

SPEED LIMITING DEVICE IMPLEMENTATION IN NIGERIA

The
Journey
so far

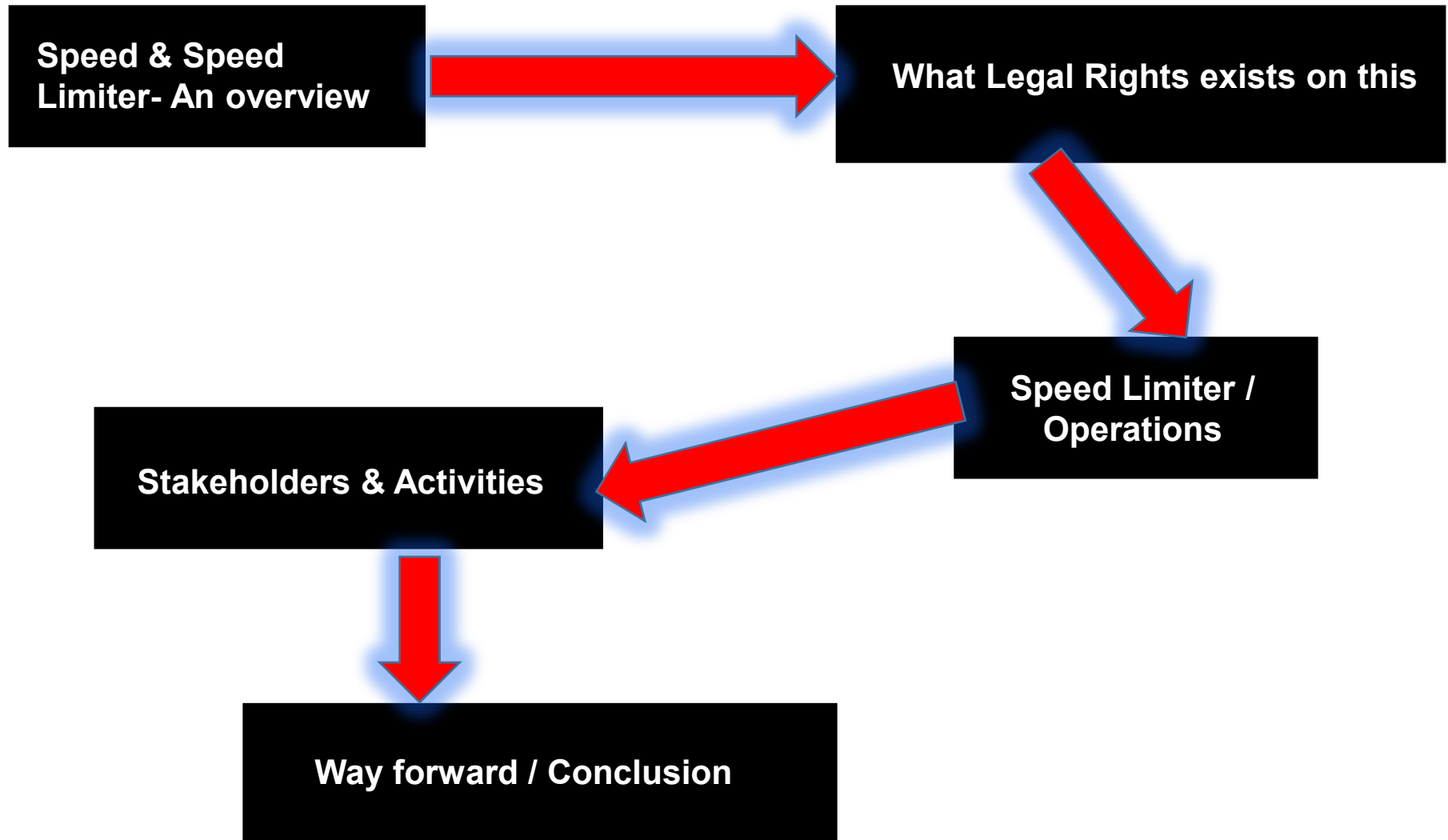


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Corps Marshal, FRSC

Lagos-Nigeria

26.05.2016

Steps toward Effective Implementation of Speed Limiting Device in Nigeria



SPEED AND SPEED LIMITER-AN OVERVIEW

Nigeria has the largest road network in West Africa and the second largest south of the Sahara



Based on the last publication, the country has a total of 204,000 km of (paved and unpaved) road network



The most common form of human transportation available are Air, Water, Rail and Road



SPEED AND SPEED LIMITER-AN OVERVIEW

In Nigeria, most people travel by road which account for over 95% of the mode of transport.

Unfortunately, this has put pressure on the road leading to crashes as a result of reckless driving and speed

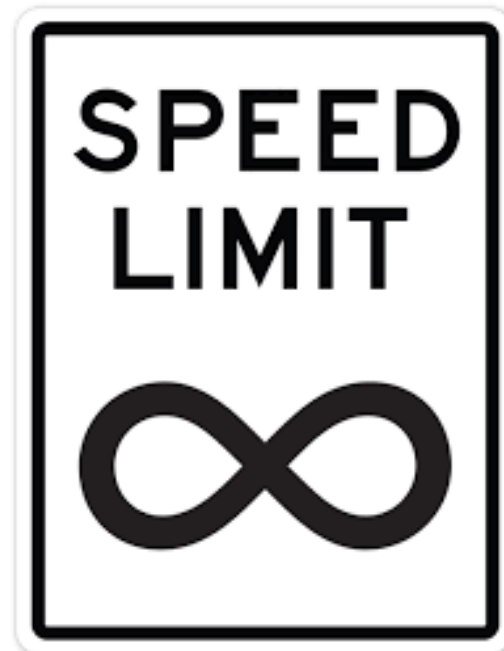


Speed has been identified as a key risk factor in road traffic injuries, influencing both the risk of a road crash as well as the severity of the injuries that result from crashes.



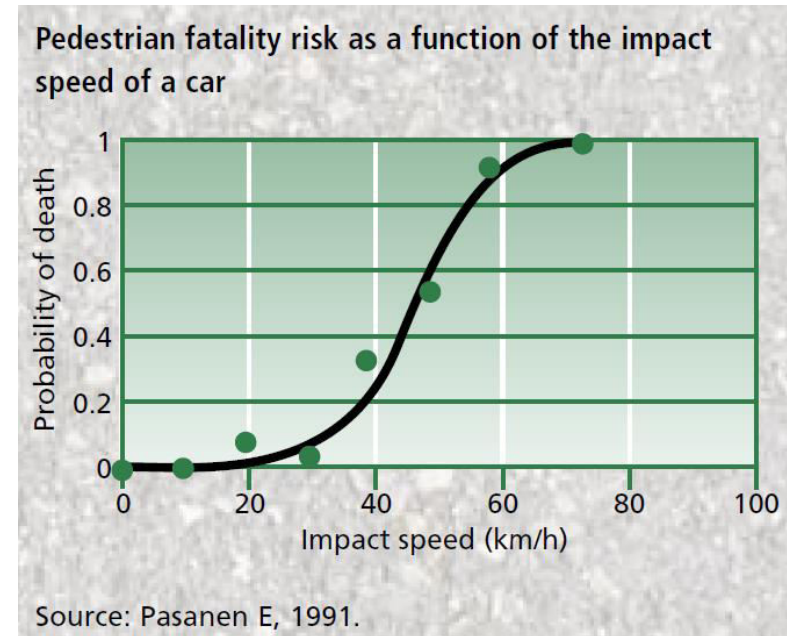
Excess speed is defined as exceeding the speed limit.

Inappropriate speed is defined as driving at a speed unsuitable for the prevailing road and traffic conditions.



EFFECT OF SPEED

Excess and inappropriate speeds are responsible for a high proportion of the mortality and morbidity that result from road crashes. In some low income and middle income countries, speed is estimated to be the main contributory factor in about 50% of all road crashes



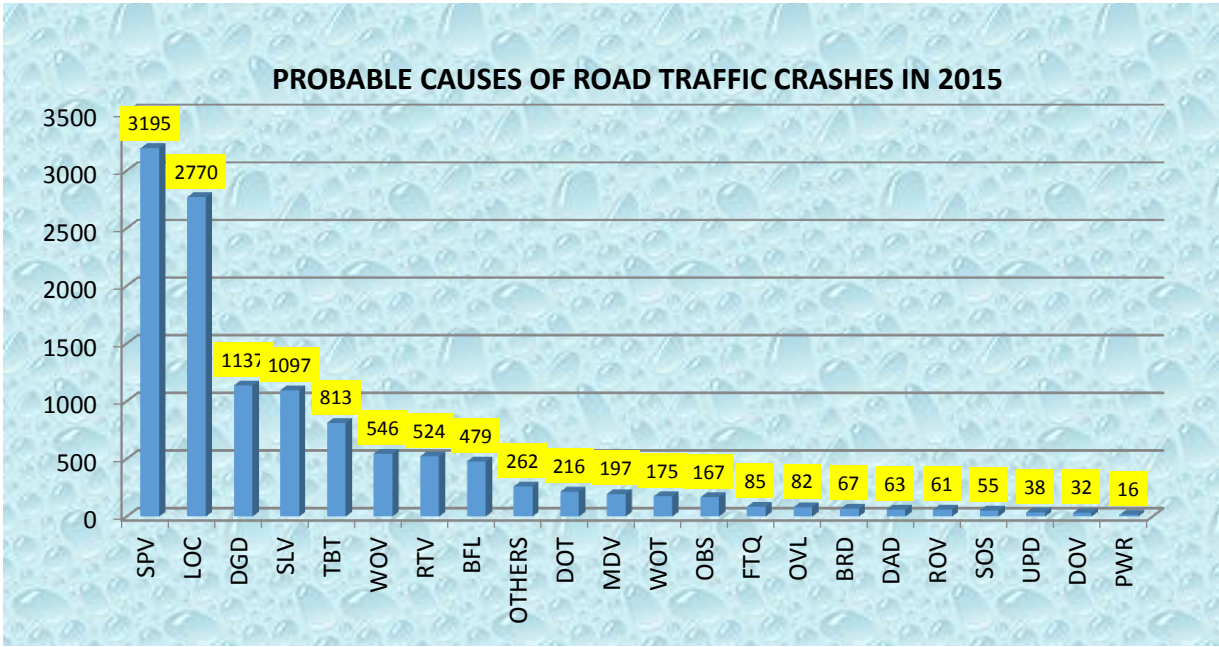
In order to check this trend, there was need to put in place a system that manually check speeds

Thus the introduction of speed limiting device, and to create an awareness to the public, drivers and fleet operators on the importance of speed limiting device in vehicles as a means of achieving safe driving on our roads.

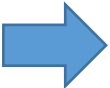
PROBABLE CAUSES OF CRASHES IN NIGERIA

PROBABLE CAUSES	FREQUENCY	PERCENTAGE
SPV	3195	26.5%
LOC	2770	22.9%
DGD	1137	9.4%
SLV	1097	9.1%
TBT	813	6.7%
WOV	546	4.5%
RTV	524	4.3%
BFL	479	4.0%
OTHERS	262	2.2%
DOT	216	1.8%
MDV	197	1.6%
WOT	175	1.4%
OBS	167	1.4%
FTQ	85	0.7%
OVL	82	0.7%
BRD	67	0.6%
DAD	63	0.5%
ROV	61	0.5%
SOS	55	0.5%
UPD	38	0.3%
DOV	32	0.3%
PWR	16	0.1%
TOTAL	12077	100%

In 2015

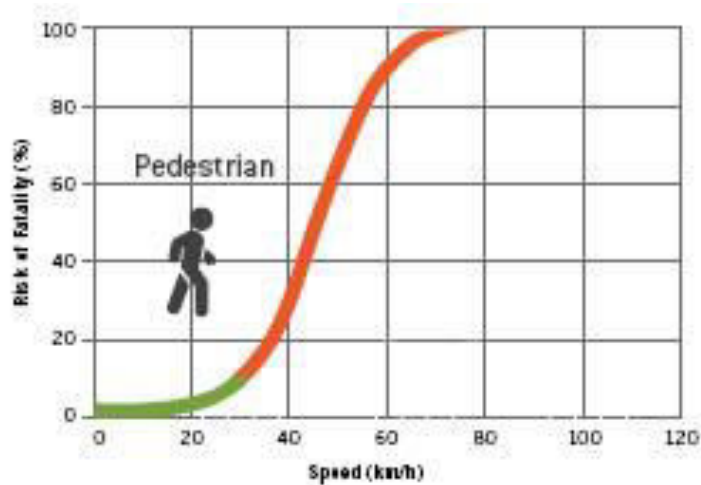


legend



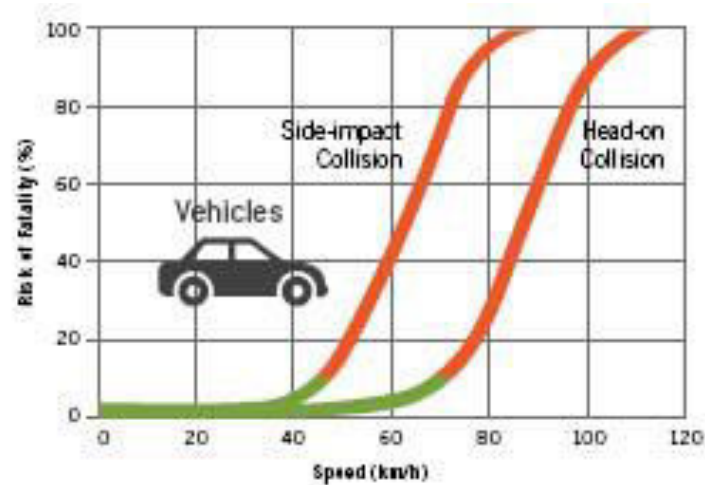
SPV	SPEED VIOLATION
LOC	LOSS OF CONTROL
DGD	DANGEROUS DRIVING
SLV	SIGN LIGHT VIOLATION
TBT	TYRE BURST
WOV	WRONGFUL OVERTAKING
RTV	ROUTE VIOLATION
BFL	BRAKE FAILURE
OTHERS	OTHERS
DOT	DANGEROUS OVERTAKING
MDV	MECHANICALLY DEFICIENT VEHICLE
WOT	WRONFUL OVERTAKING
OBS	OBSTRUCTION
FTQ	FATIGUE
OVL	OVERLOADING
BRD	BAD ROAD
DAD	DRIVING ALCOHOL
ROV	ROAD OBSTRUCTION VIOLATION
SOS	SLEEPING ON STEERING
UPD	USE OF PHONE WHILE DRIVING
DOV	DANGEROUS OVERTAKING
PWR	POOR WEATHER

SPEED INCREASE/INJURY



An increase in average speed of 1km/h typically results in a 3% higher risk of a crash involving injury, with a 4%-5% increase for crashes that result in fatalities.

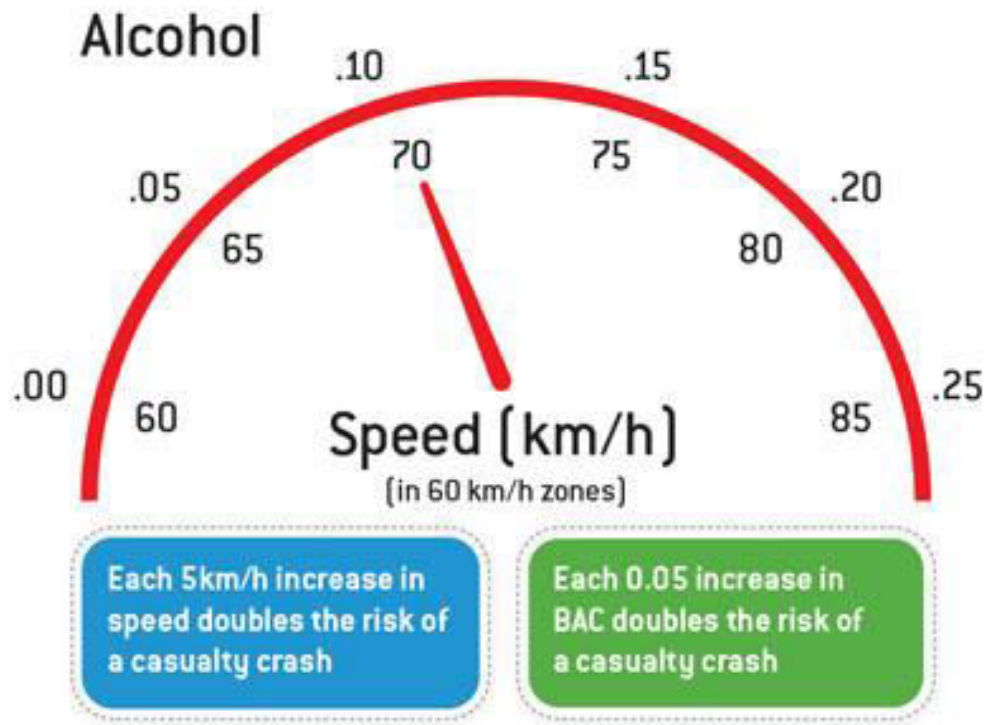
Speed also contributes to the severity of the impact when a collision does occur. For car occupants in a crash with an impact speed of **80km/h**, the likelihood of death is 20times what it would have been at an impact speed of **30km/h**



The relationship between speed and injury severity is particularly critical for vulnerable road users such as pedestrians and cyclists

For examples, pedestrians have been shown to have a 90% chance of survival when struck by a car travelling at 30km/h or below, but less than 50% chance of surviving an impact at 45km/h. Pedestrians have almost no chance of surviving an impact of 80km/h.

THE RISK OF SPEEDING IN COMPARISON TO DRINK DRIVING RISKS



Blood Alcohol concentration (g/dl)	Relative risk of Drink driving
0.00	1.0
0.05	1.8
0.08	3.2
0.12	7.1
0.21	30.5

TOOLS FOR MANAGING SPEED

Controlling vehicle speed can prevent crashes happening and can reduce the impact when they do occur, lessening the severity of injuries sustained by the victims

A. Changing Behavior – Regulating and **Enforcement** of Speed

- i. Road rules, legislative and regulatory settings
- ii. Speed enforcement methods
- iii. Penalties – fines, demerit points and license suspensions

B. Changing Behavior – Public **Education**

- i. Social Marketing and public education
- ii. Increasing public, perception of being detected by regulators
- iii. Speed compliance incentives

C. **Engineering** Treatments -Speed Zoning and Speed Limits

- i. Classifying roads by function and activity
- ii. Informing drivers of limits – signs and default limit information
- iii. Treatments to slow down motor vehicles
- iv. Use of speed-limiting technology



SPEED LIMITERS OPERATIONS IN OTHER CLIMES

From a safety perspective, the premise is that by slowing down vehicles the travel risks for all motorists may be lowered by reducing the number of collisions and mitigating the severity of those that do occur.

Developed countries like Britain and Canada (1) including some African Countries like Kenya and Ghana (2) have adopted the compulsory use of speed limiter/governor as a means of eliminating speed related road crashes on their roads.

In Nigeria, speed limiters have been in the market for the past 6years eg ABC and Peace transport companies, and this has significantly reduced RTCs. According to the Chairman ABC, since installation, his company makes colossal savings on fueling and has not recorded a fatal crash in 6 years.

OTHER CLIMES



AUSTRALIA

Effective Date:

1990

Vehicle Type: **Heavy trucks > 12t Buses > 5t**

Application: **For new trucks/buses, model year 1990**

Maximum Limited Speed: **100km/h**



INDIA

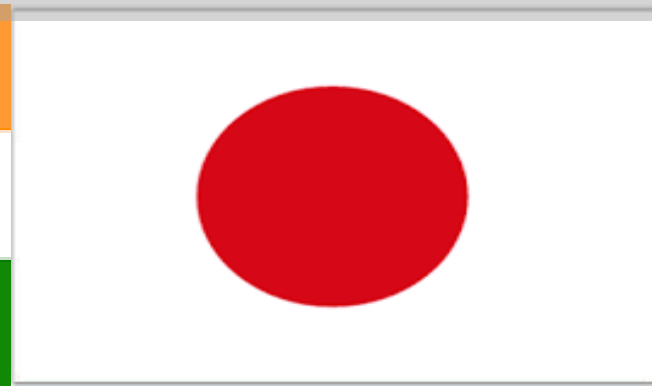
Effective Date:

2008

Vehicle Type: **All transport vehicles**

Application: **For new vehicles, model year 2008**

Maximum Limited Speed: **60km/h**



JAPAN

Effective Date:

2001

Vehicle Type: **Heavy trucks > 8t**

Application:

Maximum Limited Speed: **90km/h**

OTHER CLIMES



SWEDEN

Effective Date:

1994

Vehicle Type: **Medium duty trucks > 3.5t**

Buses up to 10t

Application: **For vehicles registered since 2001**

Maximum Limited Speed: **90km/h for trucks, 100km/h for buses**



UNITED KINGDOM

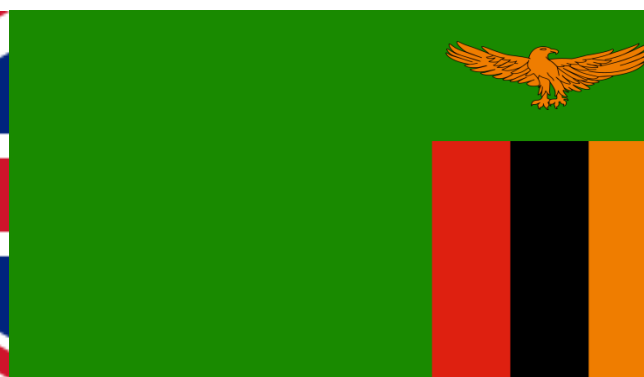
Effective Date: **1992**

Vehicle Type:

Medium duty trucks > 3.5t
Passenger vehicles with >8 passenger seats

Application: **For vehicles registered since Oct 2001**

Maximum Limited Speed: **90km/h for trucks, 100km/h for buses**



ZAMBIA

Effective Date:

2005

Vehicle Type: **All intercity and long distance buses**

Application:

Maximum Limited Speed: **100km/h**

LEGAL PROVISIONS

Following evidence based findings , the FRSC as the lead agency for Road Traffic Management in Nigeria introduced the installation of speed limiting devices in vehicles commencing with commercial vehicles

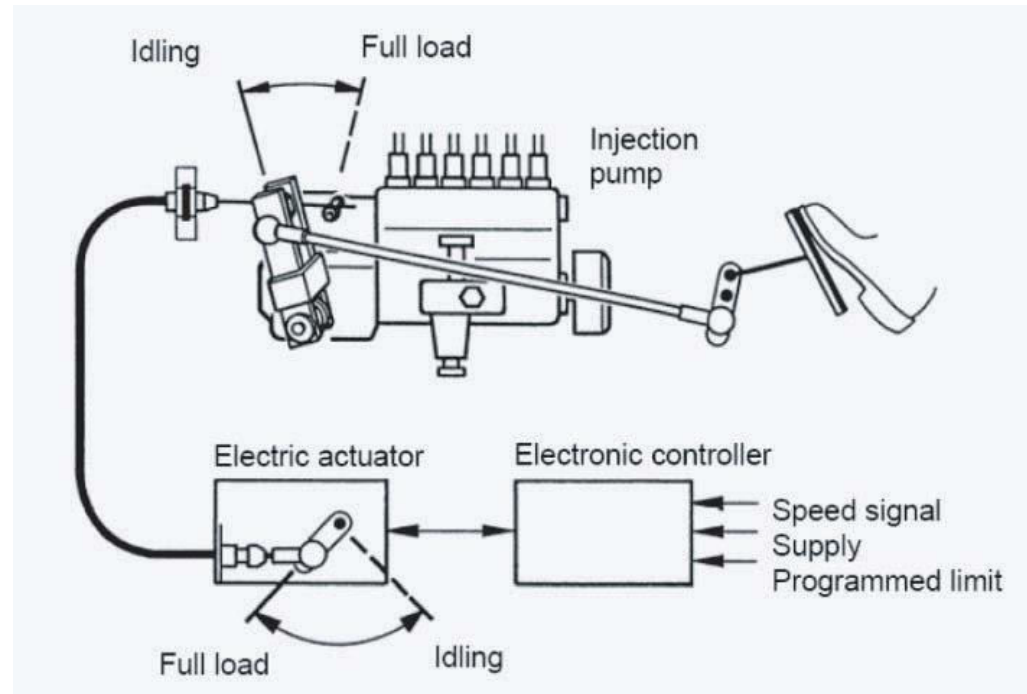


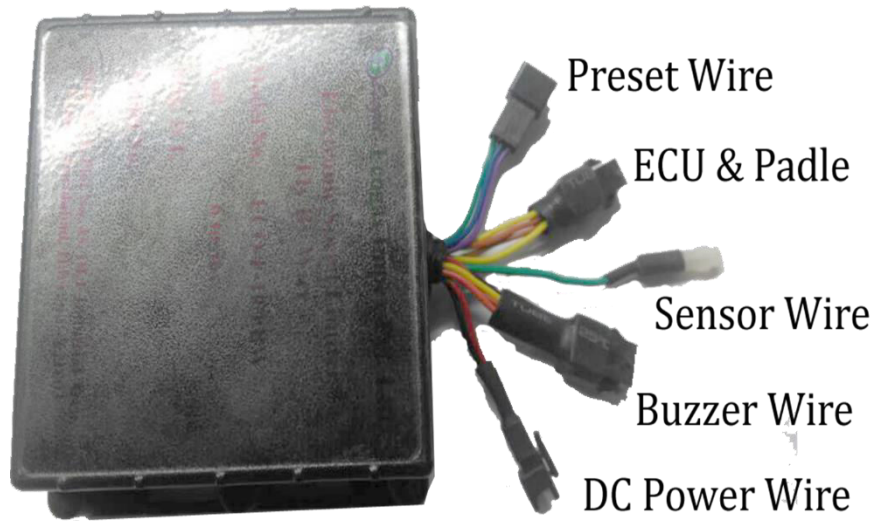
FRSC (Est.) Act, 2007	NRTR (2012)	NRTR (Amendment),2016
<p>SECTION 10(3) (m): Empowers the Corps as follows: "determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limiting devices."</p>	<p>Regulation 119 (6): "All motor vehicles plying any public road shall be in possession of good electric or air horn, jack, wheel spanner, tools, fire extinguisher, inflated spare tyre, first aid box, emergency warning triangles or cones, laminated windscreen and mirrors, speed governor, wipers, insurance certificate and road worthiness certificate,"</p>	<p>Regulation 152 as amended (4): "(4) (a) A person shall not drive a vehicle on any public road which is not fitted with a speed limiting device. Any person who contravenes the provision of this sub-regulation commits an offence and liable on conviction to a fine of N10, 000.00.</p> <p>(b) Any fleet operator who fails or refuses to install speed limiting device on his vehicle is guilty of an offence and liable on conviction to a fine of N50, 000.00 and in addition shall have his certificate suspended until he complies with the provisions of this regulation.</p>
	<p>Regulation 152 (4): "A person shall not drive a vehicle on any public road which is not fitted with a speed limiter"</p>	
	<p>Regulation 152 (5): specifies Fine = N3,000 or 3 Months imprisonment or both</p>	

HOW SPEED LIMITER WORKS

Speed limiters control the maximum speeds of equipped vehicles and are efficient and powerful tools of speed management.

Active speed limiters directly controls speed by applying counter force on the accelerator or through the engine fuel injection system.





Speed Limiter
 = Speed Governor



MAXIMUM SPEED LIMITS FOR ALL CATEGORIES OF VEHICLES

Also schedule 8 of the National Road Traffic Regulation 2012 gives the maximum speed limits for all categories of vehicles .

Regulation 152 (1) specifies the maximum speed limits for all categories of vehicles as shown in the table below:

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

SPEED LIMITERS HELP TO PREVENT SERIOUS CRASHES



Regulates Speed, guarantees stability and control

Nigeria has started reaping the benefits of Speed limiter

It has been observed that, there has been a downward reduction in RTC since Nigeria began the campaign on Speed limiter in 2012 and the Speed Violation (SPV) percentage has also fallen respectively, indicating that Nigeria has started reaping the benefits of Speed Limiter

YEAR/ MOST PROBABLE CAUSE OF RTC	2012	2013	2014	2015
SPEED VIOLATION – SPV	35.2%	32.0%	30.9%	26.5%
LOSS OF CONTROL – LOC	17.5%	17.1%	20.8%	22.9%
DANGEROUS DRIVING - DGD	16.2%	12.1%	11.0%	9.4%

ADVANTAGES OF SPEED LIMITERS

- 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 speed variability i.e. reduce lane changing and deceleration maneuvers
- Reduces approach speeds at intersections, curves, and roundabouts.
- Lower fuel consumption and a reduction in greenhouse gas emissions.
- Lower maintenance cost(tires, brakes engines)
- Increased road safety(fewer casualty)
- More relaxed driving and lower insurance premiums as a consequence of less crashes.
- Speed limiter portal will be used to monitor the implementation and to carry out crash investigation

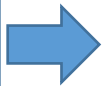
ACTIVITIES OF STAKEHOLDERS

22 JUNE, 2012

Stakeholder's
Forum

Action Plan

STAKEHOLDERS
ENGAGEMENT



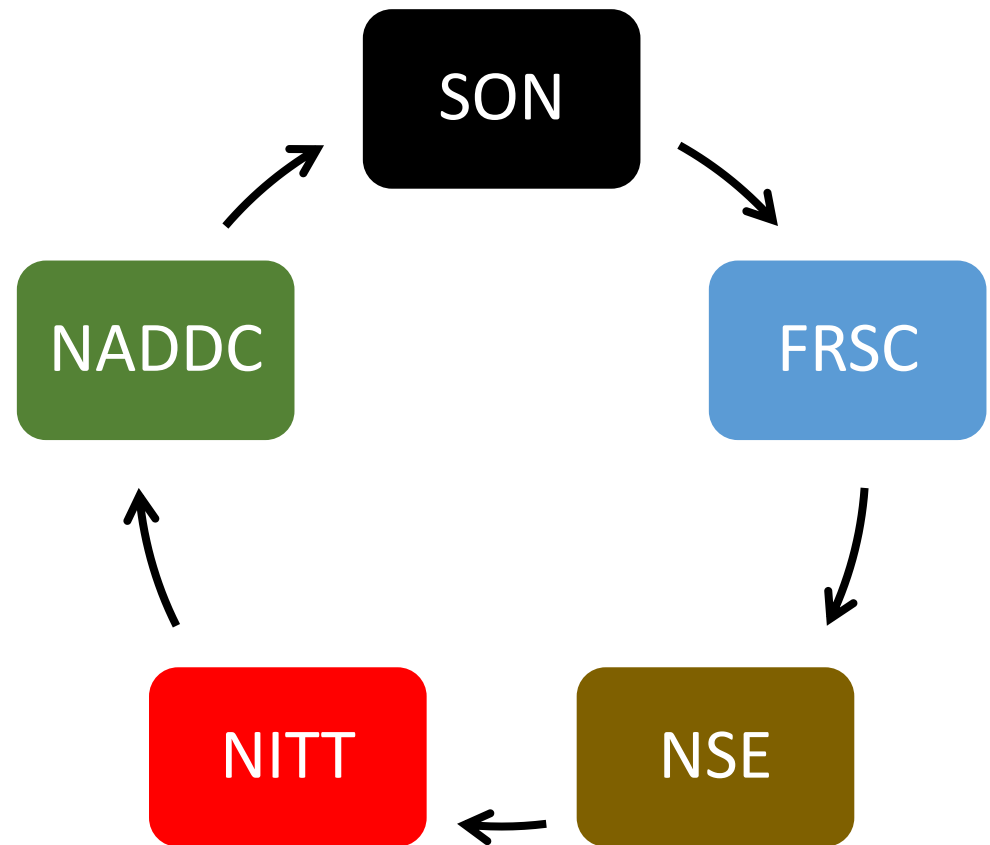
STAKEHOLDERS

- Road Transport Employee Association of Nigeria (RTEAN)
- National Union Road of Transport Workers (NURTW)
- National Association of Road Transport Owners (NARTO)
- National Union of Petroleum Employee of Nigeria (PDT-NUPENG)
- Standards Organization of Nigeria (SON)
- Nigerian Automotive Design and Development Council (NADDC)
- Nigerian Society Engineer (NSE)
- ABC Transport
- Rep. Minister of Petroleum
- Directorate of Road Transport Services, Abuja
- Rep. of secretary to the Transport secretariat
- Banks' officials

To
set
Standards

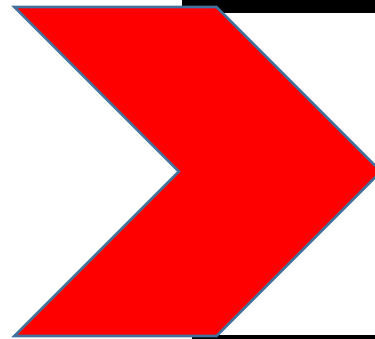
COMPOSITION OF TECHNICAL COMMITTEE

A technical committee was constituted on 28th May 2013 with aim to come up with a draft policy document on standard of speed limiting device



ADOPTION OF DRAFT POLICY DOCUMENT

The draft policy document was reviewed and adopted by a larger committee on 4th September, 2013. The reviewed document was accepted and approved by Standards Organization of Nigeria (SON) Governing Council on the 28th May, 2014.

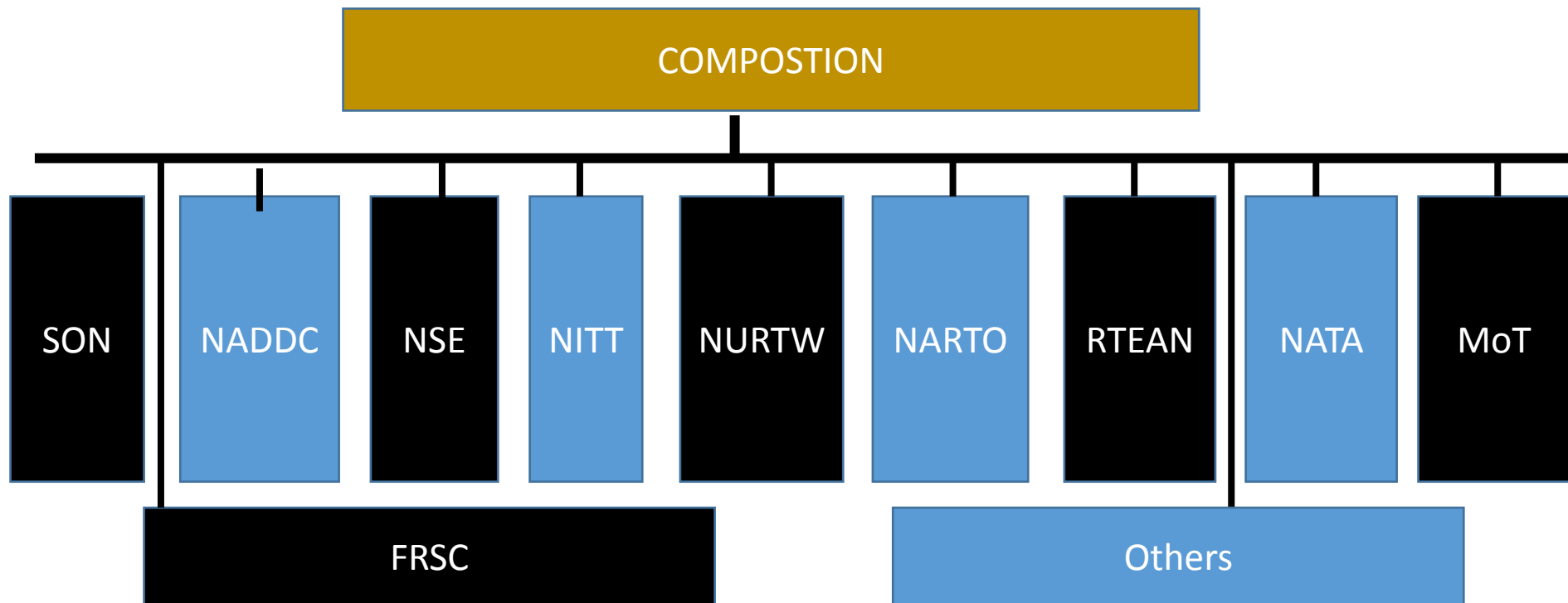


PART I-installation
requirement

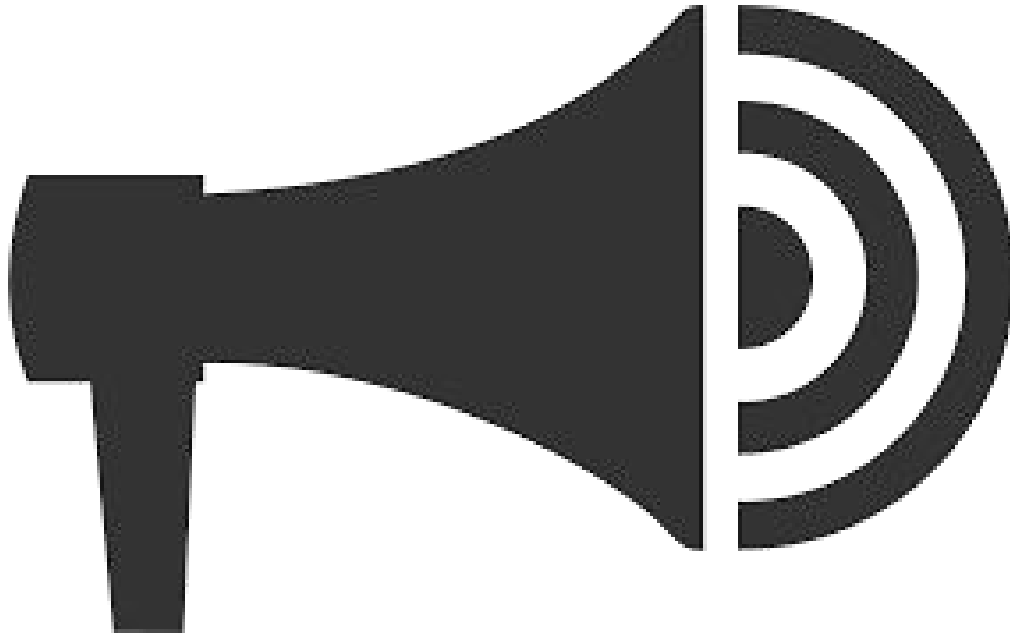
PART II- Specification for
system and component
requirement

IMPLEMENTATION/ENFORCEMENT COMMITTEE

The Implementation committee was constituted on 12th September, 2014



NATIONAL SENSITIZATION EFFORTS



Three years sensitization campaign approach was adopted by the Corps and Technical committee. This is to sensitize the general public and other stakeholders on the need to install speed limiting device as a road traffic crashes reduction tool.

SCREENING/EVALUATION OF SPEED LIMITING DEVICE VENDORS

Several Vendors sent in bids

16

Vendors were
accredited and
certified to
supply in 1st
Batch

22

Vendors were
accredited and
certified to
supply in 2nd
Batch

The successful
vendors were
presented
with
certificates

SPEEDLIMITER VENDORS COMPREHENSIVE LIST AS AT FEBRUARY 2016

NAME OF VENDORS - 1ST BATCH

1. Best practices ltd

- 11TH FLOOR, BOOKSHOP
- HOUSE 50/52, BROAD STREET, LAGOS
- 08023039762
- abbapeter@bestpracticesltd.com
- <http://www.bestpracticesltd.com>

2. Cnet technology ltd

- SUIT 209 14 WAZIRI
- IBRAHIM CRESCENT, OFF AHMADU BELLO WAY, GARKI, ABUJA
- 08034016609
- chudora@yahoo.com
- <http://www.saferider.co.za>

3, De akasten nige nig. ltd

- 162D OBAFEMI
- AWOLowo WAY, IKEJA, LAGOS STATE
- WALE
- (803) 707-9150
- akasten10@yahoo.com
- <http://www.deakasten.com>

4. Digiquet integrated

- services ltd
- 2ND FLOOR, LEFT WING, CITY PLAZA, AHMADU BELLO WAY, GARKI II
- ABUJA
- Babajide sakiru
- (806) 806-2653
- olaoye005@yahoo.com
- <http://www.digiquetonline.com>

5. Elkaris nig. ltd

- SUITE 1, BASEMENT FLOOR, VETENARY COUNCIL COMPLEX, NO 8, ZAMBEZI CRESCENT OFF AGUIYI IRONSI WAY, MAITAMA, ABUJA, NIGERIA
- (803) 878-1271
- elkarisnigeria@gmail.com
- <http://www.elkarisltd.com>

6. Filkmou limited

- FEDERAL SCIENCE AND TECHNICAL COLLEGE
- MOTOR WORKSHOP, MORRIS ROAD, YABA, LAGOS, NIGERIA
- (802) 303-7188
- cliffordamage@filkmou.com
- <http://www.filkmou.com>

7. Highway digital nigeria ltd

- PLOT 446 CITIZEN AVENUE DAWAKI EXTENSION, ABUJA
- (909) 255-8019
- morrimbetsa@yahoo.com
- <http://www.highwaydigital.com.ng>

8. Marbash Global Trading

- No 9 LAMIDO CRESCENT
- NASSARAWA GRA KANO
- (809) 566-0091
- marbashglobal@gmail.com

9. Rexox integrated services ltd

- 69, MISSION ROAD, BENIN CITY, EDO STATE, NIGERIA
- (806) 660-2619
- info@rexoxinterserv.com
- <http://www.rexoxinterserv.com>

10. Richfield technologies ltd

- (706) 739-9486
- eseidiegbe@richfieldltd.com
- <http://www.richfieldltd.com>

11. SATTRAK SERVICES LTD

- Adebayo segun
- (803) 386-5508
- banjo.olajide@sattrakservices.com
- <http://www.sattrakservices.com>

12. Summit systems ltd

- PLOT 1, CLOSE 11 RUMUAVORLU ROAD, OFF MINI ORLU ROAD, PORT HARCOURT, RIVERS STATE, NIGERIA
- (701) 404-3772
- info@summitsystems ltd.com
- <http://www.summitsystems ltd.co m>

13. T zone communications ltd

- 5 ABAK CLOSE GARKI
- AREA 3 ABUJA, NIGERIA
- Anunobi c. anayo
- (807) 484-8267
- tzonecomm@yahoo.com
- <http://www.tzonecomms.com>

14. TOTAL UNIQUE SERVICES

- (816) 681-3665
- babalola.femi@gmail.com

15. Transit support services ltd

- Eke chimaobi
- (803) 710-6707
- stanley.mbanu@transitsupports.com
- <http://www.transitsupports.com>

16. Xnet security technologies

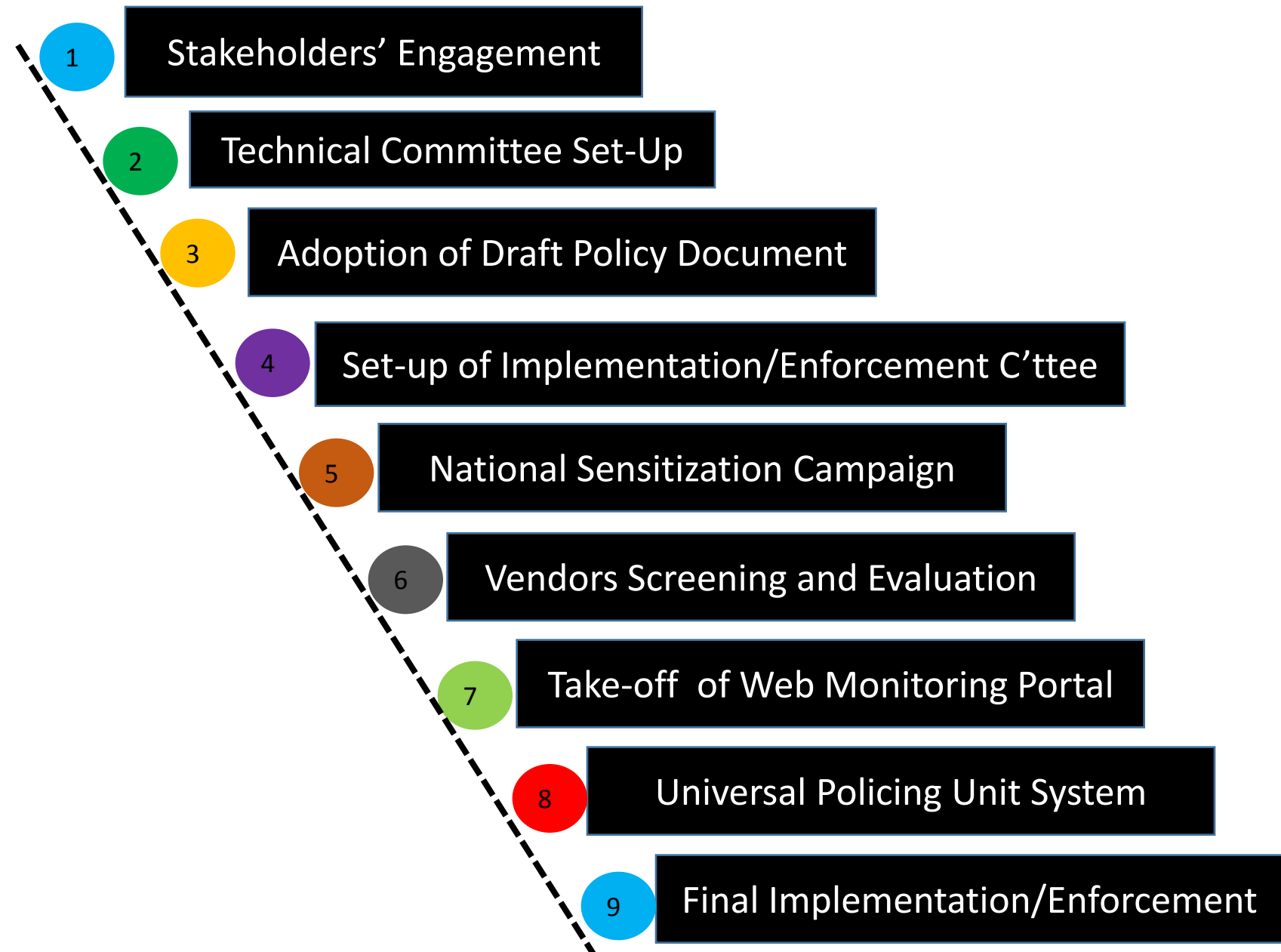
- ltd
- (802) 439-6222
- obi.ajuga@xnetnigeria.com
- <http://www.xnetsecurity.com>

SPEEDLIMITER VENDORS COMPREHENSIVE LIST AS AT MAY 2016

NAME OF 22 VENDORS -2ND BATCH 27th April 2016

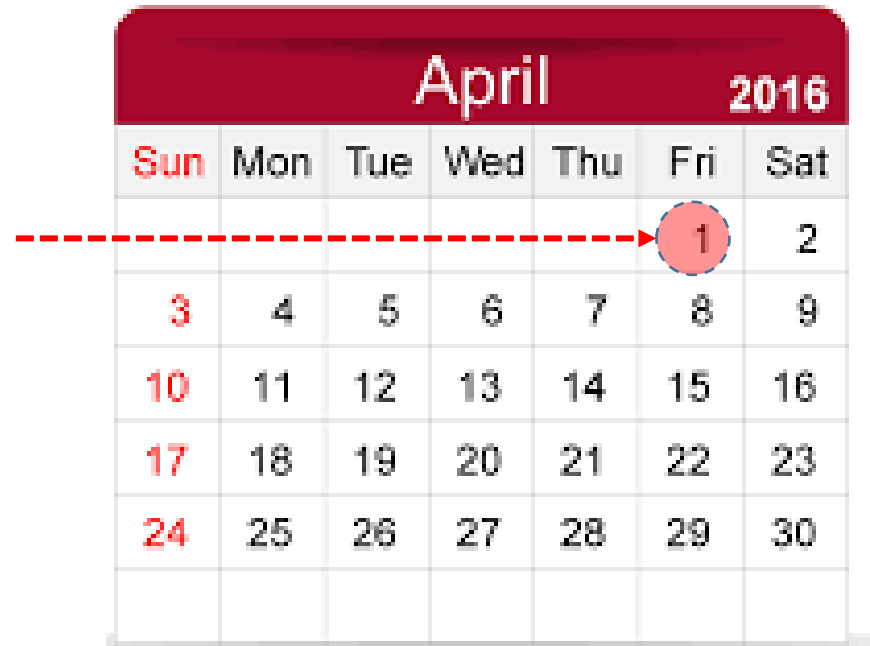
s/n	VENDOR	TYPE OF SPEED LIMITER	Phone number	COMPANY'S REPRESENTATIVE	ADDRESS
1	FENCOSCOPE ENGINEERING TECHNOLOGY LTD	EKAS and CENTRO VS	08035583544 fencoscope@gmail.com	JAMES DONLI	PLOT 1335 SUIT 24 AMADIN PLAZA MABUSHI, ABUJA
2	GERANDINO TECHNOLOGIES	SAFE RIDER	07038933236 idehone@gmail.com	OBINNA GERANDINE	PLOT 16 ADEMOLA ADETOKUBU CRESENT WUSE 2 ABUJA OBUM PLACE
3	SALCOMMS KWIK XTRA	ITMS	08039145801 Slakay37@gmail.com	SHINA SALAKO	PENCIWEMA LAGOS
4	OMINET TECHNOLOGY	GPS LIMITER and VSL	08026452894 ominetech@hotmail.com , myyear042015@gmail.com	LAMDI OMOLOLA	50 BASHORUN IBADAN
5	JOSH-ANA LIMITED	SINOTECH SPEED OVERNOR	08032210633 Vicollins2003@yahoo.com	VICTOR IDOWU	D15 MURG PLAZA AREA1, GARRIK ABUJA
6	SUPPLY CHAIN GLOBAL SERVICES	MEGA TRACK SPEED LIMITER	08056062671 supplychainng@gmail.com	TUNDE ADESANYA	71 OREBI ROAD IKEJA, LAGOS STATE
7	CHEVAN RESOURCES LTD	CHEVAN SPEED LIMITER	08033064073 osolity@yahoo.com	OSONDU OFOCHEBE	38/40 ADELABU STREET SULERE LAGOS
8	PURPLE GLOBAL SERVICES & TECHNOLOGIES AFRICAN LTD	SPEED CONTROLLER	08132546712 abbi.rocht@gmail.com	ROCHIT ABBI	23B EKO COURT BUILDING, KOFO ABAYOMI VICTORIA INLAND, LAGOS
9	BETA BRIDGES LTD	ITMS MODEL I2015 V1.1	08033893701 richard@betabridges.com , betabridges@gmail.com	RICHARD ABIODUN	NO. 1 SO'BABS DORE CLOSE (BEHIND SKY BANK) OFF OPEBI IKEJA LAGOS
10	HALOGEN SECURITY	HALO SPEED LIMITER	08141327003 Olabisi.familusi@halogensecurity.com	OLABISI FAMULUSI	NO. 19B MOBOLAJI ANTHONY WAY IKEJA LAGOS
11	CITRANS TELEMATICS SOLUTION LIMITED	SPEED MASTER	08064367666 gyoola.olaita@c-ileasing.com	OLAITAN AYOOLA	334/336 AGEGE MOTOR ROAD MUSHIN LAGOS
12	MARISCHAL DEVELOPMENT COMPANY LIMITED	MARISCHAL GOVERNOR	07039112911 info@marischaldevgroup.com	FEMI BABALOLA	COPORATE BUILDING 23, DUBAI, ABUJA INT. TRADE CENTRE
13	MATRIXVTRACK NIG	SAFE RIDER	08085853655 kanokwu@matrixvtrack.com.ng	KENNETH ANOKWU	NO. 11 RAYMOND NJOKU IKOYI
14	RESOLUTION ENGINEERING AND TECHNOLOGY LTD	CENTRO VS	08023819709 yinkaobasa@yahoo.com	BUSARI ADEBAYO	15 BENSON ANORUE STREET, AJAO ESTATE, LAGOS
15	DANBABA INTL INV LTD	NX5-3 SPEED LIMITER	08035907161 diilautos@yahoo.com	DANBABA AHMADU	105 ZOE ROAD KANO
16	GEOSOFT SOLUTIONS LTD	SPEED CONTROL	08034829134 geosoftsolutionslimited@gmail.com	SEUN ODUBORE	26D SABONDALECOMPLEX JABBI, ABUJA
17	LIVING OAK LIMITED	CENTRO VS	08141117238 akinfolarinbayode@yahoo.com	AKINFOLARIN BAYODE	15 DUTSE STREET GARRIK 2 ABUJA
18	GIFTED DRIVING SERVICES & MOTOR	ECOGAS	07031042122 Adekunleoyegoke.ao@gmail.com	OYEGOKE ADEKUNLE	SUITE 14, ZAMPLOES PLANZA GWAGWALADA ABUJA.
19	BEST SCHOOL OF MOTORING LTD	SPEED MASTER	07033871879 info@bsmng.com	OLUMIDE SOLARIN	36A ACME ROAD AGIDINGBI IKEJA
20	GILDEON GLOBAL INVESTMENT LTD	OMATA SPEED LIMITER	08107234172 gedionwe@gmail.com	GRAISE EDIONWE	PLOT 258/261 JT USENI RD, ABACHA ESTATE MARABA
21	JEM-PEMP GLOBAL RESOURCES LTD	OMATA	08069025558 jemp_pemp@yahoo.com	JOSEPH IKPEME	BLOCK 1-2 HAKIM STREET, B/H DAN MUSA GUEST HOUSE DUTSE, JIGAWA STATE
22	GP AMRISCA	ITMS	08162895929 anittaanny999@gmail.com	ITEMUAGBOR ANITA	NO.22 OLU6POROGAN STREET LEKKI APA EXPRESSWAY LAGOS

SPEED LIMITING DEVICE- A summary of processes



FINAL IMPLEMENTATION/ ENFORCEMENT

Several meetings and discussions were held with stakeholders between April and September, 2015 on smooth takeoff of implementation/enforcement of speed limiting device installation in vehicles in Nigeria.



April 2016						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

Presidential endorsement of 1st April, 2016 was approved as start date for nationwide enforcement

NATIONAL CLARIFICATION?



The Corps has satisfactorily clarified misconceptions to the National Assembly on concerns raised by the House of Representatives on Speed limiters

The House of Reps is to meet to take a decision lifting the suspension

MONITORING, DATA RETRIEVAL/ANALYSIS



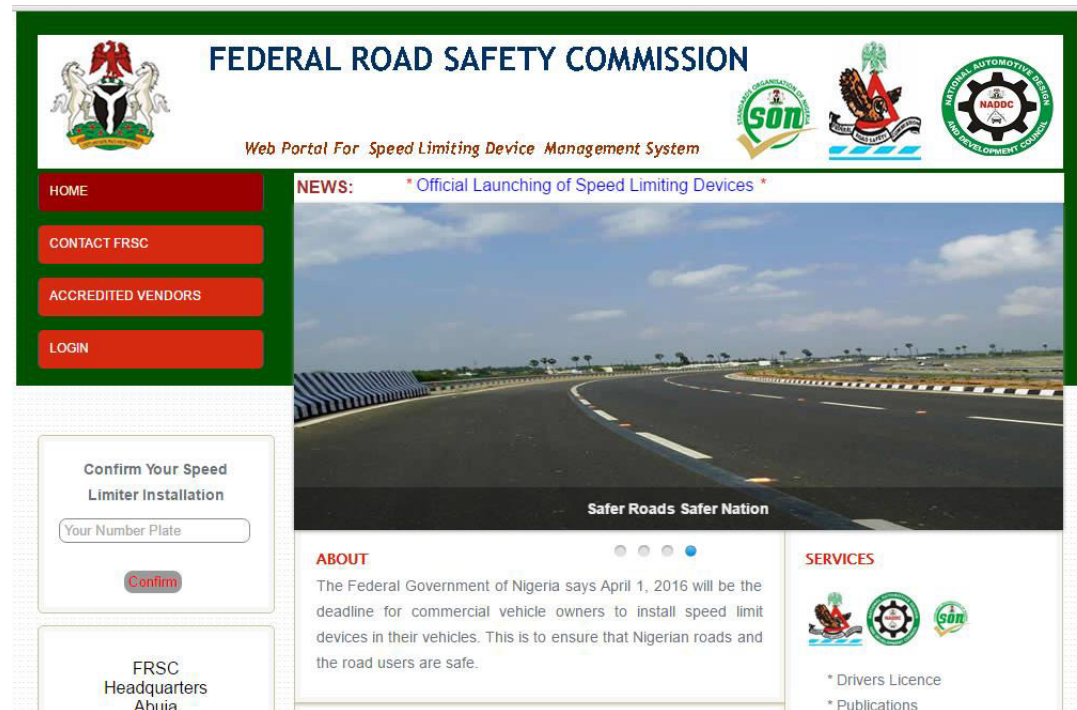
THE PORTAL

SPEED LIMITING DEVICE WEB MONITORING PORTAL

<http://speedlimiter.frsc.gov.ng/>

The speed limiter web monitoring portal has been developed for monitoring the activities of all accredited speed limiter vendors online

It would also archive same information in the central database, creating secured server channels, enhancing security and management of data

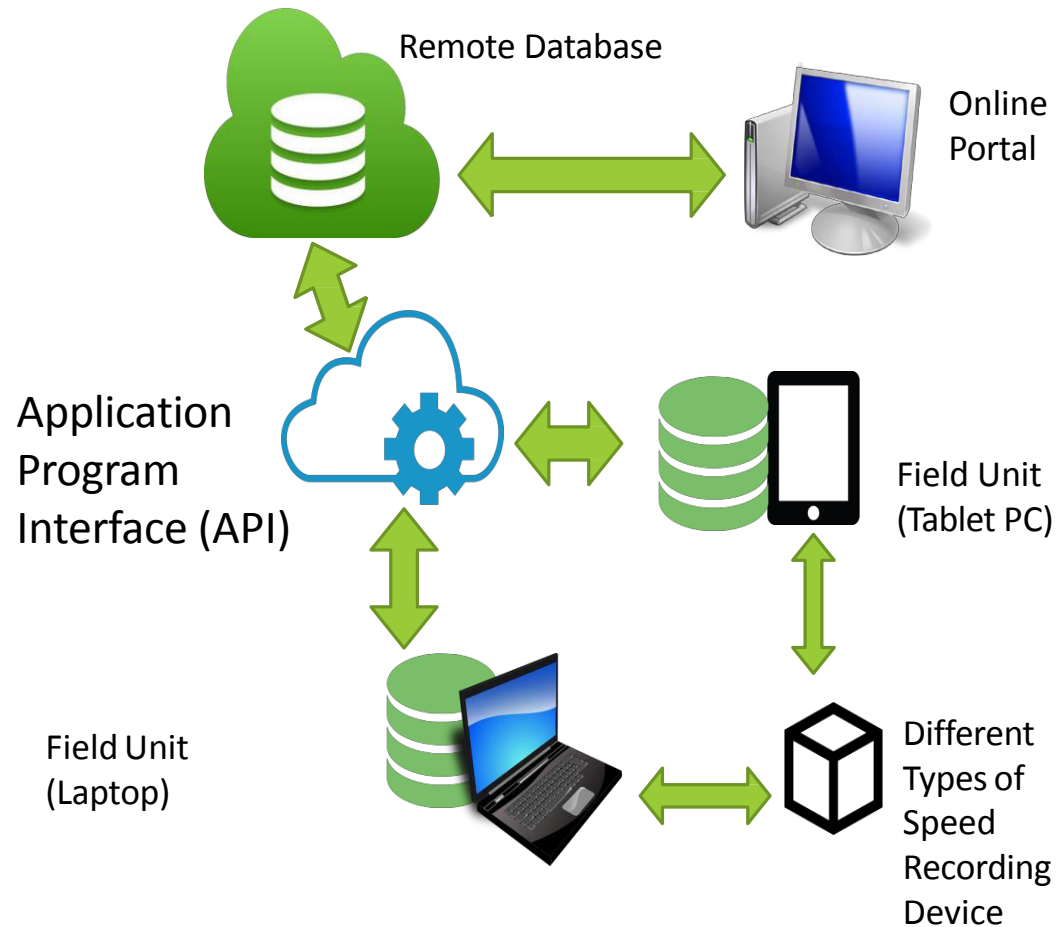


UNIVERSAL POLICING UNIT

Provision has been made for an integrated digital package to police all kinds of approved speed limiting device into a single system known as **Universal Policing Unit**.

The system can communicate with the FRSC server, thus eliminating option of compulsorily stopping every vehicle before determining such has installed speed limiter

UPU-ARCHITECTURE



The UPU Integrated System's architectural design is stretched across multiple platforms; the cloud database, online portal; desktop/laptop PC and Tablet PC

GOING FORWARD.....

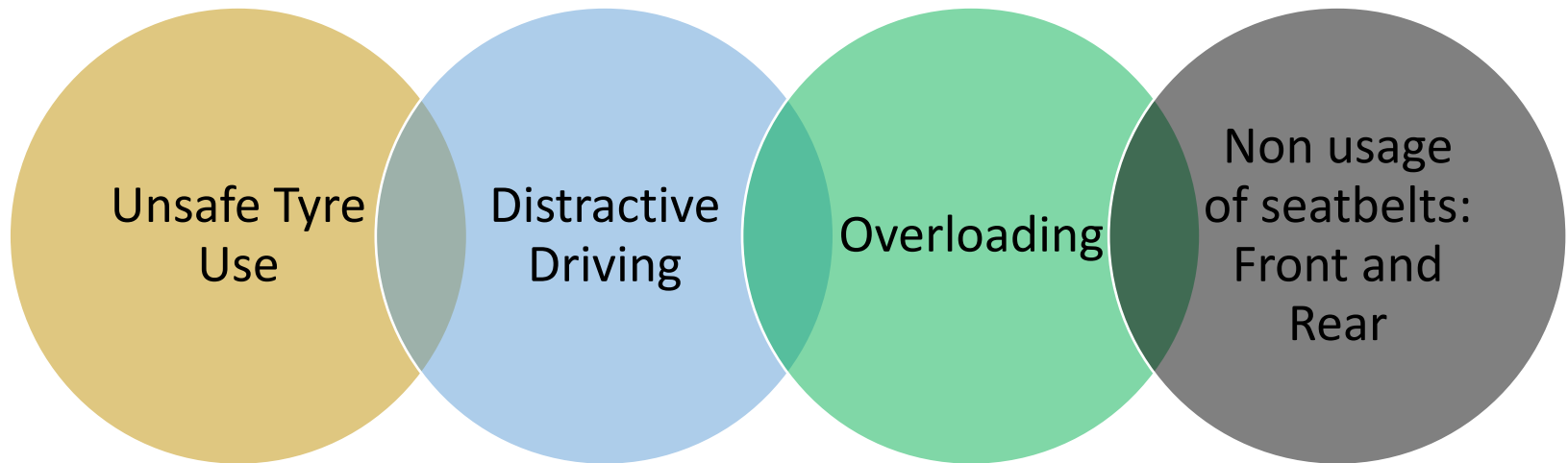
Lagos, in history and present, has the highest human and population density in the country

Getting the speed limiter implementation right in Lagos would not only be a huge success, but echo hope of a greater success across Nigeria

States enforcement and enlightenment machineries must be massively activated to support FRSC' efforts

NEW DEVELOPMENTS...

Although speed is identified to be the leading cause of RTCs in Nigeria based on available records, it has associates....

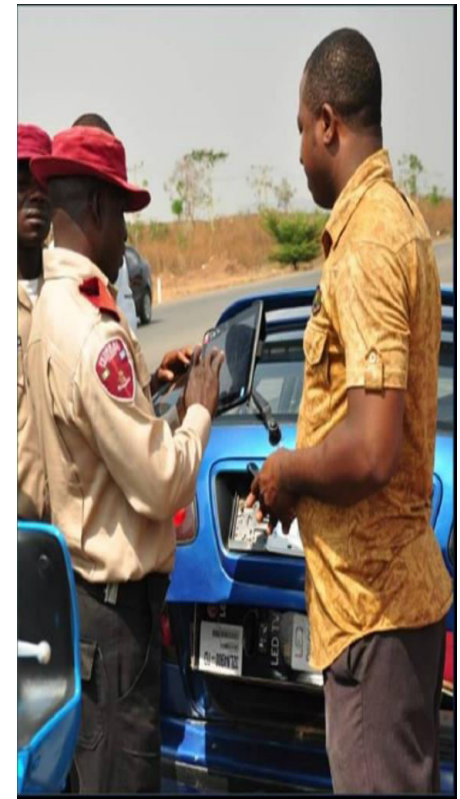


STAKEHOLDERS' FORUM ON SAFE USE OF TYRES



PROMOTING SAFE TYRE USE IN NIGERIA

COMMENCEMENT OF A NATIONWIDE FREE SAFETY CHECK OPERATION ON TYRES



CAMPAIGN ON USE OF REAR SEATBELTS



- As part of the Corps mandate to save lives and reduce fatalities in the event of RTCs, FRSC commands have commenced advisory enforcement on the use of rear seatbelts
- Transport operators and the notoring public as strategic partner should support the imitative and also show examples by fastening their rear seat belts

PROHIBITION ON USE OF PHONES WHILE DRIVING

Stringent Enforcement patrols and prosecution of drivers who use phone while driving is currently on. This, FRSC believes would reduce distracted driving and its consequences



TOTAL WAR ON OVERLOADING



Excess load violation have had far reaching implications on road safety in Nigeria. Thus, minimizing such infractions became necessary for the Corps.



But....

**Do you
have a
speed
limiter
Installed**



**Install your speed limiter
now**



Safety starts with
you

THANK YOU

Phone Only



SMS Only



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