N300M up for grabs
Buy Dangote Cement and win big!

How to win:

- Cut out and collect 5 tokens from the top right corner of Dangote Cement bags

- Place the 5 tokens with a piece of paper bearing your name, address, phone number and signature in an envelope and drop it off at the Dangote Collection Centre or at any Access Bank branch near you.

Prize Pool:

- Every month for 3 months, 1 person will win N10,000,000.00 in the monthly draw
- Everyday for 90 days, 2 people will win N1,000,000.00 each in the daily draws
- Everyday for 3 months, 20 people will win a consolation prize of N50,000.00 each

Every week, the List of Winners will be published on our website and in major newspapers.

Promo runs till February 2016.

Customer Care Helpline: 08152093122, 08152093152, 08152093153 and 08152093133
email: customercare@dangote.com | www.dangote.com/N4MD

AAN/0214
M any Nigerians dread the 'ember months', especially December. The reason is that many view these months as times when human and vehicular traffic become heavier on roads resulting in increased road accidents.

If the roads were in good condition, there would be no room for fear of road accidents. But as some Nigerians argue, most Nigerian roads are death traps, which has resulted in fatal accidents. But it is worth mentioning that while the roads are in bad condition, the driver is also at fault.

For instance, the 2014 report of the World Health Organisation, WHO, showed that Nigeria ranked second-highest in the rate of road accidents among the 193 countries surveyed. In Africa, the report said Nigeria is the most dangerous country with 33.7 percent deaths per 100,000 persons yearly. Stating that one in every four accidents that result in deaths are in Africa occurred in Nigeria, the WHO report, entitled, "Road Safety in the WHO African Region," further stressed that road accidents are the third leading cause of death in Nigeria.

Other countries of Africa closely trailing Nigeria include South Africa, which recorded the second highest road accident rate in the continent, followed by Democratic Republic of Congo, Ethiopia, Kenya, Tanzania and Uganda. The WHO report revealed that among the factors contributing to the deadly state of Nigerian roads and also rank high when compared with other countries across the globe.

In his study of the trends and patterns of road accidents in Nigeria between 2006 and 2014, Vitus Ukoji, an information retrieval specialist at Nigeria Watch and a research fellow at the French Institute for Research in Africa, IFRA, noted that while politics may not be directly linked to the sector commander said. Research in Africa, IFRA, noted that while politics may not be directly linked to the state of the roads, "If the road is bad, then it behooves on the driver to apply more caution, drive more carefully, and avoid over-speeding. If there is a mechanical challenge such as bad brake or second-hand tyre, the driver who understands the vehicle should also be able to apply caution knowing that his vehicle is not in good condition. So, everything boils down to the driver and that is the human factor," the sector commander said.

Ukoji pointed out that the major issue is the human element and less of the state of the roads. "If the road is bad, then it behooves on the driver to apply more caution, drive more carefully, and avoid over-speeding. If there is a mechanical challenge such as bad brake or second-hand tyre, the driver who understands the vehicle should also be able to apply caution knowing that his vehicle is not in good condition. So, everything boils down to the driver and that is the human factor," the sector commander said.

Ukoji also blamed what he described as the "indiscriminate" use of sirens by politicians and journalists. In the same 2012 in Nasarawa State, Governor Al-Makura lost three political aides when his convoy got involved in a multiple auto crash along Gadaibale-Keffi road in the state.

That was not all. Before the Edo governor's incident, Ibrahim Shema, former governor of Kainawa State, had in 2011, lost his ADC and four others as his convoy was involved in an accident. Another accident happened just two days after a similar incident happened in Niger State. Two persons travelling in the convoy of former Governor Babangida Aliyu were killed and others sustained injuries until they lost their lives following an auto crash.

But it is not only those in government convoys that are reckless. Some commercial drivers are equally reckless, as they struggle to meet their daily delivery and make some profit for the upkeep of their families. Reports have shown that while some drivers have visual challenges, which make it difficult for them to see the road clearly, others have poor knowledge of road signs and regulations. Yet, some others drive while drunk just as others engage in excessive speeding irrespective of the bad state of the roads.

Besides bus drivers, reckless driving is also one of the bad habits of trailer drivers, whose activities have also left deaths in their trail. As the FRSC reported in 2011, Nigeria has an average of 5,000 tankers conveying about 150 million litres of fuel to different parts of the country and about 2,500 trailers dry cargo plying Nigerian roads on a daily basis. Between 2007 and 2010, Nigeria reportedly recorded about 4,772 deaths in trailer crashes, amounting to an average of 1,148 crashes per year. These crashes, reports said, led to about 4,076 fatalities.

If vehicles were properly maintained, perhaps, accidents would be minimal. As reports have shown, Nigeria has a total road length of about 194,000 kilometres comprising 34,120 kilometres of federal roads, 30,500 kilometres of state roads and 129,580 kilometres of local roads. With a population of over 167 million, and a road density ratio of 860 persons per square kilometre, it is not in doubt that there is a high risk of death. According to the FRSC, many of which have not been maintained for years. This pressure, the

Federal Road Safety Commission, FRSC officials campaign for an accident-free season to Yuletide:

Keeping The Roads Safe

Yuletide: Keeping The Roads Safe

As the Yuletide approaches, more Nigerians are expected to travel to places outside their base to enjoy the festive season, the FRSC campaigns for an accident-free season.
Aran Chief of Maritime Truck Owners on the need to install a speed limit device to checkmate excess speed on the roads. Basic things such as road signs, traffic lights, and speed limiters are mandatory for safe driving. If drivers obey traffic rules and do the needful, he said, the roads would be more accident free.

Traffic Accidents

<table>
<thead>
<tr>
<th>Rank</th>
<th>Country</th>
<th>Rate</th>
<th>Rank</th>
<th>Country</th>
<th>Rate</th>
<th>Rank</th>
<th>Country</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Botswana</td>
<td>47</td>
<td>2</td>
<td>Namibia</td>
<td>46</td>
<td>3</td>
<td>Liberia</td>
<td>45</td>
</tr>
<tr>
<td>4</td>
<td>Australia</td>
<td>44</td>
<td>5</td>
<td>Slovak Republic</td>
<td>43</td>
<td>6</td>
<td>Sierra Leone</td>
<td>42</td>
</tr>
<tr>
<td>7</td>
<td>Argentina</td>
<td>41</td>
<td>8</td>
<td>Canada</td>
<td>40</td>
<td>9</td>
<td>Spain</td>
<td>39</td>
</tr>
<tr>
<td>10</td>
<td>Brazil</td>
<td>38</td>
<td>11</td>
<td>United States</td>
<td>37</td>
<td>12</td>
<td>France</td>
<td>36</td>
</tr>
<tr>
<td>13</td>
<td>United Arab Emirates</td>
<td>35</td>
<td>14</td>
<td>Japan</td>
<td>34</td>
<td>15</td>
<td>Sweden</td>
<td>33</td>
</tr>
<tr>
<td>17</td>
<td>Russia</td>
<td>32</td>
<td>18</td>
<td>Netherlands</td>
<td>31</td>
<td>21</td>
<td>South Africa</td>
<td>30</td>
</tr>
<tr>
<td>24</td>
<td>India</td>
<td>29</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In addition to the breathalysers, the FRSC has also introduced the use of speed limit devices to checkmate excessive speed by drivers. Whereas the agency is enforcing subtle implementation of the device at the moment, it is yet to enforce full implementation of the device is April 1, 2016. But a move towards this is on. The FRSC has been meeting and sensitising stakeholders in the transport industry such as NUPENG, National Union of Road Transport Workers, and the Association of Maritime Truck Owners on the need to install the device. But the FRSC's implementation is for commercial fleet operators.

In the wake of tanker accidents, the FRSC sector commander for Lagos, Omeje said, the agency is meeting with their unions across the country to enforce the policy that tanker accidents are reduced. On their part, he said the Corps also trained some of the drivers in the area on the so-called "speed policy" whereby the officers are stationed at the filling stations where the withdrawing tankers are parked.

The essence is for the officers to check the roadworthiness of the vehicle, whether the driver has license and if so whether the license is original or fake. "If in the course of the investigation it is discovered that a driver is not properly licensed or that the vehicle is not in good condition and the driver is given ticket to go and put right whatever that is wrong but he ignores the instruction and comes back to load fuel, the directive is that he should not be allowed to load. The truth is that some of these tricks are older than the FRSC," Omeje interjected.

He believes that this new directive would help to curb tanker-related accidents in Nigeria. But to effectively carry out its operations, Omeje said the Corps has to be properly funded as there are notable constraints. For instance, he said they need cars, patrol vehicles and ambulances, which would be stationed on different highways across the state. He lamented that vehicular crime by private cars in their operations makes it difficult for them to effectively function.

"The state government should have measures for emergencies; the FRSC should have capacity to employ truck drivers. But there is nothing. Without this, we can't work," Omeje lamented.

As a matter of analysis, have noted, the failure of drivers to go through driving school is another challenge to the FRSC. Omeje said, "Drivers are not socialized to the Nigerian roads. Basic things such as road signs, the fact that drinking and driving take parallel dimensions and consequences, are learnt at driving schools, which many drivers now regard as unimportant.

In Lagos, Omeje said, the FRSC has recorded about 2,657 cases of drivers' arrests for various traffic violations. In addition, the FRSC has recorded about 6,000 instances of drivers' arrests for various traffic violations. In addition, the FRSC has recorded about 6,000 instances of drivers' arrests for various traffic violations.

In Lagos, Omeje said, the FRSC has conducted about 6,000 instances of drivers' arrests for various traffic violations.

The essence is for the officers to check the roadworthiness of the vehicle, whether the driver has license and if so whether the license is original or fake. "If in the course of the investigation it is discovered that a driver is not properly licensed or that the vehicle is not in good condition and the driver is given ticket to go and put right whatever that is wrong but he ignores the instruction and comes back to load fuel, the directive is that he should not be allowed to load. The truth is that some of these tricks are older than the FRSC," Omeje interjected.

He believes that this new directive would help to curb tanker-related accidents in Nigeria. But to effectively carry out its operations, Omeje said the Corps has to be properly funded as there are notable constraints. For instance, he said they need cars, patrol vehicles and ambulances, which would be stationed on different highways across the state. He lamented that vehicular crime by private cars in their operations makes it difficult for them to effectively function.

"The state government should have measures for emergencies; the FRSC should have capacity to employ truck drivers. But there is nothing. Without this, we can't work," Omeje lamented.

As a matter of analysis, have noted, the failure of drivers to go through driving school is another challenge to the FRSC. Omeje said, "Drivers are not socialized to the Nigerian roads. Basic things such as road signs, the fact that drinking and driving take parallel dimensions and consequences, are learnt at driving schools, which many drivers now regard as unimportant.

In Lagos, Omeje said, the FRSC has conducted about 6,000 instances of drivers' arrests for various traffic violations.

The essence is for the officers to check the roadworthiness of the vehicle, whether the driver has license and if so whether the license is original or fake. "If in the course of the investigation it is discovered that a driver is not properly licensed or that the vehicle is not in good condition and the driver is given ticket to go and put right whatever that is wrong but he ignores the instruction and comes back to load fuel, the directive is that he should not be allowed to load. The truth is that some of these tricks are older than the FRSC," Omeje interjected.

He believes that this new directive would help to curb tanker-related accidents in Nigeria.

But to effectively carry out its operations, Omeje said the Corps has to be properly funded as there are notable constraints. For instance, he said they need cars, patrol vehicles and ambulances, which would be stationed on different highways across the state. He lamented that vehicular crime by private cars in their operations makes it difficult for them to effectively function.

"The state government should have measures for emergencies; the FRSC should have capacity to employ truck drivers. But there is nothing. Without this, we can't work," Omeje lamented.

As a matter of analysis, have noted, the failure of drivers to go through driving school is another challenge to the FRSC. Omeje said, "Drivers are not socialized to the Nigerian roads. Basic things such as road signs, the fact that drinking and driving take parallel dimensions and consequences, are learnt at driving schools, which many drivers now regard as unimportant.

In Lagos, Omeje said, the FRSC has conducted about 6,000 instances of drivers' arrests for various traffic violations.

The essence is for the officers to check the roadworthiness of the vehicle, whether the driver has license and if so whether the license is original or fake. "If in the course of the investigation it is discovered that a driver is not properly licensed or that the vehicle is not in good condition and the driver is given ticket to go and put right whatever that is wrong but he ignores the instruction and comes back to load fuel, the directive is that he should not be allowed to load. The truth is that some of these tricks are older than the FRSC," Omeje interjected.

He believes that this new directive would help to curb tanker-related accidents in Nigeria.

But to effectively carry out its operations, Omeje said the Corps has to be properly funded as there are notable constraints. For instance, he said they need cars, patrol vehicles and ambulances, which would be stationed on different highways across the state. He lamented that vehicular crime by private cars in their operations makes it difficult for them to effectively function.

"The state government should have measures for emergencies; the FRSC should have capacity to employ truck drivers. But there is nothing. Without this, we can't work," Omeje lamented.

As a matter of analysis, have noted, the failure of drivers to go through driving school is another challenge to the FRSC. Omeje said, "Drivers are not socialized to the Nigerian roads. Basic things such as road signs, the fact that drinking and driving take parallel dimensions and consequences, are learnt at driving schools, which many drivers now regard as unimportant.

In Lagos, Omeje said, the FRSC has conducted about 6,000 instances of drivers' arrests for various traffic violations.