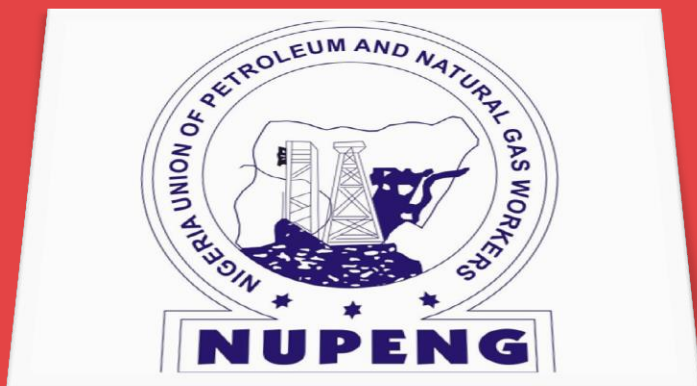




MEETING WITH THE LEADERSHIP OF NUPENG-PTD



21 Dec, 19

Boboye O. Oyeyemi, Ph.D.

MFR,mni,NPoM,FNIM,FCIPM,FCILT

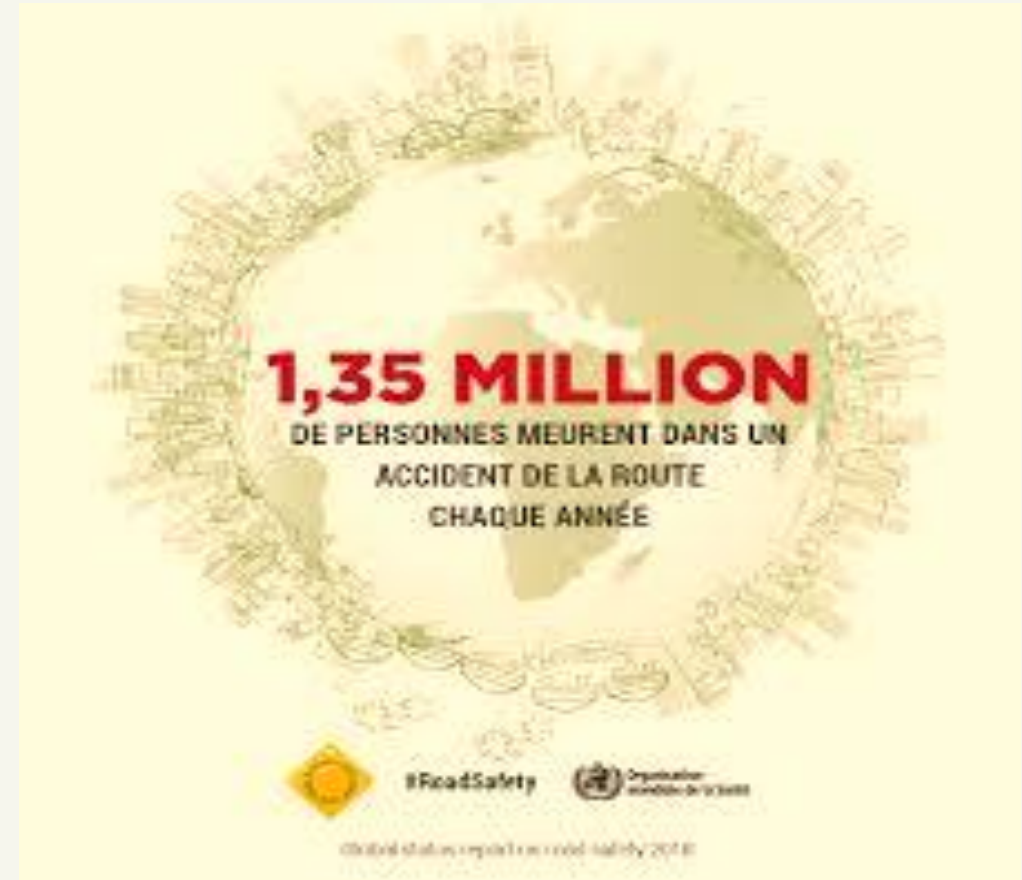
Corps Marshal, FRSC-Nigeria

Western Homeville Hotel,
GRA Benin City

GLOBAL STATUS REPORT OF RTC



World Health Organisation (**WHO**) 2018 report revealed that Annual road traffic deaths has reached **1.35 million**.



The report has also rated Road Traffic Crashes as the leading cause of death among young people between the ages of **5-29 years**.

GLOBAL STATUS REPORT OF RTC cont..



The burden is sadly borne
by:

Pedestrians

Cyclists

Motorcyclists

This is peculiar to developing countries including Nigeria.

GLOBAL STATUS REPORT OF RTC (cont..)



The plague of Road Traffic Crashes costs most countries about 3% of their Gross Domestic Product (GDP) and has been foretold to become the seventh leading cause of death by 2030 – **if preventive actions are not sustained by the responsible bodies /Governments at all levels.**



NIGERIA'S FIGURE OF RTC



As at December 2018 a total of **9,741** Road Traffic Crashes were recorded in Nigeria, this resulted in an increase of 3.8% from 2017.

These crashes include **2,739** fatal cases, **5,849** serious cases, **1,153** minor cases with **15,501** vehicle involved. Also, **5,181** fatalities were recorded representing an increase of 1.2% from 2017 report.

Year	No. of Crash	No. of Fatality	% change in crash	% change in fatality
2013	13583	6544	Base Year	
2014	10380	5996	↓ 23.6%	↓ 8.4%
2015	9734	5440	↓ 6.2%	↓ 9.3%
2016	9694	5053	↓ 0.4%	↓ 7.1%
2017	9383	5121	↓ 3.2%	↑ 1.3%
2018	9741	5181	↑ 3.8%	↑ 1.2%
Total			↓ 29.6%	↓ 22.2%

DATA ON TANKER / TRAILER INVOLVEMENT IN ROAD CRASHES

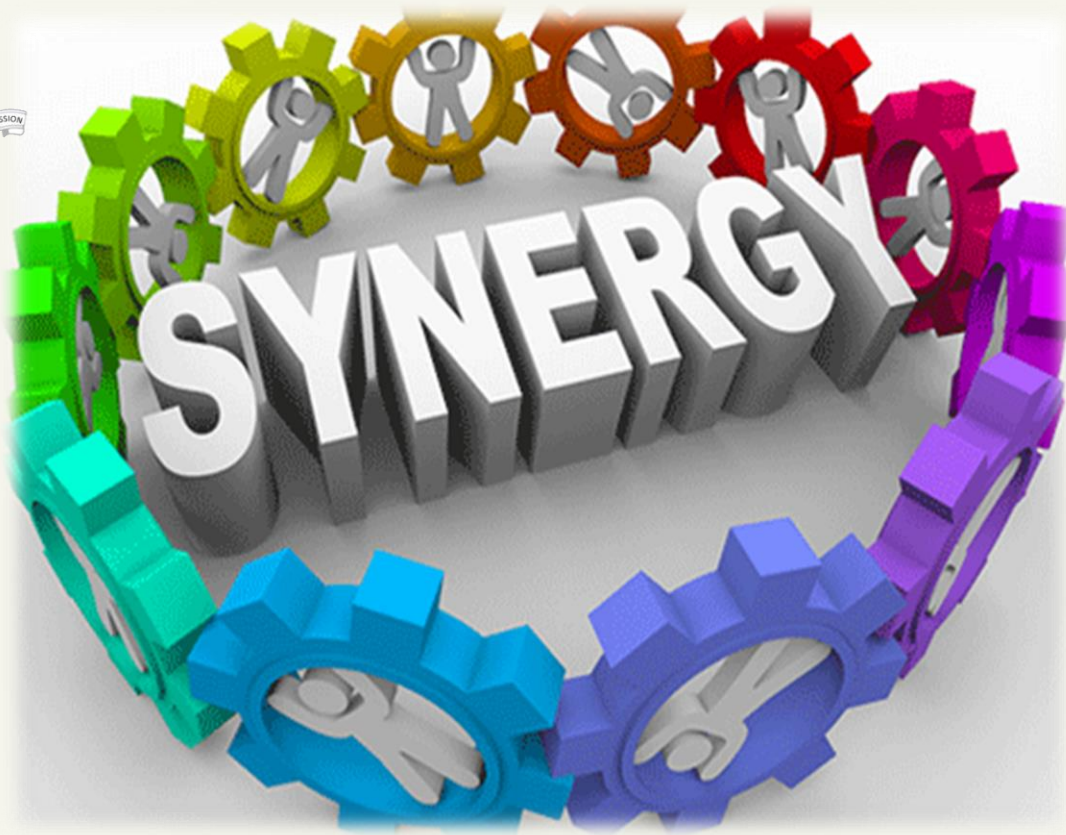
NUMBER OF TANKERS INVOLVED IN RTCs FROM YEAR 2017- AUGUST 2019



	TANKER		
	2017	2018	2019 (JANUARY – AUGUST)
TOTAL	308	302	246

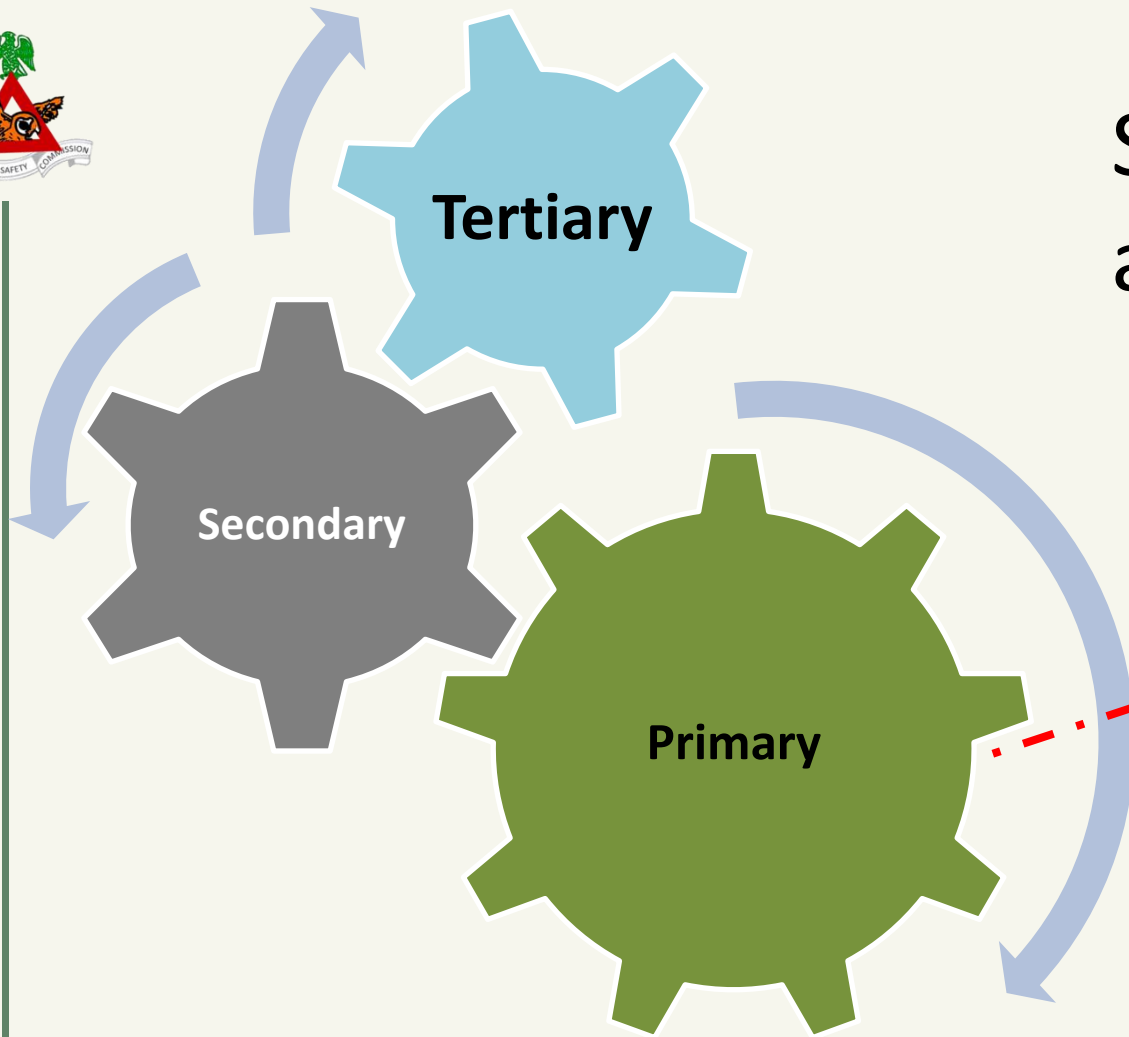
A single tanker crash is not desirable not to talk of multiples in the order of hundreds!

ROAD SAFETY ISSUES



This meeting, just like the previous provides a platform for the development of synergy with the leadership of **NUPENG-PTD** for road safety campaign and also for addressing issues responsible for the high rate of crashes involving Tankers in Nigeria.

NIGERIA'S ECONOMY SECTORS



Sectors of Nigeria's economy are divided into three **(3)**

Primary (agriculture, **oil/gas**, mining, forestry)

Source: <https://www.legit.ng/1099875-sectors-nigerian-economy.html>

NIGERIA'S ECONOMY SECTORS (cont..)



Nigeria's gross domestic product was driven by the services sector, while oil still makes up 90% of foreign exchange.



OIL IN NIGERIA'S ECONOMY



The country joined the ranks of oil producers in 1958 when its first oil field came on stream producing 5,100 bpd.

DEPENDENCE ON OIL REVENUE



Just like the heart is to human body, so is oil to the nation's economy.

Virtually, all the economic policies in Nigeria is centered around the oil sector because of its importance.



DEPENDENCE ON OIL REVENUE (cont..)



2019

Nigeria's 2019 Budget was based on crude oil benchmark of USD60 per barrel

Oil production estimate stood at 2.3 million barrels per day (mbpd).

2020

The 2020 Budget is based on benchmark crude oil price of US\$57 per barrel.

Oil production estimate of 2.18 million barrels per day (mbpd).

In aggregate, 43.86% of projected revenues is to come from oil sources while the balance is to be earned from non oil sources.

SAFETY OF TANKERS OPERATIONS



The Safety of tankers operations is a priority to Road Safety in Nigeria for a number of reasons namely;

Economy, Environmental hazards and Loss of lives



SAFETY OF TANKERS OPERATIONS cont..



The importance of an interactive forum like this cannot be over-emphasized. It is therefore imperative to pay close attention on drivers of articulated vehicles while evolving strategies to combat the menace of crashes in Nigeria involving this group.

This is because crashes involving tanker drivers usually results into higher loss of lives and properties.





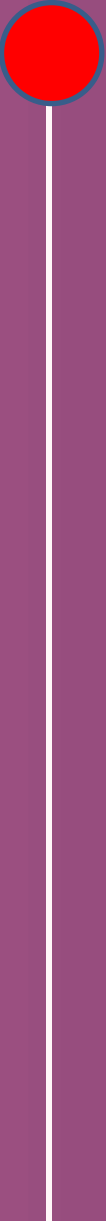
BURNING ISSUES FOR ROAD SAFETY IN TANKERS OPERATION IN NIGERIA

Non- Adherence to basic traffic regulations

Speed Control

Non compliance to Safe-To-Load standards





BURNING ISSUES FOR ROAD SAFETY IN TANKERS OPERATION IN NIGERIA cont..

Excess loading of fuel

Improper parking

Night travelling





BURNING ISSUES FOR ROAD SAFETY IN TANKERS OPERATION IN NIGERIA cont..

Non- proper tracking of fleet

Aging fleet, design and Quality of Tankers

Driver's Proficiency

Lane indiscipline



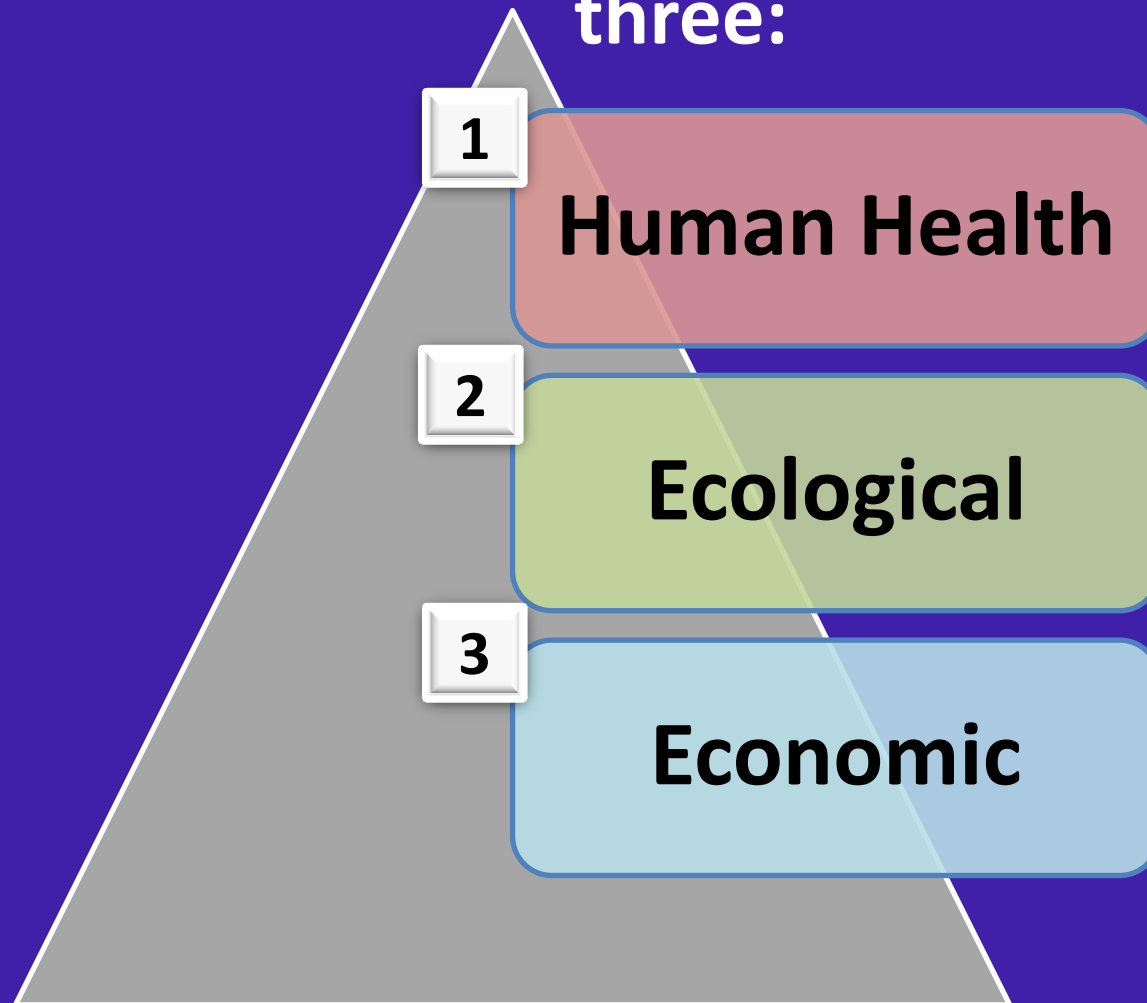
CONSEQUENCE OF NEGLIGENCE LEADS TO TANKER CRASHES

The dimension and scale of devastation caused by crashes involving petroleum tankers is currently very worrisome in the society.



••• EFFECTS OF TANKER CRASHES

For ease of discussion, the degree of damage can be classified into three:



EFFECTS OF TANKER CRASHES

1

Human Health



Onitsha tanker crash tragedy

Destruction of lives and
agony of a people

The effect on human
health extends to
additional burden to
health infrastructure of
the country

EFFECTS OF TANKER CRASHES

2

Ecological

Degradation of the
roads

Tanker related
crashes aids the
destruction of
significant portions
of the roads



● ● ● EFFECTS OF TANKER CRASHES

Ecological

Destruction of ozone layer and pollution

It aids destruction of ozone layers as well as pollution of the atmosphere



● ● ● EFFECTS OF TANKER CRASHES

Ecological



Severe ecological damage to the adjoining environment is also done to the land when spillage occurs rendering them agriculturally infertile

EFFECTS OF TANKER CRASHES

3

Economic

Destruction of property



Apart from lives lost, a number of houses, shops, farms lands and other investments get engulfed in flames during a crash involving tankers

EFFECS OF TANKER CRASHES

Economic

Loss of investment



A crash involving tanker transporting fuel loses about 33,000-44,000 litres of liquid content (approximately N6,380,000) and nearly N30 million on the vehicle.

OTHER ISSUES

Fear of travels (psychological)



Despise of category of drivers by other motorists (stigmatization)



OTHER ISSUES cont..

This issue generally portraying the nation in bad light in the committee of civilized nations

Portrays leadership of association as ineffective and non-committed

Lack of professionalism

Disregards for traffic regulations

Loss of livelihood leads to acute poverty and in turn affects the GDP

RESOLVING THE CONCERNS



Measures are in place in existing regulations as well as initiatives to address the major road safety concerns e.g:

Presidential accent to the UN Conventions on Road Safety especially the 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) among others.



RESOLVING THE CONCERNS



Independent Marketing Group needs to do more in terms of compliance to all safety regulations

Tanker Drivers need to be re-trained on the proper use of the roads.





RESOLVING THE CONCERNS cont..

Deliberate violation,
neglect and non-
compliance to basic
road traffic
regulations should be
addressed

Tanker drivers should stop
intimidation of other road
users especially those who
ride light weight vehicles
predisposing them to
unnecessary risks



RESOLVING THE CONCERNS cont..

The Mandatory Speed limiting Device installation is a good initiative aimed at drastic reduction of speed related crashes

Ensuring proper installation and calibration is vital on the part of operators



SPEED IN KM/HR	Built up Area	Highways	Expressways
CARS	50	80	100
TAXI and BUSES	50	80	90
TRAILERS and TANKERS	45	50	60

RESOLVING THE CONCERNS cont..

All requirements stipulated in the Safe-To-Load (STL) programme including safety valve installation should be adhered to

Safety procedures at the Loading bay and delivery ports should not be compromised

Conspicuous display of product labels and hazard levels must be implemented in line with Agreement for Dangerous Roads (ADR)



RESOLVING THE CONCERNS cont..

Tracking of all vehicles in the fleet to obtain real-time information on driver and driving behaviour is paramount for successful operations



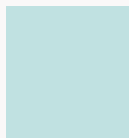
RESOLVING THE CONCERNS cont..

**Regular renewal
of fleet through
P-P-P is vital
towards
sustaining
operating
standards**



RESOLVING THE CONCERNS cont..

Drivers involved in delivery and distribution of petroleum products in the country must be properly trained and certified 

Exposing drivers to new and emerging trends in the transport sector should be made a priority 

RESOLVING THE CONCERNS cont..

FRSC in its resolve to tackle this menace plans to conduct an intensive audit of trailers and tankers in 2020 in collaboration with other stakeholders



CONCLUSION

Maximum cooperation of Stakeholders with FRSC, especially the downstream oil sector of the country, is an indispensable requirement towards creating safer motoring environment in Nigeria.

Nigeria's economy, environment, health and productive manpower can be enhanced if operators involved in the transportation of liquid hydrocarbon adhere to safety practices.

All hands must therefore be on deck as safety on our roads is a collective responsibility.



Safety starts with
you

Thank you

Phone Only



SMS Only



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