1608	RS11.2	30	NURTW OKITIPUPA BRANCH	OKITIPUPA NEW MOTOR PARK			ADEOYE ADEGBOUN	08051282888

1609	RS11.2	31	NURTW OKITIPUPA UNIT	OJOTA NEW GARAGE, OJOTA			AK VICTOR	08033272138
1610	RS11.2	32	NURTW ONDO AKURE UNIT	OJOTA NEW GARAGE, OJOTA			KUNLE O	08022259518
1611	RS11.2	33	NURTW OWO BRANCH	OWO CENTAL OFFICE, EKUSITEDO OWO			EMMANUEL OLUWADARE	08034825296
1612	RS11.2	34	NURTW, ISERO BRANCH, ORE	ORITA, ORITA OJO				08030836821
1613	RS11.2	35	NURTW, ORE - OKITIPUPA	ORE CENTRAL PARK OLOKUTA			SEGUN ADUWO	08052316309
1614	RS11.2	36	OLANIYI O MOTORS LTD	L/C 46,OLOKUN STR. AGBALUKU ARIGIDI	10	10	A.B OGUNDELE	7039482998
1615	RS11.2	37	ONDO WEST LG MASS TRANSIT	IFE ROAD, ONDO			PATRICK ADENUOYE	08034730994
1616	RS11.2	38	ONDO-WEST LOCAL GOVERNMENT	ONDO-WEST LOCAL GOVERNMENT COUNCIL	7	5	MR. ORIADE TOYIN	08035661087
1617	RS11.2	39	ONITSHA BRANCH, ORE	ONITSHA PARK, ORE			FIDELIS OKAFOR	08062655098
1618	RS11.2	40	OWAN WEST MASS TRANSIT	NEW SPRING HOTEL, SABONGIDA-ORA			EGUAOJE MICHAEL	08065600138
1619	RS11.2	41	OWENA MASS TRANSIT	OBA - ILE ROAD AKURE	37	40	ADETAN OLUROTON R	08034423378
1620	RS11.2	42	OYEMEKUN LINE	220 ISIKAN STR., ONDO ROAD AKURE				08036953826
1621	RS11.2	43	OYINKANSOLA VENTURES	OKEDOGBON, OFF FOLAHANMI STR., OWO			ALIU ARUNA	08033527032
1622	RS11.2	44	PREMIER TIMBER INDUSTRIES LTD	KM 16, OWO RD BOLORUDIDURO				08033892172
1623	RS11.2	45	RUFUS GIWA POLYTECHNIC OWO ONDO STATE	PMB 1019,, OWO, ONDO STATE			AKINROLUYO NK	07036302398
1624	RS11.2	46	SOL-BEN	RAINBOW AREA, ONDO	5	5	MR. OSUNKIYESI SHOLA	08034498639
1625	RS11.2	47	STAR TRAVELLER & ROYAL TOURS	ALEX AKINYELE SHOP[PING COMPLEX	8	8	BASHIRU OLAJIDE	8038604472
1626	RS11.2	48	TAIWO EXPRESS LTD	100 ADESIDA RD., AKURE, ONDO STATE			PA CHRIST	08033831430
1627	RS11.2	49	YUSHINA INVESTMENT NIG. LTD (OYEMEKUN LINE)	220, ARAKALE RD., ISIKAN AKURE	12	12	AWOPETU M SEHINDE	8036953826
1595								

RS 11.3, OYO SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1628	RS11.3	1	7UP BOTTLING COMPANY	OLUYOLE INDUSTRIAL ESTATE	50	54	MR OWETT	8051322255
1629	RS11.3	2	ABIA STATE TRANSPORT CORPORATION	OPP. UI , IBADAN	855	850	MR E. AMAECHI	80220902
1630	RS11.3	3	ABIA STATE TRANSPORT CORPORATION	100, TIMBER RD. UMUAHIA, ABIA STATE			SAMUEL AMECHI	088-220302
1631	RS11.3	4	ADEBAYO MOTORS, OYO	OWODE CENTRAL GARAGE, OYO	15	20	RAIMI ADIGUN	8035863443
1632	RS11.3	5	AFINI MOHA NIG. LTD	ILE ONISA, IGBO AGBION OGBOMOSHO				8033597958
1633	RS11.3	6	AK BELLO TRANSPORT LTD	16, ISALE AFON STR., OGBOMOSHO			AMINU BELLO	8056540389
1634	RS11.3	7	AMESCO TRANSPORT LTD	ODO-ONA KEKERE-OLD LAGOS ROAD, IBADAN	50	50	ROGER SAAD	803,065,844,708,023,000,000
1635	RS11.3	8	AMIFAS INVESTMENT NIG. LTD	BLOCK 16/17 GEDU ESTATE ALONG AGO-ARE, SAKI			OYEKOLA DELE	8057070033
1636	RS11.3	9	AOP LOGISTICS LTD	11/13, SIMBIAT ABIOLA ROAD, IKEJA, LAGOS	54	60	ENGR. EMEKA OKORO	02-7515240
1637	RS11.3	10	ASABARI TIPPER ASSOCIATION, ERO-OMO	ERO OMO SANGO, SAKI	26	20	ISMAIL LAWAL	8028085014
1638	RS11.3	11	ASSOC. OF TIPPERS & QUARRY OWNERS	OJA TITUN OGBOMOSHO	45	45	ALH.ISMAIL AKANDE	8033968446
1639	RS11.3	12	ASSOC. OF TIPPERS & QUARRY OWNERS	OYO RD ALASE-MONIYA, IBADAN	10	10	ASIMIYU ADEDAYO	8033535307
1640	RS11.3	13	CALCUX CRUISES LTD	OPP. UI , IBADAN	70	75	KUNLE KOLAPO	08030550173,08033535307
1641	RS11.3	14	DSM GOODS & DRINKS COMPANY LTD	NO 21/23, ROAD 5, ASIPA LAYOUT, OYO STATE			MR WAHAB AYINDE	08060899179, 08077078282
1642	RS11.3	15	EAGLE TRANS CO LTD	OPP. UI , IBADAN	100	110	ELIJAH O	805530383
1643	RS11.3	16	EDO LINE LTD	OPP. UI , IBADAN	150	200		8028716395
1644	RS11.3	17	EVANS BROTHERS NIG LTD	JERICHO PMB 5164, IBADAN	77	13	CHRISTOPHER E	02-8738897
1645	RS11.3	18	FEDERAL COLL.OF EDUCATIO9N (SPECIAL)	P. M. B 1089, OYO	11	24	MR OLAWORE	08033927777,08037198144
1646	RS11.3	19	FOL-HOPE LTD	KM 3 OLD IFE RD., HOPE RD, ALAKIA	12	9	SOLOMON AYODABO	08033909454
1647	RS11.3	20	FUMMAN AGRICULTURAL PRODUCTS LTD	NO 22, JOHN OLUGBO STR, IBADAN OYO STATE	12	15	KAYODE AFOLABI	02-2318090
1648	RS11.3	21	FUNMILAYO "B" TABLE WATER	1 FUNMILAYA LANE SEMU-SEMU IKARE AKOKO	6	6	EVANG. S.BAMGBADE	08061215799
1649	RS11.3	22	GSM FOOD & DRINKS	21-23 ROAD, ASIPA LAYOUT, OYO	9	9	WAHAB AYINDE	8077078282
1650	RS11.3	23	H. SAFIEDINE TRANSPORT LTD	359,/361 OLD OJO RD OFF BADAGRY E/WAY, AMUWO FESTAC, LAG			GABRIEL AYODELE	8034481508
1651	RS11.3	24	HEBN PUBLISHERS PLC	LIGBODARO JERICHO IB	8	8	O OYETUNDE	08026489900
1652	RS11.3	25	IDO LGA	IDO LGA	5	10	ENGR.LEYE MAJERO	8055221073
1653	RS11.3	26	IFESINACHI INDUSTRIES LTD	15, OYO ROAD, MOKOLA IBADAN, OYO STATE	10	4	UGWUANI KINGSLEY	8032268626
1654	RS11.3	27	IMO TRANSPORT COMPANY LIMITED	OREMEJI MOKOLA IBADAN	7	4	J EKENKWO	803,441,869,833,383,000
1655	RS11.3	28	INSTITUTE OF AGRIC RES. & TRAINING	MOON PLANTATION, IBADAN OYO STATE	7	27	SA OBISESAN	02-2312763, 02-2311728
1656	RS11.3	29	INTERNATIONAL SCHOOL	BEHIND AWO HALL, U. I., IBADAN	5	3	OLADEJO SA	07031621379, 02-7517462
1657	RS11.3	30	ISHOLA MOTORS KANO/KADUNA UNIT	OWODE CENTRAL GARAGE	20	20	AMUSAT SHITTU	8038633400
1658	RS11.3	31	JMG LTD	OBIREKE GRA, IBADAN	21	10	JOSEPH ADEKOYA	8032342195
1659	RS11.3	32	JOCE BLOCKS & CONCRETE INDUSTRY	FIRSTV GATE, OWODE APATA GANGAN IBADAN	15	5	YESILO SUNDAY	8023256600
1660	RS11.3	33	KAJOLA-AJE-IGBORO DEVELOPMENT	OJA TITUN OGBOMOSHO	30	30	ADEBAMBO OGUNLADE	8035269872, 07027000000
1661	RS11.3	34	KAMIL & DIBBO TRANSPORT LTD	KM 8, OLD LAGOS RD., NEW GARAGE IBADAN			HAMEED WASIU	02-7517110
1662	RS11.3	35	KANISURU TRANSPORT SERVICES	BESIDE TEXACO FILL. STATION OLORUNSOGO IBADAN OYO STATE	6	6	POPOOLA OLAWALE	8033859364
1663	RS11.3	36	KHALI & DIBBO TRANSPORT	ORITA CHALLENGE, IBADAN	50	50	ALH.HAMMED WAZIRI	8055201917
1664	RS11.3	37	LADOKE AKINTOLA UNIVERSITY OF TECH	OGBOMOSHO	65	65	ENGR.TA BOLADIRE	8035768220
1665	RS11.3	38	LAFIA HOTELS	APATA IBADAN	5	3	E.O. JENFA	02-2005748

1666	RS11.3	39	LINA OIL MILLS LTD	NIGER WEST CHALLENGE	6	6	DANIEL OGBOLE	08034261718
1667	RS11.3	40	MARKFINAL INTERNATION LTD	KM 9, KULODI VILLAGE, NEW IFE ROAD, IBADAN	50	35	AKINWOLE R. TOPE	807,059,036,708,034,000,000
1668	RS11.3	41	NESTO COLLEGE, OYO	ERELU CAMPUS, P O BOX 170, OYO	8	8	MR ABAYOMI OLAWORE	08033967727, 08034302433
1669	RS11.3	42	NIBOT GLOBAL RESOURCES LIMITED	EYINADE HOUSE IDIGBA, IBADAN RD, OYO	7	7	JOSEPH OYEDOJA	8035820290
1670	RS11.3		NBC	ASEJIRE PLANT OYO STATE	96	104	NDUKWE	8070992125
1671	RS11.3	43	NIG. BOTTLING COMPANY PLC	NBC HOUSE OYINGBO, LAGOS			SULE SHOADE	8033253335
1672	RS11.3	44	NKAG TABLE WATER	KM 3, OGBAGI ROAD IKARE AKOKO	7	7	MR. AIYENIWON OLUMIDE	08074259307
1673	RS11.3	45	NULEP NIG LTD	LAADOR SERV. STATION ALOMAJA,OLD LAGOS/I-ODE RD., IBADAN			ARANSI ADEAGBO	8023440312
1674	RS11.3	46	NURTW	IGBETI CENTRAL PARK			RAHEEM ABIMBOLA	8051017495
1675	RS11.3	47	NURTW AJEGUNLE SHAKI	P O BOX 146, AJEGUNLE, SAKI	106	125	JAMIU RASAQ	8027329735
1676	RS11.3	48	NURTW EKEFA VILLAGE	NURTW, STATE COUNCIL HQ, OLOMI	150	150	TUNDE ADEYEMO	8023865766
1677	RS11.3	49	NURTW IFELODUN ORA	PAPA-AREDE ESANU AJE			TAJUDEEN OWOADE	8039283975
1678	RS11.3	50	NURTW KISI BRANCH	KISI CENTRAL PARK			GANIYU ELSALAM	8059469378
1679	RS11.3	51	NURTW OGBOMOSHO BRANCH	ARINKINKIN AREA , OGBOMOSHO	355	362	ADEDOKUN ADE	8060831762
1680	RS11.3	52	NURTW, IGBOHO BRANCH	IGBOHO CENTRAL PARK			OLADELE IDRIS	8056323932
1681	RS11.3	53	O'DUA INVESTMENT COMPANY LTD	COCOA HOUSE IBADAN	37	6	G O ODOLA	02-2003383,02-2001037
1682	RS11.3	54	OGBOMOSHO SOUTHY LG MASS TRANSIT	PMB 3601, AROWOMOLE, OGBOMOSHO	18	16	ABEL ADEPOJU	806,027,331,007,090,000,000
1683	RS11.3	55	OLA CENTRAL PETROLEUM COMPANY LTD	IDI ORO OGBOMOSHO	5	5	LADUNMI VICTOR	803,386,034,508,033,000,000
1684	RS11.3	56	OLANIYI MOTORS NIGERIA LIMITED	LOKOJA ROAD AGBALUKU IKARE AKOKO	5	5	MR S. SHINA	07038903538
1685	RS11.3	57	OLUWASEUN ADETAYO & SONS LTD	17, OTUNEYE LAYOUT OFF DUGBERD ELEYELE	8	8	KAYODE OGUNSOLA	08034969324, 08023373922
1686	RS11.3	58	PHCN DISTRICT OFFICE	DISTRICT OFFICE, OYO TOWN	15	15	MR O. OLANIYI	8033291361
1687	RS11.3	59	PHCN DISTRICT OFFICE	DUGBE IBADAN	8	12	INNOCENT ITSEORE	02-2411986
1688	RS11.3	60	RACOAMOK NIG ENT	ISEBO OLAIYA STR. OFF ALAKIA, IBADAN	22	27	MR SANUSI	8035679169
1689	RS11.3	61	RATCON CONST. CO. ;LTD	ALAFIN AVENUE, OLUYOLE EXT. IND. ESTATE	55	55		8055891233
1690	RS11.3	62	RTEAN	KISI CENTRAL PARK			GANIYU ELSALAM	
1691	RS11.3	63	RTEAN	IGBETI CENTRAL PARK			MOSHOOD AYANTOLA	8032441037
1692	RS11.3	64	RTEAN	IGBOHO CENTRAL PARK			ALH FATAI	8053609653
1693	RS11.3	65	RTEAN SANGO PARK	P O BOX 330, ISALE TABA, SAKI			FASAI YUNUSA	8077283637
1694	RS11.3	66	SAYED FARMS	8, MAGAZINE IBADAN	8	8	YUSUF BAMIDELE	02-7524579
1695	RS11.3	67	SEVEN-UP BOOTLING COMPANY PLC	7UP BOTTLING CO. IJORA LAGOS			KUNLE AJAYI	8034274317
1696	RS11.3	68	SHARON ROSE SCHOOLS AND COLLEGE	P O BOX 108 SAKI	3	5	MRS ROSELINE	8027278263
1697	RS11.3	69	SMATT TRANSPORT LTD	1, ROMINGO STR NEW GARAGE IBADAN	8	8		8033058624
1698	RS11.3	70	TAIMEZ BIG LTD	KLM 3, IFE-IBADAN EXPRESSWAY	9	7	MR SUNDAY	8055684174
1699	RS11.3	71	TAWABA NAVIGATORS	OREMEJI MOKOLA IBADAN	5	3	AKANGBE MUTIU	8070992125
1700	RS11.3	72	THE POLYTECHNIC IBADAN	ELEYELE POLY RD., IBADAN	21	10	ADEWUMI L	8038090745
1701	RS11.3	73	TRANSCITY TRANSPORT COMPANY LTD	OLD TESTING GROUND, ELEYELE IBADAN OYO STATE	60	17	BAMIDELE OLADEJO	8033740772
1702	RS11.3	74	UNIVERSITY PRESS PLC	THREE CROWNS BUILDING, JERICHO, IBADAN	88	22	AKINOLA O ADEKUNLE	8020521806
1703	RS11.3	75	WESTERN HOTELS NIG. LTD	ODUA INVESTMENT CO LTD			EO JENFA	02-2005748
1704	RS11.3	76	WETIPP NIG. LTD	139/148 RAILWAY SIDING MAGAZINE RD, JERICHO, IBADAN	13	13	BANKOLE ODEYEMI	806,101,674,308,061,000,000
1705	RS11.3	77	ZARTECH LTD	BLK L OLUYOLE INDUSTRIAL ESTATE IBADAN	93	93	MR KUNLE AWEDA	8055990060

RS 12.1, BAUCHI SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1706	RS12.1	1	BATV	WUNTI DADA JOS ROAD	7	7	MUSA ABUBAKAR	08058630260
1707	RS12.1	2	BAUCHI STATE SPECIALIST HOSPITAL BOARD	BAUCHI	18	24	ALI MOHAMMED	08066028560
1708	RS 12.1	3	BENUE LINKS NIG. LTD	BENUE LINKS NIG. LTD				
1709	RS12.1	4	CHARPEL MOTORS 1	OPP.TOTAL FILLING STATION, JOS RD, BAUCHI				08020273030
1710	RS12.1	5	CHARPEL MOTORS 11	CONOIL F/ STATION GIDAN MAI, BAUCHI				08038407572
1711	RS12.1	6	CROSS COUNTRY	MAIDUGURI BY-PASS	5	6	SANI ABDULLAHI	08034051395
1712	RS12.1	7	DARAZO LOCAL GOVERNMENT MASS TRANSIT	DARAZO LOCAL GOVERNMENT SECTRETARIAT	8	8	ABUBAKAR ILIYASU	08065415317
1713	RS12.1	8	EKWOS ASSOCIATE WA LTD	NO 12, IJORA CAUSEWAY LAGOS				08033450206
1714	RS12.1	9	FAN MILK PLC	16/17 ELELE INDUSTRIAL LAYOUT IBADAN			CHRIS OMOIKE	02-2412743
1715	RS12.1	10	GOVERNMENT BUSES TRANSIT ASSOCIATION	C/O YANKARI TRANSPORT COMPANY TERMINAL, BAUCHI	290	420	MOH'D MAIKASUWA	07031199606
1716	RS12.1	11	G.U.O. & SONS LTD	KM 12,ONITSHA/ENUGU EXPRESSWAY, OGBUNIKE, ONITSHA				08037737564
1717	RS12.1	12	GIADE LOCAL GOVERNMENT MASS TRANSIT	GIADE LOCAL GOVERNMENT SECRETARIAT	7	7	LUKA DIGA	07082249869
1718	RS12.1	13	ILEJEMEJE LOCAL GOVT	IYE EKITI			ENGR. O.BEJIDE	08065047887
1719	RS12.1	14	MASS TRANSIT DRIVERS ASSOCIATION	C/O YANKARI TRANSPORT COMPANY TERMINAL, BAUCHI	250	300	MR FRED A. JIBRIL	08064320206,08058001900
1720	RS12.1	15	MASS TRANSIT	YOBE STATE LOCAL GOVT MASS TRANSIT	10	9	MALLAM HASSAN BUKA	0806565561, 08034454113
1721	RS12.1	16	MISAU LOCAL GOVERNMENT MASS TRANSIT	MISAU LOCAL GOVERNMENT SECRETARIAT	7	8	MOHAMMED WAKILI	07030922808
1722	RS12.1	17	NURTW BAUCHI	CENTRAL PARK BAUCHI	1340	1340	MUSA ABDULAHI	
1723	RS12.1	18	OKNAT CRUISE	AWALA ROUNDABOUT, MAIDUGURI ROAD	27	18	JOHN AUDU	07090208423
1724	RS12.1	19	PEACE MASS TRANSIT LTD	ALONG GOMBE ROAD, BAUCHI	5	5	ADAMU ABUBAKAR SADIQ	0801331685
1725	RS12.1	20	RTAEN	GIDAN MAI / KYAURI, JOS NROAD	1500	1500	MAIKUDI UMAR	08087312427
1726	RS12.1	21	STATE SPECIALIST HOSPITAL	STATE SPECIALIST HOSPITAL BAUCHI	18	24	MOH'D ALI	0806602856
1727	RS12.1	22	UNICEF	UNICEF FIELD OFFICE, ABDULKADIR AHMED ROAD, BAUCHI	9	9	BASHIR SHEHU	08035350953
1728	RS12.1	23	YANKARI TRANSPORT	RAILWAY ROAD, BAUCHI	460	520	ALIYU TATA	8036053194
1729	RS12.1	24	YANKI EXPRESS					08039704800
1730	RS12.1	25	YOUNG SHALL GROW TRANSPORT					08087686113

RS 12.2, BORNO SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1731	RS12.2	1	ASUBA MASS TRANSIT	ASKIRA UBA MOTOR PARK			MUSA BUKAR	
1732	RS12.2	2	BAYO LG MASS TRANSIT	BAYO LG MASS TRANSIT			ALIYU ADAMU ZARMA	08023289555
1733	RS12.2	3	BENUE LINKS NIG. LTD	TASHAN KANO PARK, MAIDUGURI	5	5	ALFRED ISHOM	08036445840
1734	RS12.2	4	BEST WAY TRANSPORT LTD	TASHAN KANO PARK, MAIDUGURI	5	8	JINALIMBA MOSES	08030544545
1735	RS12.2	5	BIU LOCAL GOVT. MASS TRANSIT	BIU LG SECRETARIAT		25		08060983738
1736	RS12.2	6	BORNO STATE HEALTH SYSTEM DEVELOPMENT	BORNO STATE	6	3	BULAMA M.MULIMA	802,709,710,008,037,000,000
1737	RS12.2	7	BORNO EXPRESS TRANSPORT CORPORATION	NO 3/4 KIRIKASAMMA RD., MAIDUGURI	58	58	IBRAHIM MITIRA	8023549921
1738	RS12.2	8	BORNO EXPRESS UBA BRANCH	UBA ASKIRA TOWN			DANLADI UBA	08085352190
1739	RS12.2	9	BULUMKUTU NEW MOTOR PARK	ALHAJI RIJIYA JOS ROAD MAIDUGURI	120	120	ALHAJI MOHAMMED	08029708042,08038153470
1740	RS12.2	10	BULUNKUTU NEW MOTOR PARK	ALHAJI RIJIYA JOS ROAD, MAIDUGURI	120	120	MOHAMMED ALHAJI	08028682196
1741	RS12.2	11	COLLZEN TRAVELS AND TOURS	BULUNKUTU OPP.A. U. N FILL. STATION, JOS RD MAIDUG	10	5	MOHAMMED A. TIJJANI	08094349020
1742	RS12.2	12	CROSS COUNTRY LTD	KAUTIKAR MOTOR PARK, MAIDUGURI	10	10	OLALEKAN BASHORUN	08034649168,08033931904
1743	RS12.2	13	DAMATURU TOWN YOBE STATE	MUKTAR MOH'D				08065490724
1744	RS12.2	14	G. U. O MOTORS	TASHAN KANO PARK, MAIDUGURI	5	10	OBUMNEME	08064350159
1745	RS12.2	15	HAMNET VENTURES LTD	84 LAYOUT BAGA ROAD MAIDUGURI	5	5	MOH'D USMAN	07086359185
1746	RS12.2	16	HAWUL LINE	HAWUL LOCAL GOVT. COUNCIL				
1747	RS12.2	17	HAWUL MASS TRANSIT	HAWUL LG SECRETARIAT	32	32	THOMAS LAZARUS	08086614799
1748	RS12.2	18	KAUTIKAR UNIT	CHIBOK L. G. A	15	15	IBRAHIM YAMTA	08066229505
1749	RS12.2	19	KWALI-KWALI GROUPS OF COMPANIES	DAMBOA ROAD., OPP. NNPC DEPOT, MAIDUGURI	12	12	MOH'D SHUWA	08059195251
1750	RS12.2	20	KWAYA LG MASS TRANSIT	KWAYA LG WORKS DEPARTMENT			SALIHU MARI	08028750080
1751	RS12.2	21	LAKE BATO VENTURES LTD	29 BAGA ROAD MAIDUGURI	5	4	MR. IKENNA ANIUKWU	08059195525
1752	RS12.2	22	LAKE BATO VENTURES LTD	29 BAGA ROAD MAIDUGURI	5	4	IKENNE ANIUKWU	08059515525
1753	RS12.2	23	MAIRI PARK	NURTW MAIRI BRANCH PARK, MAIDUGURI	10	10	AB TIJJANI	8035615469
1754	RS12.2	24	MBALALA UNIT	CHIBOK L. G. A	100	100	WADAI GAJI	08086877779
1755	RS12.2	25	MBULANTTAWIWI	HAWUL L. G. A NURTW OFFICE	112	112	ALI AWURUGU	08085381147
1756	RS12.2	26	MUNA CENTRAL MOTOR PARK	GAMBORU ROAD MAIDUGURI	100	150	ALHAJII MODU ABDU	08089019005
1757	RS12.2	27	MUNA CENTRAL MOTOR PARK BUS BRANCH	MAIDUGURI	15	15	ALH. MODU BADU	8089011905
1758	RS12.2	28	MUNA CENTRAL MOTOR PARK TAXI BRANCH	GAMBORU ROAD MAIDUGURI	150	150	BULAMA MELE	07061944008
1759	RS12.2	29	NURTW (BUS & TAXI LONG JOURNEY) BIU	BIU MAIN PARK			HUSSAINI ADAMU	08033550089
1760	RS12.2	30	NURTW (TOWN SERVICE) BIU	BIU TOWN SEVICE TERMINUS		40	ALH UMAR	08024510280
1761	RS12.2	31	NURTW AMRBURU UNIT	TAXI LONG JOURNEY TASHAN KANO	8	8	YUSUF BUBA	08066226142,08060543579
1762	RS12.2	32	NURTW ASKIRA BRANCH	ASKIRA MOTOR PARK			INUWA MUSA	08024223378
1763	RS12.2	33	NURTW ASKIRA BRANCH	ASKIRA UBA MOTOR PARK			INUWA MUSA	08024223178
1764	RS12.2	34	NURTW BAGA CENTRAL MOTOR PARK	BUS AND TAXI BRANCH, BAGA RD, MAIDUGURI	368	368	ADAMU MUAZU	8036912000, 08028000000
1765	RS12.2	35	NURTW BALBIYA BRANCH	BALBIYA MOTOR PARK, BAYO L. G. A				
1766	RS12.2	36	NURTW BAMA CENTRAL MOTOR PARK	BUS AND TAXI BRANCH MAIDUGURI	368	368	ADAMU MUA'ZU	08036912000
1767	RS12.2	37	NURTW BAYO	WUYO BAYO LG				08024168049
1768	RS12.2	38	NURTW BAYO BRANCH	BAYO MOTOR PARK			SAIDU INUWA	08087311578
1769	RS12.2	39	NURTW BURATAI	BURATAI BIU LGA			USMAN GALADIMA	08089888295
1770	RS12.2	40	NURTW BUS BRANCH	TASHAN KANO PARK, MAIDUGURI	150	150	MODU BUKAR KINZA	0832155532,08063931233
1771	RS12.2	41	NURTW BWALALA UNIT	BWALALA MOTOR PARK			WADAI GAJI	08086877779
1772	RS12.2	42	NURTW CEMENTRY BRANCH LOKOJA	BESIDE KOGI TRAVELLERS LOKOJA			LAWRENCE MOKIKAH	08069604428
1773	RS12.2	43	NURTW CHIBOK BRANCH	CHIBOK MAIN BRANCH	97	97	WADAI GAJI	08030235456
1774	RS12.2	44	NURTW CHIBOK BRANCH	CHIBOK MAIN PARK				07030235456
1775	RS12.2	45	NURTW CHIBOK UNIT	CHIBOK LGA			ALI MAKINTA	
1776	RS12.2	46	NURTW DIKWA	DIKWA CENTRAL MOTOR PARK	20	23	MODU BULAMA	8026174399
1777	RS12.2	47	NURTW FIKAYEL	FIKAYEL MOTOR PARK BAYO L. G. A				08085896495
1778	RS12.2	48	NURTW HAWUL BRANCH	SABON KASUWA UNIT			IBRAHIM DAUDA	08024513339
1779	RS12.2	49	NURTW HAWUL BRANCH	HAWUL MOTOR PARK			IBRAHIM DAUDA	08024513339, 08023549921
1780	RSS12.2	50	NURTW HEAVY TRUCK	TASHAN KANO PARK, MAIDUGURI	200	172	BARAU ALI	0803594280608032346813
1781	RS12.2	51	NURTW KANEM UNIT	TAXI LONG JOURNEY TASHAN KANO	10	10	IBRAHIM ADAM	08032887516,08032348613
1782	RS12.2	52	NURTW KAUTIKAR BRANCH	KAUTIKAR MOTOR PARK			IBRAHIM YANTA	08066229509
1783	RS12.2	53	NURTW KWAYA KUSAR	KWAYAR KUSAR CENTRAL MOTOR PARK				08085225202
1784	RS12.2	54	NURTW LASSA BRANCH	LASSA MAIN MARKET			VINDI	8076930645
1785	RS12.2	55	NURTW MAIRI 1V	MAIRI BAMA PARK			AB TIJANI	08035615469
1786	RS12.2	56	NURTW MAIRI BRANCH 1	MAIRI BAMA PARK, TASHAN BAMA, MAIDUGURI	12	12	AB TIJANI	08035615469
1787	RS12.2	57	NURTW MAIRI BRANCH 11	MAIRI BAMA PARK, TASHAN BAMA, MAIDUGURI	10	10	AB TIJANI	08035615469
1788	RS12.2	58	NURTW MAIRI BRANCH 111	MAIRI BAMA PARK, TASHAN BAMA, MAIDUGURI	8	8	AB TIJANI	08035615469

1789	RS12.2	59	NURTW MAIRI BRANCH IV	MAIRI BAMA PARK, TASHAN BAMA, MAIDUGURI	7	7	AB TIJANI	08035614590
1790	RS12.2	60	NURTW MAIRI V	MAIRI BAMA PARK, TASHAN BAMA, MAIDUGURI	7	7	AB TIJANI	08035615469
1791	RS12.2	61	NURTW MANDARA GRAU BIU	MANDRAIGRAU TOWN			SANI KARU	07034992953
1792	RS12.2	62	NURTW MANDRAIGRAU BIU	MANDRAIGRAU TOWN			SANI KARU	07034992953
1793	RS12.2	63	NURTW MBULATALAWI UNIT	MBULATAWIWI			ALI AWURUGA	08085381147
1794	RS12.2	64	NURTW PICK UP BRANCH, BIU	BIU CENTRAL MOTOR PARK			USMAN ALI	08065262901
1795	RS12.2	65	NURTW RUMIRGO BRANCH	RUMIRGO MOTOR PARK				0808506649
1796	RS12.2	66	NURTW SHANI PARK	SHANI TOWN			ADAMA BUKAR	
1797	RS12.2	67	NURTW SHEHU LAMINU UNIT	TAXI LONG JOURNEY TASHAN KANO	10	10	SHEIK SULEIMAN	08032064394,08036118717
1798	RS12.2	68	NURTW TASHAN KANO BUS BRANCH	TASHAN KANO PARK, MAIDUGURI	150	150	ALHAJI BABA	8039168394
1799	RS12.2	69	NURTW TAXI LONG JOURNEY BRACH	TASHAN KANO PARK, MAIDUGURI	10	10	ABUBAKAR MOH'D	08029707095
1800	RS12.2	70	NURTW UBA	UBA MOTOR PARK				08022334598
1801	RS12.2	71	NURTW VINA-DAMA UNIT	VINA DAM HAWUL	20	20	THOMAS LAZARUS	08086614799
1802	RS12.2	72	NURTW WUYO	WUYO BAYO LG				08024168049
1803	RS12.2	73	OCEANIC BANK INT'L BUS BRANCH PLC	12 SIR KASHIM IBRAHIM ROAD, MAIDUGURI	8	8	JUBRIN OSHODI	07034667023
1804	RS12.2	74	SHANI LG MASS TRANSIT	WORKS DEPARTMENT SHANI LGA			USMAN BUKAR	08087194753
1805	RS12.2	75	VOGAYE EXECUTIVE SHUTTLE	JOS ROAD NEAR AIRPORT JUNCTION	15	15	MAHMUD IBRAHIM	0807227492
1806	RS12.2	76	YOUNG SHALL GROW LTD	TASHAN KANO PARK, MAIDUGURI	5	5	BERNARD EJIKE	08067779700,08023585850
1807	RS12.2	77	WORLD HEALTH ORG	PMB 1157. MAIDU	6	6	HARUNA BABA	8038347376

RS 12.3, YOBE SECTOR COMMAND

S/N	CMD	CMD.S/N	NAME OF TRANSPORT COMPANY	OFFICE ADDRESS	TOT. VEH.	TOT.DRIV	SAFETY MANAGER	PHONE NUMBER
1808	RS12.3	1	MINISTRY OF LAND & SURVEY	PHASE 1, SECRATARIAT, DAMATURU	5	14	BABAYO BAH FIKA	074-522875
1809	RS12.3	2	LOCAL GOVERNMENT MASS TRANSIT	POTISKUM ROAD DAMATURU	60	70	ADAMU SHEHU	8032825571
1810	RS12.3	3	MASS TRANSIT	POTISKUM MASS TRANSIT		9	MALAM HASSAN BURA	08065653612
1811	RS12.3	4	MINISTRY OF TRANSPORTATION AND ENERGY	GUJBA ROAD DAMATURU	19	21	ILIYASU BUKAR	08038397692
1812	RS12.3	5	MINISTRY OF WATER RESOURSES	GUYEN ROAD, DAMATURU	10	5	IDRIS BELLO	08027949589
1813	RS12.3	6	NTA, DAMATURU	DAMATURU,POTISKUM ROAD	5	3	MR SALF GARBA	08060325425
1814	RS12.3	7	OCEANIC BANK INT. PLC	12 SIR KASHIM IBRAHIM ROAD, MAIDUGURI	5	8	OSHODI JUBRIL	07034667023
1815	RS12.3	8	PHCN	GUYEN ROAD, DAMATURU	7	6	YAKUBU ABUBAKAR	08037701550, 08020321598
1816	RS12.3	9	POTIKUM MASS TRANSIT	YOBE STATE LOCAL GOVT MASS TRANSIT	105		MALLAM HASSAN BUKA	08065655561, 08034454113
1817	RS12.3	10	RURAL ELECTRIFICATION BOARD MASS TRANSIT	DAMATURU TOWN YOBE STATE	13	21	MUSA TURAKI	08034976574
1818	RS12.3	11	SSG'S OFFICE DAMATURU	DAMATURU TOWN YOBE STATE	57	67	SAIDU A IBRAHIM	08038214533
1819	RS12.3		STATE UNIVERS. BASIC EDUC BOARD,DAMATRU	COMMISSIONS QUARTERS, DAMATURU	20	17	MAHMUD YUSIF	8060386838
1820	RS12.3	12	YOBE STATE PRIMARY EDUCATION BOARD	COMMISSIONS QUARTERS, DAMATURU	20	15	MAHMUD YUSIF	08060386838
1821	RS12.3	13	YOBE STATE WATER CORPORATION	GUYEN ROAD, DAMATURU	15	18	ENGR. HUSSAINI ADAMU	08039659314
1822	RS12.3	14	YOBE TRANSPORT SERVICES LTD	DAPCHI ROAD, DAMATURU	34	35	BAKO DAWANI	8038874656