

13 April '16



# CRASHING THE CRASHES

## TACKLING THE MENACE OF SPEED AND OVER-LOADING IN NIGERIA

Presentation to the NEC of the NURTW  
Held at Gusau, Zamfara State

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The background of the slide features a financial chart with multiple lines in blue, red, and black. A red pen with a gold-colored tip is positioned diagonally across the chart. The chart has numerical labels such as 4,500, 4,000, 2,000, 1,800, 700, 600, and 500. The word 'Index' is partially visible at the top left.

# INTRODUCTION

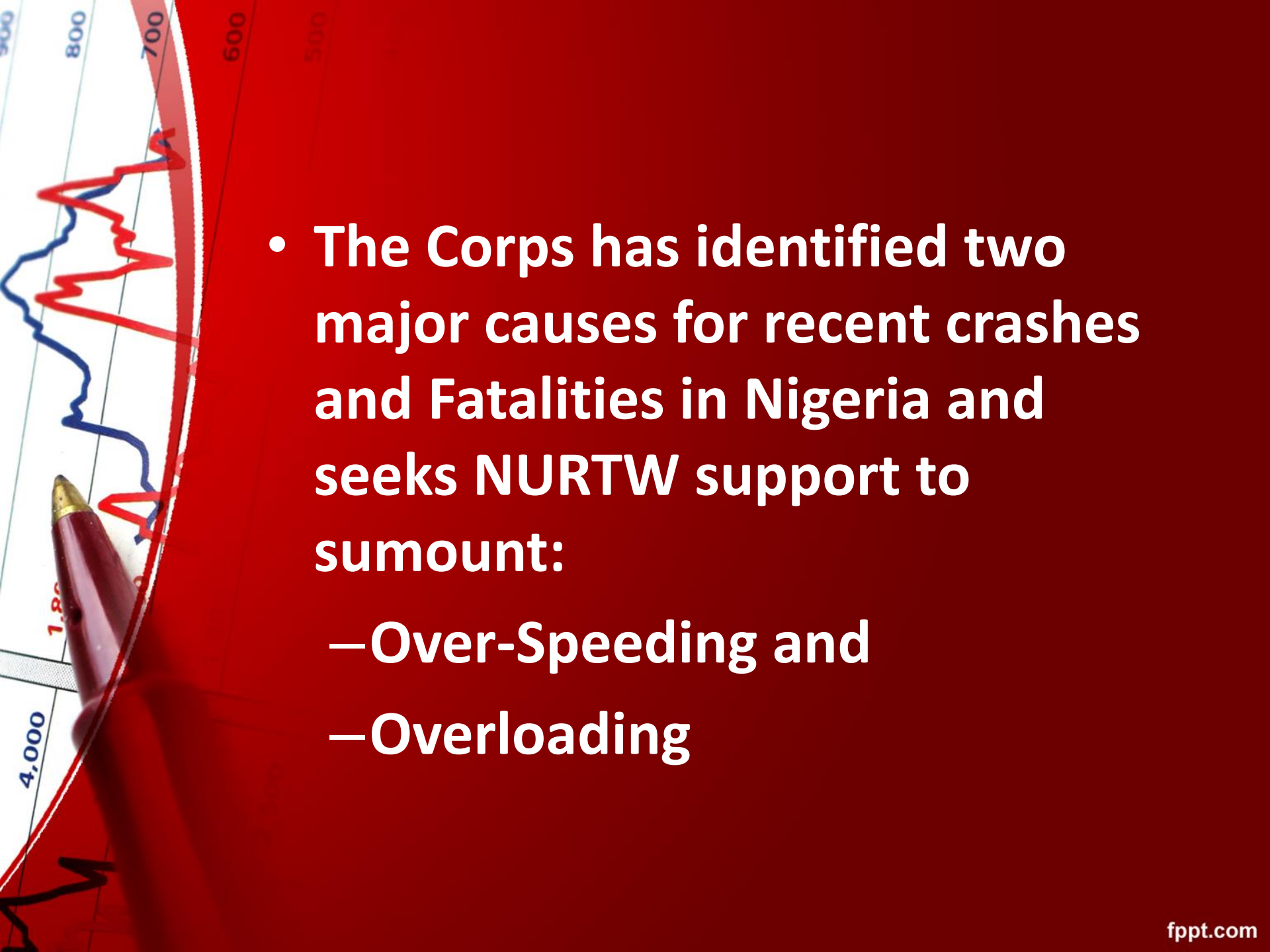
- Road Traffic Crash is the leading cause of death for children and young adults between the ages of 10-25 years
- In 2015, five thousand, four hundred and forty (5,440) people were killed on Nigerian roads nationwide in 9,734 RTCs with 30,478 people injured
- By UN estimation, one death is recorded every thirty seconds and every year 1.3 million people are killed in road traffic crashes worldwide
- The aim of the FRSC is achieving the goal of the UN Decade of Action 2011 – 2020 of reducing fatalities by 50% by 2020
- It is also to achieve the goal of the placing the Nigeria roads among the 20 safest roads in the world

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## INTRODUCTION II

- Behind any death due to a road traffic crash, is a human being
- Humans are the highest of evolved species and exercise the choice to overload, to drink, to speed, to take risks, to be selfish and be inconsiderate, even violent.
- These are voluntary acts, not accidental



- 
- The Corps has identified two major causes for recent crashes and Fatalities in Nigeria and seeks NURTW support to sumount:
    - Over-Speeding and
    - Overloading





# SPEED

According to a 2014 survey, Over-speeding accounted for about 50.8% of the cause of RTCs in Nigeria

Speed has been identified as a key risk factor in RTC, influencing both the risk of a road crash as well as the severity of the injuries resulting from crash

Studies show that at a collision speed of 20 km/h nearly all pedestrians can survive a crash, about 90% survive at a collision speed of 40 km/h, however, at a collision speed of 100 km/h only 10% of the pedestrians can survive



Excessive speeding not only decreases a driver's response time, it also reduces the driver's ability to maneuver safely on the roadway.

The resultant road crash does not discriminate, it affects the high and lowly, rich and poor, male and female etc. and leads to the loss of productive manpower as well as goods and services



# FRSC RESPONSE: THE SPEED LIMITER INITIATIVE

- As a way of reducing speed induced fatality, FRSC introduced the speed limiting initiative wef 01 September 2016
- The Public hearing at House of Reps has been successfully done
- A High Court just ruled in favour of the Corps that we can introduce the speed limiters for checkmating excessive speeding



# FRSC RESPONSE: THE SPEED LIMITER INITIATIVE II

The FRSC would further appreciate efforts by the NEC to persuade members to voluntarily install speed limiting devices in their vehicles in



The NURTW has been a strong partner with the FRSC in the implementation of the speed limiter initiative



# Advantages of Speed Limiters?

- ✓ **It is an effective means of preventing speed violation and resultant consequences**
- ✓ **Adds to fuel economy & increases the ability of the driver to manoeuvre in the event of crash**
- ✓ **Prolongs the life of the vehicles**
- ✓ **Aids other safety devices to function optimally**
- ✓ **Reduces the top speed of vehicles to a pre-set limit i.e. reduce overall crash risk and more likely to lessen the severity of crash.**
- ✓ **Reduces approach speeds at intersections, curves, and roundabouts.**
- ✓ **Lower fuel consumption and its resultant reduction in greenhouse gas emissions**
- ✓ **Lower maintenance cost(tires, brakes engines)**
- ✓ **More relaxed driving and lower insurance premiums as a consequence of less crashes**



Proactive transport companies like ABC, Abia line and Peace Mass, have already installed speed limiting devices voluntarily in every single one of their vehicles, with very positive results



# OVERLOADING



- **The menace of overloading on Nigeria's roads has been a focal point of FRSC's enforcement drive**
- **It is even more worrisome that articulated vehicles including nine loaders, 911, 10 tyres and 12 tyres, are involved in this and some go as far as carrying passengers on top of the already overloaded trucks**
- **The result of this flagrant disregard for safety is usually the loss of lives on the road;**
  - **In December 2015, a truck crashed at tsafe at about 1.30 pm and resulted in 26 deaths**
  - **In Ibadan at guru maradi a similar crash involving a truck killed 17 people**
  - **A week later, another truck-related crash killed 10 people**
- **It is ironic that 3 crashes involving "goods only" vehicles, has resulted in 53 deaths**



**Overloading is not just about the weight of the overloaded goods, some drivers justify the images below by claiming that the goods are light in weight. This act not only severely limits the visibility of the driver, it constitutes a road hazard to other road users**





# Faces of Overloading



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## Faces of Overloading II



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# Faces of Overloading III







**WAY FORWARD**



# Identification of sources of overloading

FRSC would work with NURTW to determine all the locations prevalent for overloading nationwide









# Cooperation of the NURTW in Ensuring monitoring that prevent overloaded vehicles from the Parks or along the highway



# Consider the Installation of Weigh Bridges and Toll Barriers at Parks





# Invest in Better Organized Motor Parks





# CONCLUSION

- The Corps continues to cooperate with the NURTW and other transport unions in restoring sanity to the highways
- Together, we can crash the crash







Safety starts with  
**you**

A green rectangular road sign with rounded corners and a white border, featuring the words "Thank You" in large white capital letters. The sign is mounted on two wooden posts and is set against a background of a blue sky with scattered white and grey clouds.

**Thank You**