

FRSC INTERFACE WITH THE PETROLEUM TANKER DRIVERS' BRANCH OF NUPENG



Address Delivered at the 4th Quadrennial Delegates Conference

By

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It is my absolute pleasure to be part of this very important conference organised by the Petroleum Tanker Drivers' branch of NUPENG.



This conference is an important platform for synergy with tanker drivers towards enhancing road safety in the country and addressing factors responsible for the high rate of crashes involving tankers.

This meeting will also provide opportunities for public enlightenment and education.



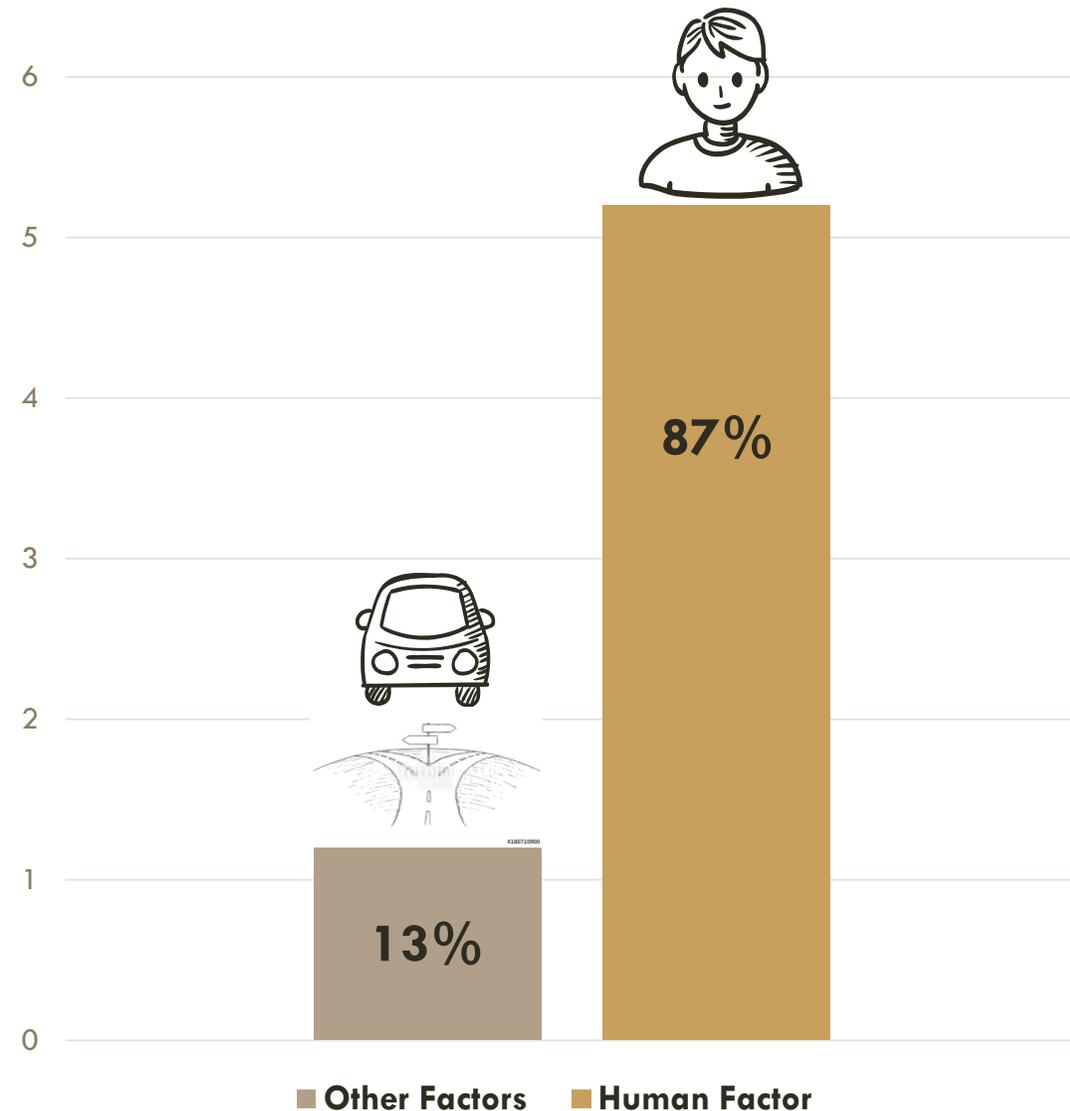


It is fundamental to note that the World Health Organization (WHO) has highlighted road traffic crashes as the leading cause of death among young people between the ages of 15 and 29 years.

Sadly, nearly half of those dying on the world's roads are 'vulnerable road users' including cyclists and pedestrians.

The scourge of road traffic crashes costs most countries about 3% of their Gross Domestic Product (GDP) and has been predicted to become the seventh leading cause of death by 2030 – if preventive action is not sustained. (WHO Factsheet, 2017)

Of the three major causative factors of road crashes, studies by the Corps has revealed that human factor – the driver is directly responsible for 87% of the RTCs on Nigerian highways.



Drivers who habitually disregard traffic rules and regulations constitute danger, not only to themselves but to all road users.

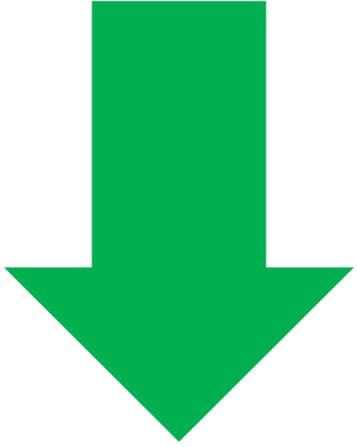
This is why the importance of an interactive forum of this nature cannot be overemphasised.

It is imperative to beam the searchlight on the safe road transportation of petroleum products while developing strategies to combat the menace of crashes involving the tanker drivers.

Historically, in Nigeria, between 2007-2008; the country experienced a surge in crashes involving Tankers/Trailers by 102.5% resulting in the death of 1,221 persons and 3,891 injured.

In the following years, crashes reduced but casualty was still high. In 2016, crashes involving tankers/trailers again trended upwards with massive increases observed in Kaduna (200%), Ebonyi (80%) and Oyo (78%) states

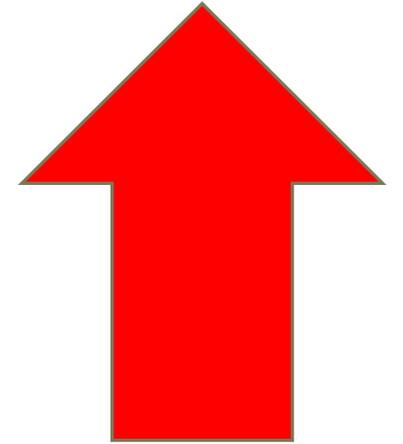


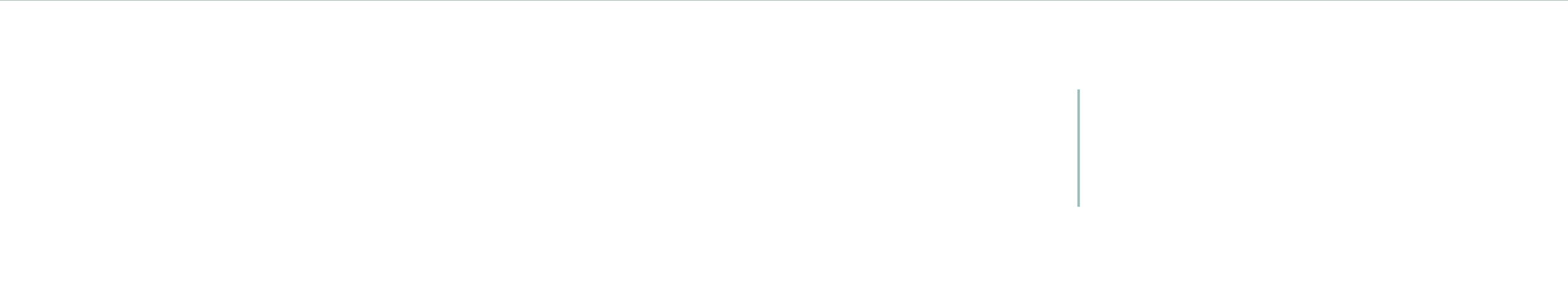


It is worthy of note that, after addressing the NARTO Annual General Meeting on Friday 20th Nov, 2015, the involvement of trailers in RTCs significantly reduced.

There was a 14% percent decrease in the involvement of Trailers in crashes on Nigeria roads.

Unfortunately, this positive trend was not replicated by the tanker drivers, instead, there was 8% increase in tankers' involvement in RTCs nationwide in 2016.





Also recall that, a crash involving one Tanker causes more damage than that of one Trailer, though no crash should be taken lightly.

This is because Tankers carry large quantity of flammable fluids that can explode on collision and burn houses, other vehicles, people and cause irreparable damage to the public fabric long after the incident.

Urgent action is therefore needed to checkmate any rise in Tanker crashes nationwide by the Corps. Therefore, a call for new approach towards the problem is expedient.



As the Lead Agency for Road Safety Management and Administration in the country, FRSC has been at the forefront of the fight against road crashes and its consequences on the motoring public.

The Corps has spearheaded several mega-rallies and organised extensive public enlightenment strategies that are focused on ensuring the safe transportation of petroleum products in the country.

The Corps is partnering with national and international stakeholders as well as private individuals and organisations in the provision of technical and operational assistance to the FRSC formations across the federation.

FRSC as an organisation has also tasked its operatives in the tank farms to implement the safe-to-load initiative of the Corps, all in a bid to make the highways safer.



It therefore behoves on the leadership of the Petroleum Tanker Drivers' branch of NUPENG, to consider a new approach towards modifying drivers' behaviour positively.

Some questions that come readily to mind are;

What are the company policies on the health status of these long distance drivers, and how effectively are they being implemented?

How often do they/their employers check on their health with a qualified doctor?

How many hours of driving and rest respectively do the employers expect from drivers on daily basis?

With their heavy schedule what is the quality of their family life?

Have companies considered the route of research/surveys into the health and sleep pattern of the drivers as a veritable tool to improve productivity?

At this juncture, I must commend the efforts of all stakeholders in the petroleum industry. Despite the challenges and increases observed in 2016, there was significant improvement in the crash statistics of 2017.

Fuel tankers were responsible for and involved in 359 RTCs in 2016.

This figure dropped to 308 RTCs in 2017 (14% decrease).

Correspondingly, overall RTC trended down in 2017 by 3% when compared with 2016.

However, Nigeria still remains on course to achieve the objectives of the UN Decade of Action for Road Safety.

Our desire is to bequeath to the nation a transportation system where crashes result in zero deaths.



I acknowledge the initiative of all fleet operators who continue to comply with the standards and who have embraced the advantages of speed management.

However, many of the tankers on the roads today are still not installed with speed limiters.

I urge you to put lives before costs and buy into the initiative

Other challenges include, but not limited to:

- Overloading and conveyance of extra goods on Tankers
- Lane indiscipline
- Lack of maintenance of Tankers
- Number Plate violation
- Under-aged drivers; and
- Disregard for other road users



I assure you that as the lead agency for road safety management and traffic administration in the country, FRSC remains committed to transportation security through effective collaboration with relevant stakeholders, continued public enlightenment and sustained enforcement.



Let me once again express my profound appreciation to the Executive of NUPENG for the continued support for the initiatives of the FRSC. There is no doubt that without the collective efforts and support we have enjoyed from the stakeholders, we would not have recorded the humble successes we have experienced so far.





The task before us, is to sustain the gains made so far through advocacy, enlightenment and effective fleet management.

This would be achieved through a collective resolve by all to be law abiding while seeing road safety as shared responsibility.

**On this note, it is my pleasure to once again congratulate you
and wish you a successful deliberations.**

Thank you and God bless.

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