

Despite Recurring Accidents, Lagos Fails To Enforce Daytime Truck Ban

By Suliya Tella

1 WHEN a container truck lost control and barreled into shoppers at Balogun Market on June 20, 2025, it wasn't just a headline; it was a nightmare that came to life. Two people were killed on the spot, three more severely injured, and once again, Lagosians were left to ask why a daytime truck ban promised for more than a decade has still not been enforced.

This is more so that less than 48 hours after the Balogun incident, another truck accident happened in Ipaja area.

But weeks after the articulated vehicle accidents in June 2024, nobody is raising the need to ban trucks from moving during daytime until another fatal incident occurs. Yet there are repeated articulated vehicle accidents on Lagos roads in spite of a law restricting movement of trailers and container trucks during daylight hours since 2012. And over decade after the law, the state government has not got the courage to implement it.

The law, which restricts movement between 6.00am and 9.00pm was designed to reduce traffic congestion and prevent deadly accidents caused by heavy duty vehicles on the country's roads.



A scene of a truck accident in Lagos

2 When on Friday, June 20, 2025, the busy Balogun Market was interrupted by a container truck that lost control and rammed into sellers and shoppers near the UBA building on Marina, people ran in different directions. Others rushed to help. But for two victims, it was already too late as they were crushed on the spot.

At least three others were badly injured, and goods were scattered across the road. Eyewitnesses later said the truck had brake problems.

3 Less than 48 hours after that, another deadly crash happened. In the early hours of Sunday, June 22, a container truck overturned at Ipaja and fell on a commercial minibus (korope). The minibus driver was killed instantly.

These are not isolated events. In January 2023, a similar incident occurred on the Ojuelegba Bridge. A container fell off a truck on a korope bus. Nine people died, including two children. Only one adult survived. It caused serious anger among Lagos residents with fresh promises from

the government to do better.

In 2015, also on the Ojuelegba Bridge, three people died when an unattached container fell from a moving trailer. What connects all these accidents is not just the pain they cause but the fact that they keep happening for the same reason.

At Balogun Market, one of the traders who witnessed the accident, Elisha Eze, said the truck had likely offloaded its goods that morning, which made it difficult to trace who owned it. "But I do not know they're not supposed to be moving during the day. They always come inside the market in the daytime, and nobody stops them."

Eze also said that some of the boys who collect money from the truck drivers are the same people who collect money from traders selling on the roadside. This, he said, leaves no room on already narrow roads,

Ajibola Rufus, who lives in Alapere and drives a private car, said he often tries to avoid driving beside trucks. "Anytime I'm on the road and I see a container truck close to me, I just move away. I don't want problems. Most of them don't even care about other road users. They drive anyhow," he said.

According to him, the only way to reduce these accidents is to allow trucks to move only at night. "It's not a perfect solution, but it will help. Last year, when that big truck hit the Alapere pedestrian bridge, and collapsed the bridge, if it had happened in the afternoon, many people would have died because that bridge is always busy."

The fear of trucks is also stopping people from even learning to drive. Adesunbo Olaoye said she has refused to learn how to drive because of her fear. "I'm scared of container trucks. If I'm on the road and one is coming my way, I might just faint. Even when I'm in a bus and a truck is

nearby, I get nervous. I think if they can only move at night, people like me will feel safer during the day."

Commercial drivers, especially those who drive smaller vehicles like korope buses are not left out. Wasiu Adedimeji, who has been driving korope for over 10 years, said driving beside a container truck is very dangerous. "They don't obey traffic laws. Most of them have bad brakes. And if you're driving a small vehicle like ours, they don't even see you," he said.

He recounted an incident involving one of his colleagues. "Last year, a truck almost crushed his korope. It was only God that saved him. But the case was ignored, like it didn't happen. This thing happens a lot, but nobody talks about it."

Unlike Elisha, Wasiu knows about the law that restricts container trucks during the day. But he doesn't believe it ever works.