



Supporting the introduction of PTI in Nigeria

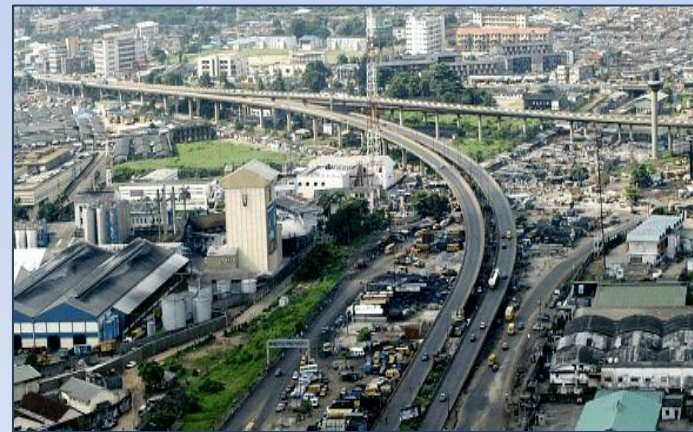
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On
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Introduction

- Road transportation is the major means of transport in Nigeria
- The restrictive nature of the waterways, coupled with the near collapse of the rail system, and high cost of air travels have exerted a lot of pressure on the road with a corresponding high incidences of Road Transport Crashes, as over 95% of the total movements in the country either passenger or goods are made by road





Introduction (II)

- About 70% of motor vehicles (cars, trucks, buses) on Nigerian roads are imported as used vehicles
- A significant portion of them are in one way or the other not roadworthy. This is because they were imported with so many defects and parts that are overdue for replacement hence Nigeria ranked second in the world road crash fatalities





Nigeria Vehicle Statistics

- Statistics from the Federal Road Safety Corps (FRSC) have shown that 17% of these road crashes are caused by un roadworthy vehicles (including trailers and tankers) in year 2012
- Motor vehicle population on Nigeria Roads 10 million + (Source: Federal Road Maintenance Agency, Vehicle Count Survey) 2012.
- Motorcycles on Nigerian roads (3m) (Source: Federal Road Maintenance Agency, Vehicle Count Survey) 2012.





Chart Illustrating Causes of Road Traffic Crashes in Nigeria (2012)

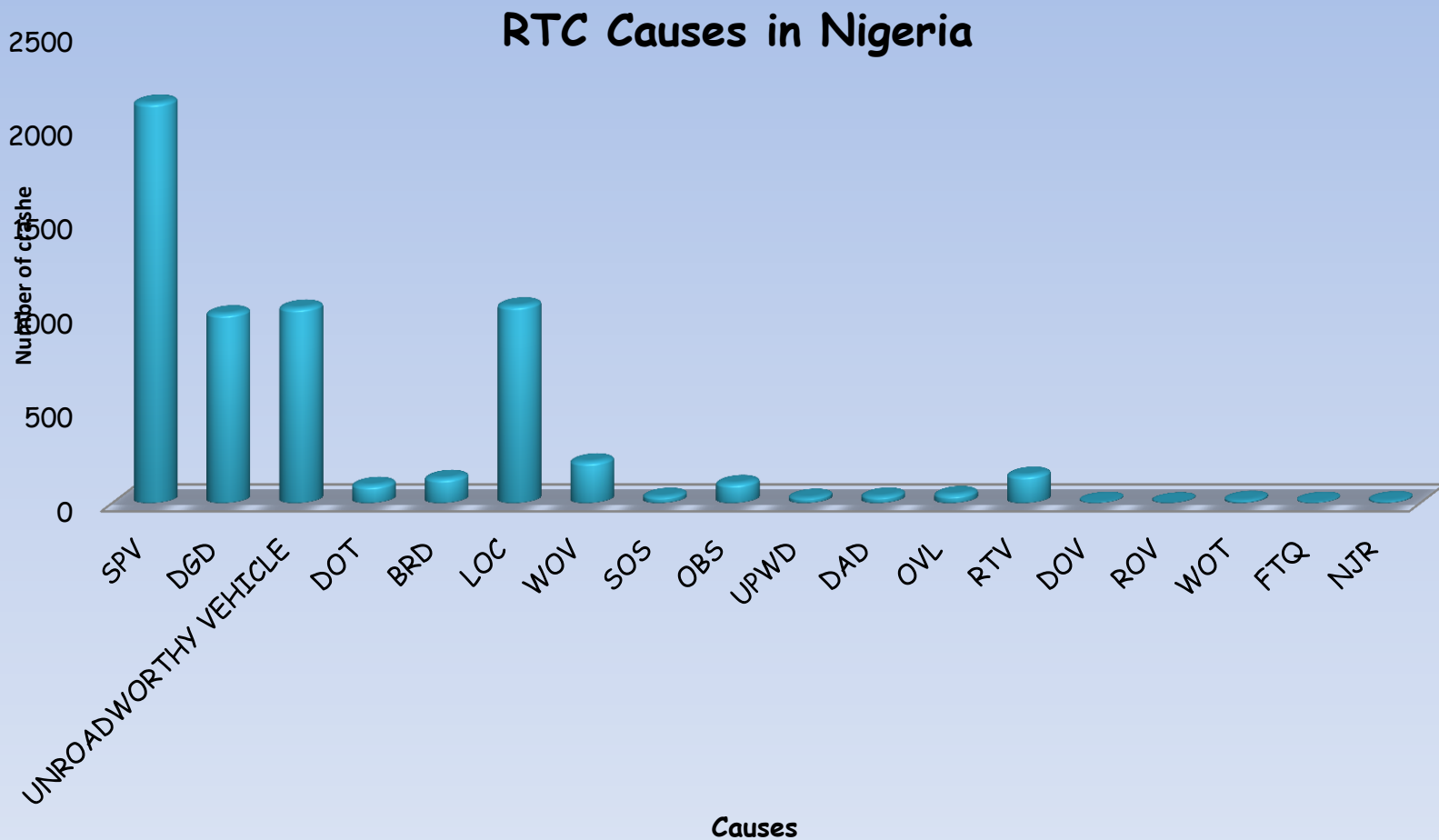


Chart 1



Chart Illustrating Causes of Road Traffic Crashes in Nigeria (2012) In Percentage

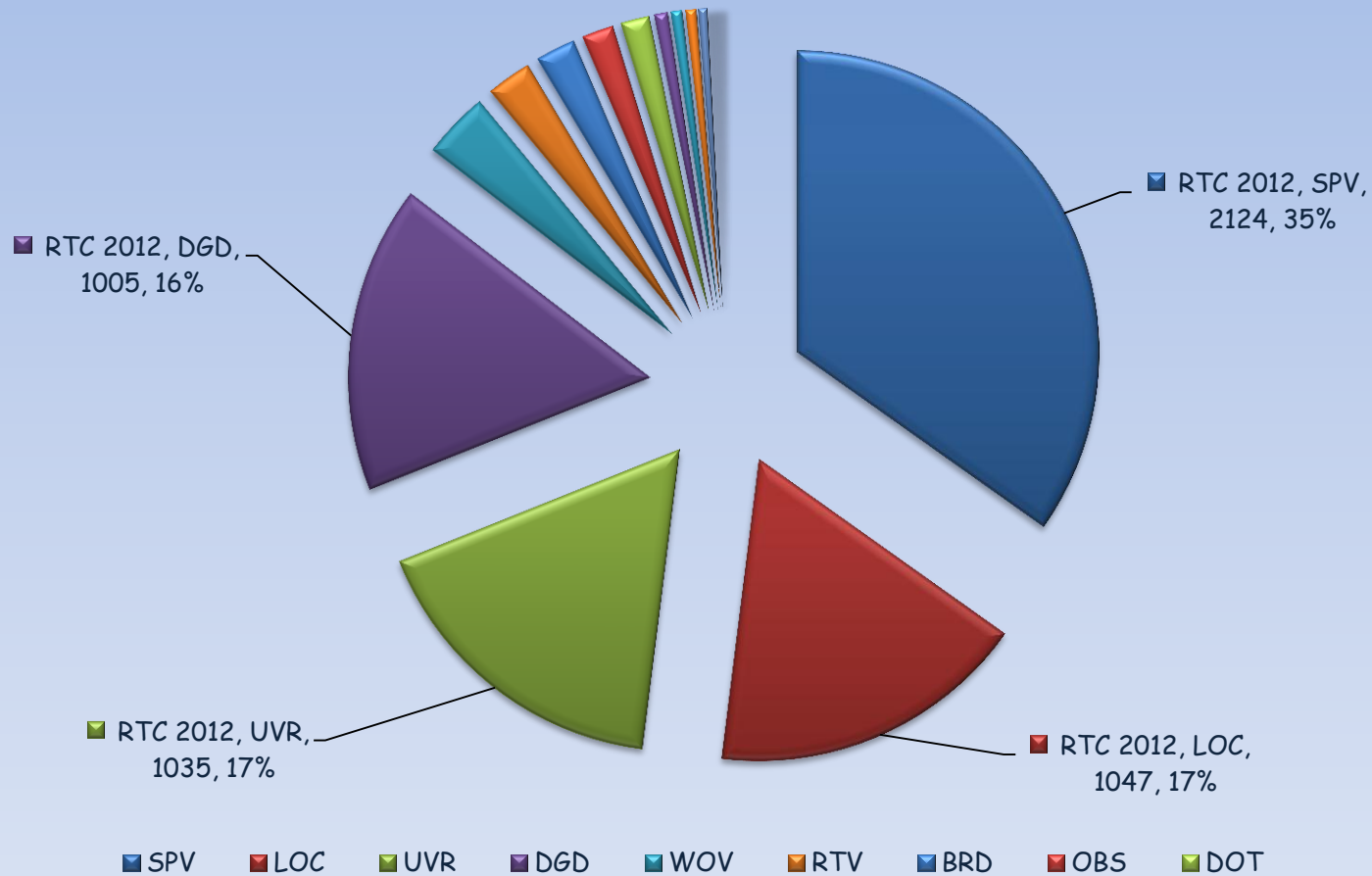


Chart 2



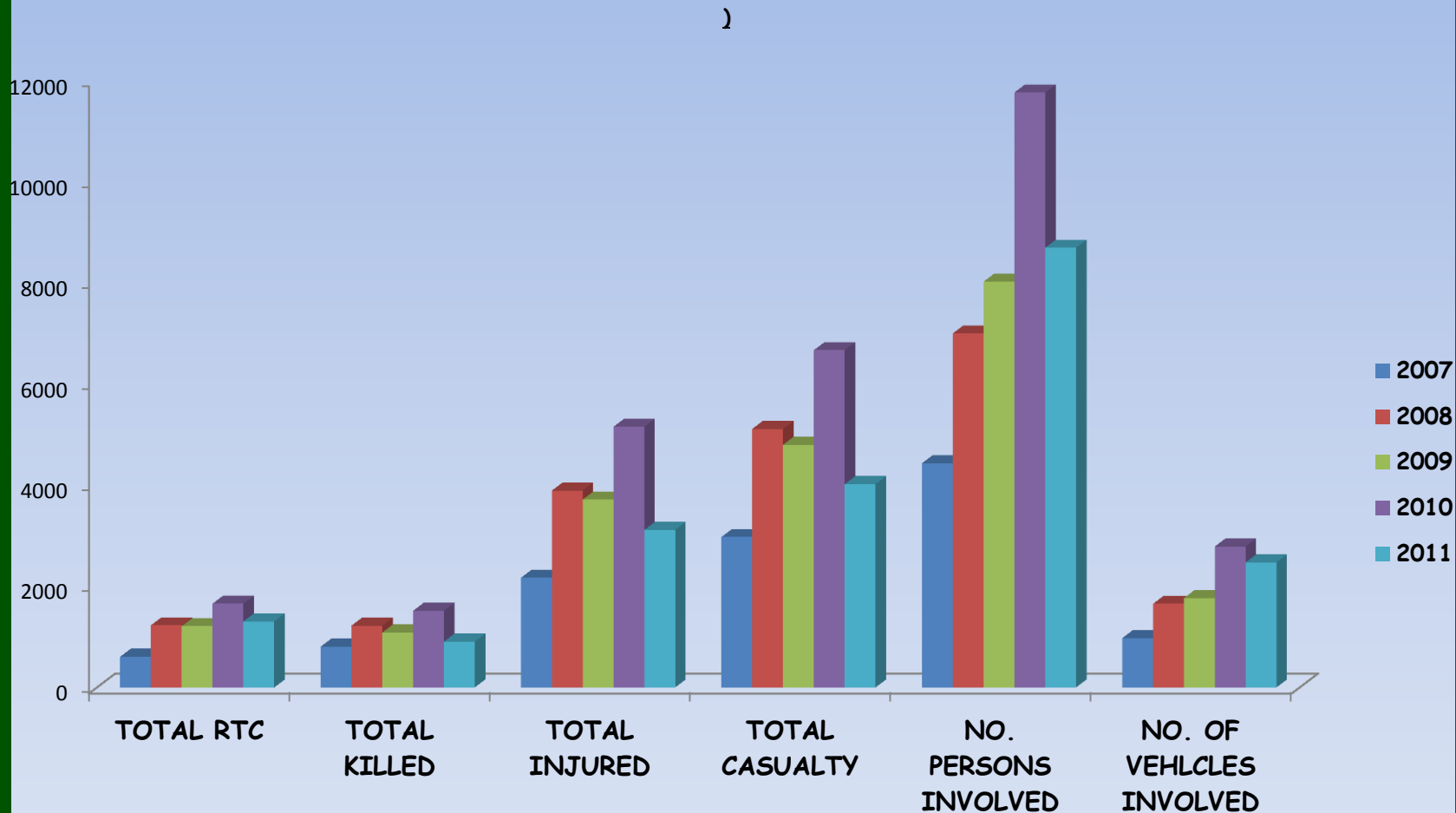
Total Crashes involving Tankers and Trailers (2007 - 2012)

Table 1

Year	Road Traffic Crashes	Total Killed	Total Injured	Total Casualty	Persons Involved	Vehicles Involved
2007	607	805	2169	2974	4430	976
2008	1229	1221	3891	5112	6999	1655
2009	1213	1085	3714	4799	8024	1767
2010	1657	1515	5154	6669	11767	2786
2011	1306	905	3115	4020	8695	2472
GRAND TOTAL	6,012	5,531	18,043	23,574	39,915	9,656



Chart Illustrating Total Crashes involving Tankers and Trailers (2007 - 2012)



SOURCE: FRSC

Chart 3



Summary of Causes of Tankers/Trailers Crashes

(2007 - 2012)

Table 2



CAUSES	TOTAL	%
OBS	373	6.20
SPV	959	15.94
DGD	1437	23.89
OLV	117	1.94
DOV	135	2.24
LOC	356	5.92
RTV	83	1.38
DAD	11	0.18
SLV	69	1.14
DOT	110	1.82
FTQ	22	0.36
UPWD	17	0.28
BRD	13	0.21
UNROADWORTHINESS	1260	20.94
OTHERS	1051	17.47
TOTAL	6,012	100



Chart Illustrating Frequency of Causes of Tankers/Trailers Crashes (2007 - 2012)

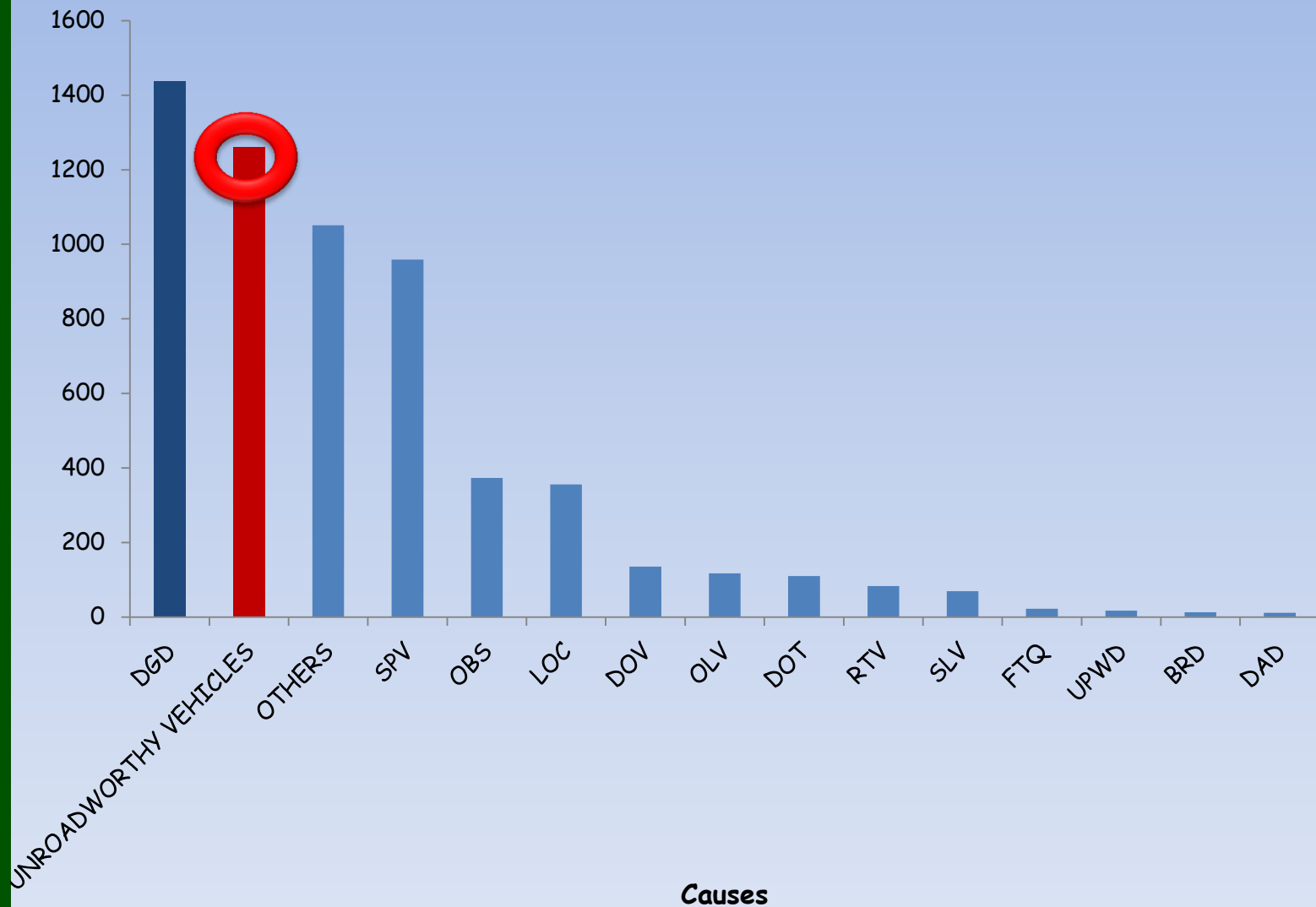
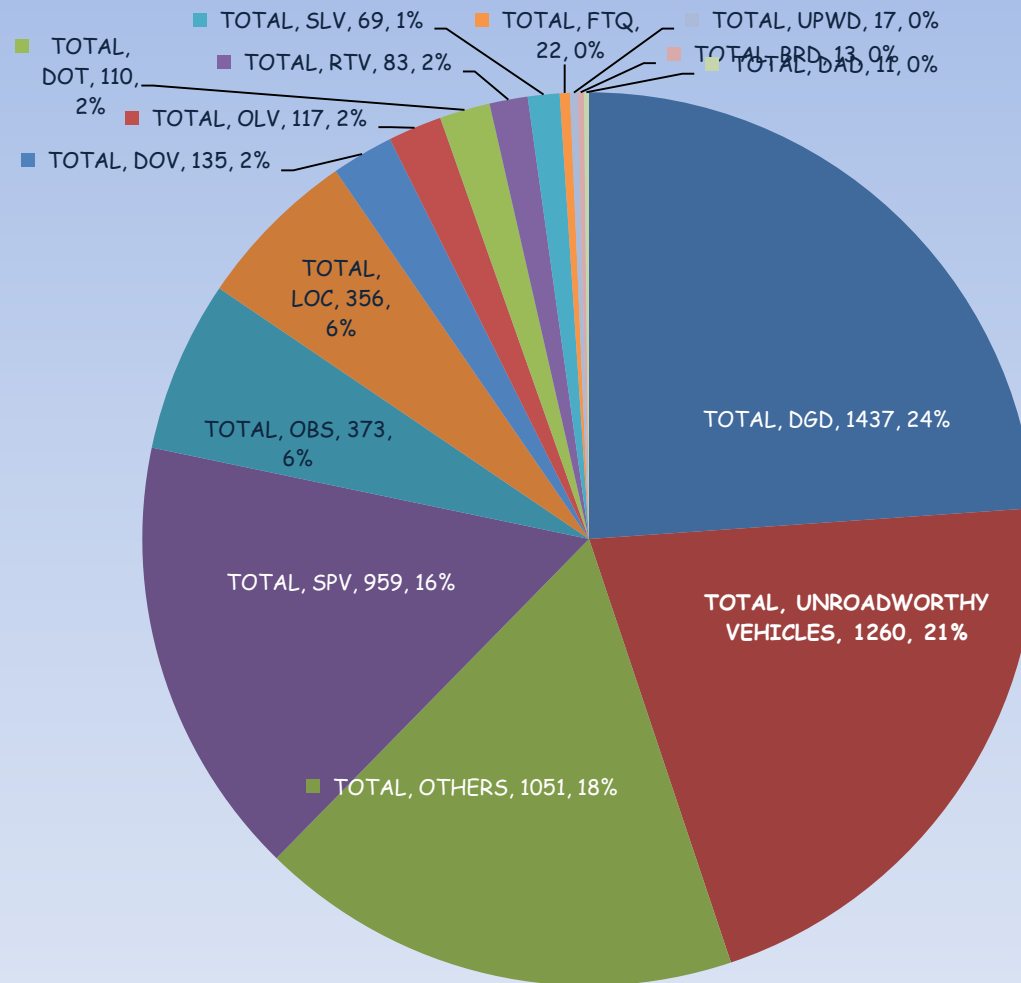


Chart 4



Chart Illustrating Causes of Tankers/Trailers Crashes (2007-2012) In Percentage





Crash Due to Brake Failure





Nigeria Operating Environment

- Nigeria, as a rapidly developing economy, relies extensively on Internal Combustion Engine (ICE) applications:
- Cars & Trucks
- Buses & Trailers
- Power Generators e.t.c





Nigeria Operating Environment

A variety of factors that include:

- Bad roads and conveyances
 - Sub- standard parts and lubricants
 - Lack of competent and appropriate maintenance regime
 - A generally harsh operating environment
-
- All combine to subject ICE Applications to a less than average life expectancy resulting in:
 - Higher than usual maintenance cost,
 - Unmanageable cost profile for businesses
 - An overall deficit ownership experience for fleet owners





Crash Due to Un-Roadworthiness





Current Practice Of Motor Vehicle Roadworthiness Test In Nigeria

- Visual inspection and test trials by subjectivity
- It is a known practice in Nigeria that newly purchased motor vehicles be it brand new or used one is usually registered by mere presentation of the relevant documents and at the same time certificate of road worthiness is issued without necessarily inspecting and checking the vehicle to determine the functionality of the vehicle's components that would make it road worthy.





Challenges Of Motor Vehicle Roadworthiness Test In Nigeria

- Lack of modernised method/equipment for examination and certification of motor vehicle roadworthiness
- Lack of proper inspection of motor vehicles before it is registered and certified roadworthy
- Importation of over used or over aged vehicles into Nigeria.





Challenges Of Motor Vehicle Roadworthiness Test In Nigeria

- Lack of appropriate legislation to enhance regulatory agencies performance on enforcement
- Lack of extensive awareness campaigns on negative effects arising from a non road worthy vehicles
- Over focusing on revenue generating aspect of vehicle inspection to the detriment of safety.
- Lack of manpower training and capacity building for motor vehicle inspectors.





The Benefits Of PTI To Road Safety In Nigeria

- Improving road safety by reducing the number and severity of road traffic crashes caused by vehicle malfunction.
- Reduced impact on the environment and public health through reductions in pollution.
- Reduced traffic congestion caused by vehicle breakdowns and accidents.
- Minimize harmful exhaust emissions and protect the environment





The Benefits Of PTI To Road Safety In Nigeria

- Increase reliability of your vehicle and limit the risk of vehicle breakdown
- Saving fuel and money as mechanical systems of the vehicle affect fuel efficiency
- Reducing long-term maintenance costs
- Employment opportunities throughout Nigeria. It will create positive spin-off benefits for other sectors of the motor industry, including, importers, motor dealers and car parts, exhaust and tyre centers.





Steps Taken By Nigerian Government To Introduce PTI

- Establishment(nearing completion) of test centers across three geo-political zones of the country (Enugu, Lagos and Kaduna states) by National Automotive Council, (a Federal Government Agency charged with auto policy) to ensure that all imported vehicles into the country are tested wholly and certified for Nigerian roads.
- Development of guidelines for Periodic Technical Inspection of vehicles on Public Private Partnership arrangement by the Federal Road Safety Commission, Nigeria.



Steps Taken By Nigerian Government To Introduce PTI

- Developed National Environmental (Control of Vehicular Emission from Petrol and Diesel Engine) Regulation, 2011 by the National Environmental Standards and Regulations Enforcement Agency (NESREA), an institutional mechanism for environmental protection and sustainable development established by the Federal Government of Nigeria.
- NESREA, STATES and FRSC to partner with private investors to set up test centres on Public Private Partnership agreement.



Conclusion

- The Federal Government of Nigeria has fully recognised the importance of Motor Vehicle Roadworthiness Examination and has decided to launch the programme in full considering the advantages it will have on road safety and the environment in the country.
- Successful Vehicle Roadworthiness program would enhance road safety in a cost-effective manner.
- Massive behavioural change is never easy, but it is possible with committed leadership, the right institutional design, and the right incentives.



THANK YOU

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