



ROAD TRAFFIC CRASH INVESTIGATION REPORT

INVOLVING THE HON. MINISTER OF STATE FOR
LABOUR AND PRODUCTIVITY
BARR JAMES OCHOLI, SAN

Presented to the Federal Executive Council

by

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Corps Marshal
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PRESENTATION OUTLINE



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INTRODUCTION



Command	RS1.16 Kakau Unit Command, Kaduna State
Time and Date	1515 hours of Sunday, 6th March, 2016
Location	KM 34.2, Rijana village along Kaduna – Abuja expressway, Kaduna State
Crash type	Fatal crash
People involved	10 (9 adult males & 1 adult female)
People injured	5 adult males
People killed	3 (2 adult males, & 1 adult female)
People unhurt	2 adult males



INTRODUCTION II



Vehicle #1	Black Lexus LX570 SUV with no reg. No
Owner/Operator #1	Official vehicle
Operation #1	Government passenger vehicle
Vehicle #2	Black Land cruiser SUV with no reg. No
Owner/Operator #2	Official back-up vehicle to the Minister
Operation #2	Government official back-up vehicle
Vehicle damage	Vehicle #1 sustained extensive contact and induced damages of severe magnitude as the vehicle rolled over severally before coming to final rest position in the bush some few meters from the road pavement. The chassis and the front bumper sustained high proportional damages as a result of the crash. The engine compartment and the front lights were disengaged and shattered. While the roof and the body case sustained serious crushing, the rear left tyre bust which contributed to the entire vehicle's disablement.



LOCATION OF CRASH

- Kaduna – Abuja expressway is part of the Lagos-Kaduna – Kano Trunk A1 highway
- The dual carriageway here is a standard 2- way, 4- lane bituminous asphalt paved surface.
- The road width of each of the east and west carriageway is about 7.8 metres wide, with partially eroded hard shoulders.





LOCATION OF CRASH II

Kaduna – Abuja Expressway

- Each section is divided by a wide expanse of grass median of over 10 metres with the concrete median of an height of 0.9 metres bordering the inner lane of the Kaduna – Abuja section of the dual carriageway
- The lane lines are fast fading and edge lines are not in place
- There are no road signs or speed limits posted along the carriageway
- The edges of the roadway have developed depths dangerous for vehicles which may want to manoeuvre safely to the shoulders at this location in case of emergencies

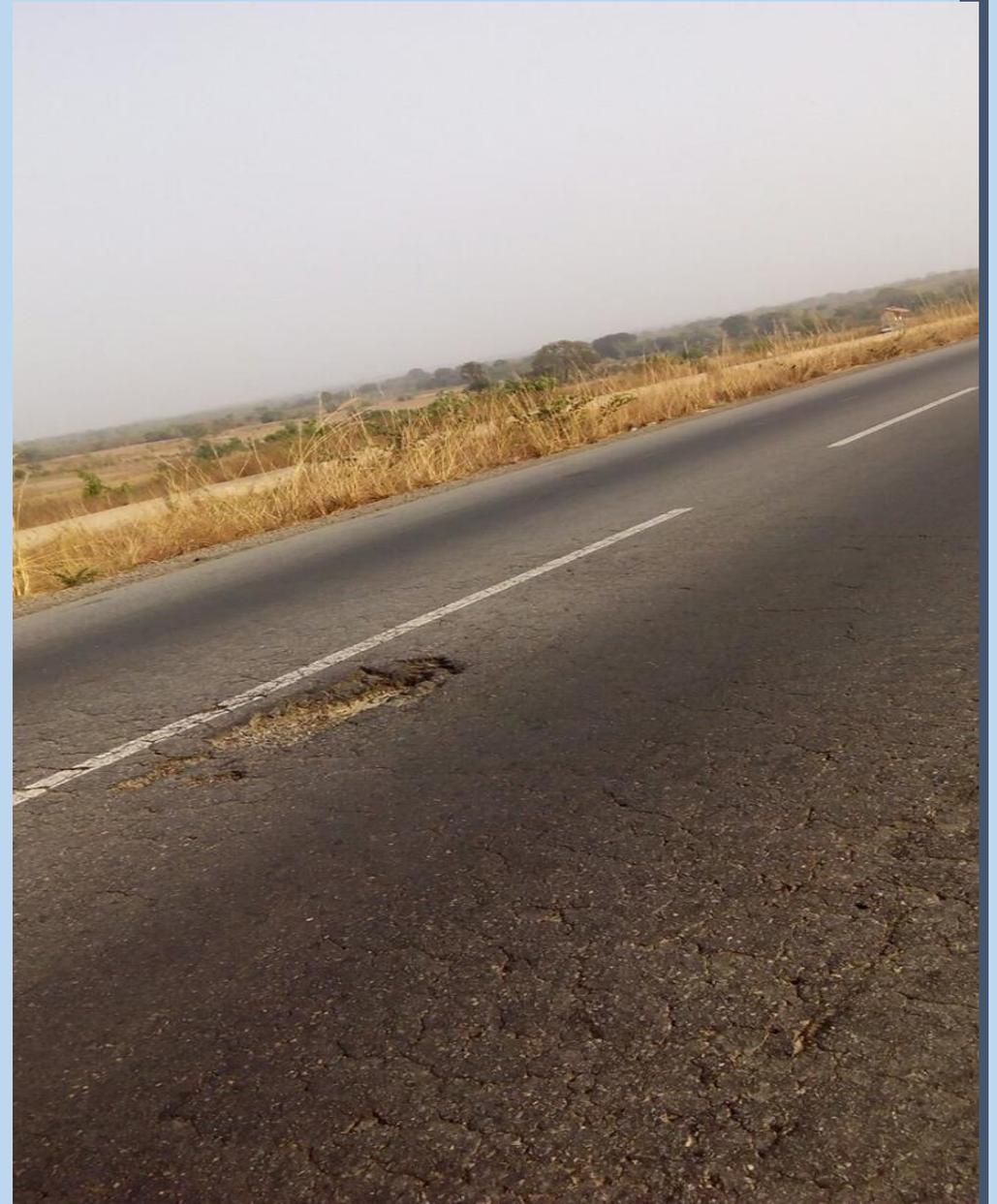




LOCATION OF CRASH III

Traffic

- The daily average traffic volume count conducted within this area shows figures of about 2,800 and 1,500 per hour for the east and west bound directions of the Abuja – Kaduna Expressway respectively
- This stretch of roadway serves heavy vehicle traffic of articulated trucks and other private/ commercial vehicles of various utility designs that travel to and from northern Nigeria





LOCATION OF CRASH IV



Crash Scene

- Rijana settlement, the vicinity of the crash is about 34.2km from Kaduna the administrative capital of Kaduna state and about 180.8km from Abuja the Federal Capital Territory
- At the immediate scene of the crash exists a pothole of moderate proportion which is capable of causing loss of control for drivers who enters on high speed
- The road alignment here is sloppy towards Abuja axis flat and straight with no visible obstruction along the carriageway
- At the time of the crash, the roadway was dry; the weather was clear and bright and sunny with an average meteorological temperature of about 34 degrees



ANALYSIS OF THE CRASH



On Sunday, March 6, 2016, about 1515 hours, a Lexus LX570 SUV operated by the Federal Government of Nigeria and occupied by the Minister of State for Labour and Productivity Barr James Ocholi, his wife, son, driver and orderly, were travelling in the inner lane of westbound roadway of Kaduna – Abuja trunk 'A' express road at a very high but undetermined speed





ANALYSIS OF THE CRASH II



As the driver approached km34, Rigana village (the crash site), near Doka General Hospital Kaduna state Nigeria about 180km to Abuja, the vehicle had a rear left tyre burst, the driver who was on a very high speed, applied hard brake and the rear of the car skidded

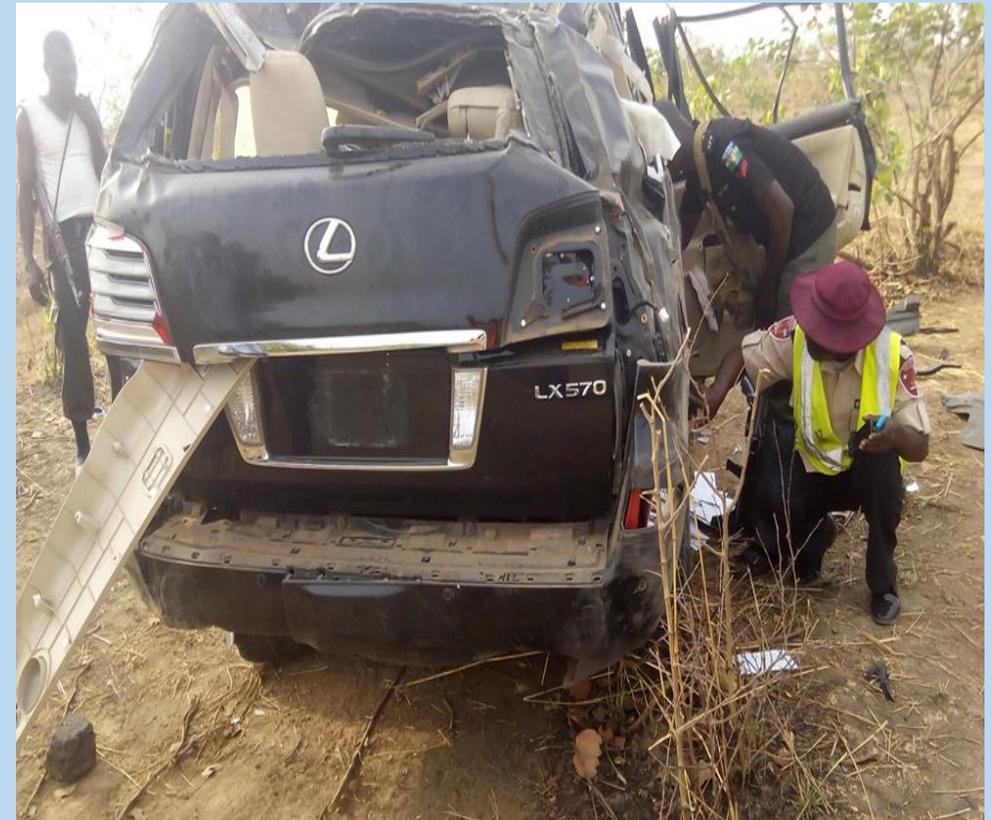




ANALYSIS OF THE CRASH III



- The driver was unable to maintain control of the vehicle as it departed the inner lane of the roadway, made a deep long groove mark of about 9.30m from the burst left rear rim while the right rear tyre made a yaw mark about 15 metres
- The vehicle continues an uncontrolled movement into the bush part on its right, uprooting some shrubs and grasses before it somersaulted severally





ANALYSIS OF THE CRASH IV



The Minister and his son were ejected from the vehicle while the wife was trapped by the left passenger door before sliding to a final rest position about two metres to an electric pole





INVESTIGATION

- The investigation team gathered that the driver of the back-up vehicle had noticed that the Minister's vehicle rear left tyre was under inflated, unavailability of radio communication deprived him access to the Minister's driver,
- Alternatively, he decided to use his GSM to communicate with the pilot vehicle in order to halt the movement, it was yet unfortunate that the network could not guarantee that
- The last option left to salvage an eminent crash was to speed off in order to overtake the Minister's vehicle to enable him halt the movement, unfortunately before this action was taken, there was a loud explosion from the tyre which subsequently led to loss of control, somersault and eventual ejection of the Minister and his son





TYRE EXAMINATION OF THE LEXUS LX570



- The four tyres of the vehicle were from Dunlop with the following information inscribed on its side walls
 - DOT 0615 EU]D
 - 285/60R20
- This indicates that the tyres were manufactured on week six (6) year 2015 while the tyre size is 285/60 radial 20. From this information the Investigation Team was able to deduce that the tyres had not expired.



EMERGENCY RESPONSE AND INJURY ANALYSIS



- The first responders to the scene were the occupants of the back-up and the pilot vehicles. The driver and front passenger of the back up vehicle did not sustain injuries, possibly due to wearing seat belt. However the back seat occupants of the back up vehicle sustained minor injuries, due to non use of the back seat belt.
- The FRSC Doka and Kakau Rescue Teams arrived the scene few minutes later. Passers-by and sympathisers also joined in the rescue operations.
- The Hon Minister and his son were confirmed dead on the spot while the wife who was still conscious at the time of rescue, was taken to Doka General Hospital but later gave up due largely to internal injuries sustained.



INVESTIGATION II

The driver of back-up vehicle also slammed on his brakes and held the firmly the steering which made the vehicle to skid and made 180 degree turn also ejecting two out of its five occupants before coming to final rest position on the middle of the road facing the opposite of its travel direction





SPEED LIMIT AND SEAT BELT AVAILABILITY/USE



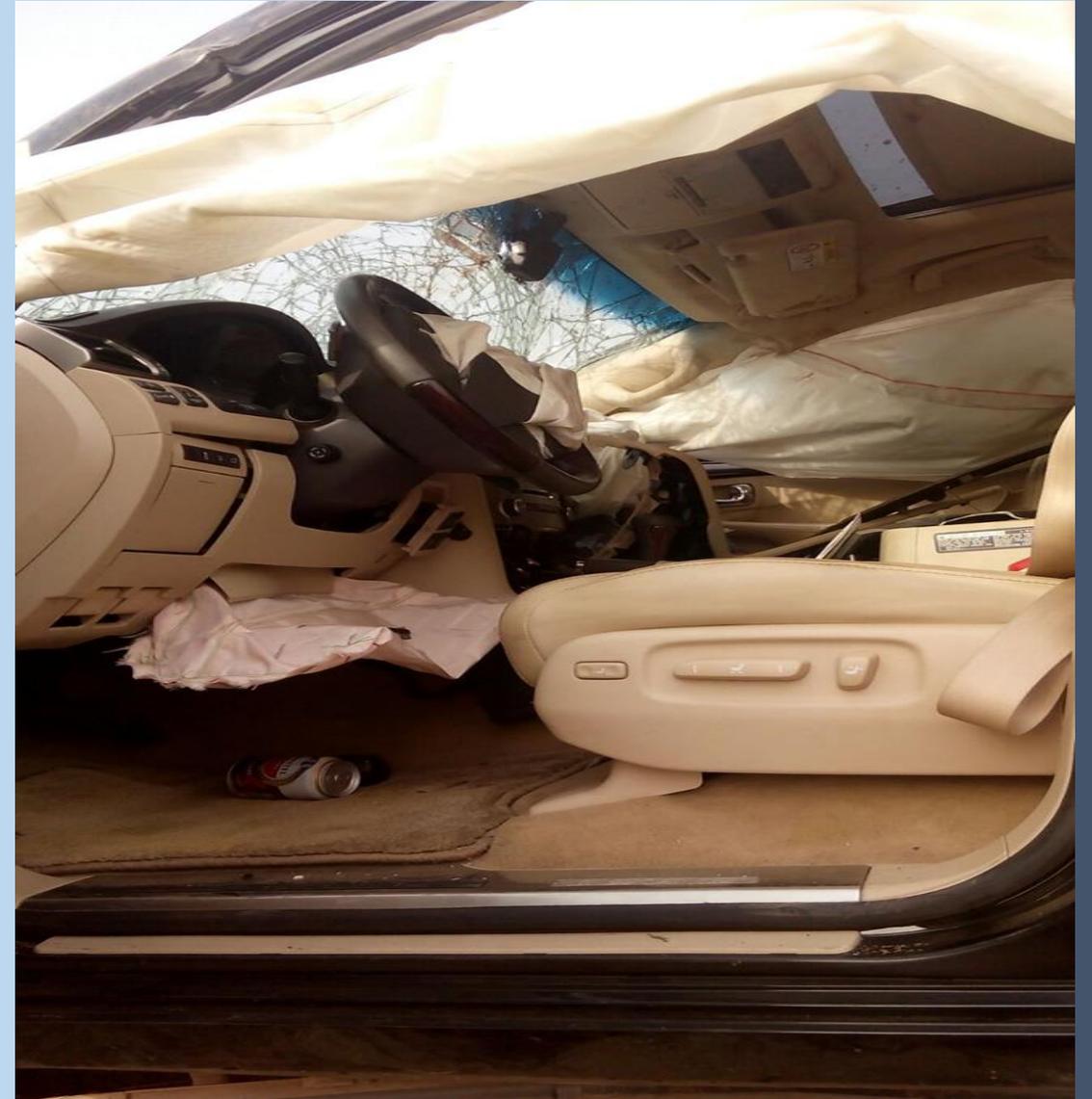
- **The Federal Road Safety Corps Investigation Team (FIT) discovered that the speed of the crashed vehicle though undetermined, was excessive and well above the approved speed limit of an expressway**
- **This corroborates the fact that tyre burst does not lead to crash rather it is what followed after the tyre burst such as excessive speed, slamming on brake pedals and or over steering that could result to a crash**
- **The crashed vehicle in addition was well fitted with seat belt both at the front and rear seats**



SPEED LIMIT AND SEAT BELT AVAILABILITY/USE II



The ejection of the Minister and his son who occupied the rear seat confirmed the fact that their rear seat belt were not in use and on the contrary, the driver and the orderly survived because the front seats belts were in use





DRIVERS LICENSE VERIFICATION RESULT



BKK06177AA1

There was no record on the driver's license national data base of the driver of the Hon. Minister with the name TAIWO JAMES ELEGBEDE

The screenshot shows a web browser window titled "L-1 Identity Solutions Biometric Identification - Microsoft Internet Explorer". The address bar shows "http://10.32.42.144/BI/Default.aspx". The main interface has a navigation menu with "Leads", "Cases", "My Identifications", "My Groups", and "Find People". The "Find People" tab is active, displaying a "Search Options" form with the following fields: License #: bkk06177aa1, Last Name, First Name, City, Age Range, Gender, Address Type, Enroll Status, Record Status, and Use Soundex. Below the form are "Find" and "Reset" buttons. A modal dialog box titled "Find People" is open in the center, displaying "No Records Found." with an "OK" button. At the bottom of the interface, it shows "User: hqoperator" and "Investigator Level: frInvestigators".



DRIVERS LICENSE VERIFICATION RESULT



ABC95456AA11

However there was record found on the driver's license national data base of the driver of the Hon. Minister's back up vehicle with the name IBRAHIM ABUBAKAR

L-1 Identity Solutions Biometric Identification - Microsoft Internet Explorer

Address: http://10.32.42.144/BI/Default.aspx

SECURE CREDENTIALING DIVISION

Leads Cases My Identifications My Groups Find People

Search Options

License #: abc95456aa11

Last Name:

First Name:

City:

Age Range: To

Gender: Any

Address Type: Residential

Enroll Status: All

Record Status: All

Use Soundex:

Find Reset

FrontPortrait

Enrolled: Y

Image	License #	Last Name	First Name	Residential City	Birth Dat
	ABC95456AA11	IBRAHIM	ABUBAKAR	KARU	31-12-198

Demographics

License #: ABC95456AA11

Person Id: 0003164526

Last Name: IBRAHIM

First Name: ABUBAKAR

MI:

Address 1: NO. 312 UNGWAR USAMA, MASAKA

Address 2:

City: KARU

User: hqoperator

Investigator Level: frInvestigators

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SUMMARY OF INVESTIGATION



SUMMARY OF INVESTIGATION



- Information gathered revealed that the driver of the crashed vehicle was actually moving at excess of the stipulated speed when he had a tyre burst Findings
- The weather and vehicle mechanical conditions did not contribute to the pre-crash factors that led to the occurrence of this crash.
- Although there exist a pothole at the crash vicinity, its existence and the roadway condition were not a contributory factor though it lacked speed limit informative signs and speed surveillance cameras to caution and deter speeding motorists.



SUMMARY OF INVESTIGATION II



The crashed vehicle driver was driving too fast and he slammed on his brake so hard. These two factors materially contributed to the inability of the driver to maintain control when the left rear tyre burst.

- Skid marks and grooves found on the westbound shoulder made by the Lexus LX570 for about 15m and 9.3m respectively before it began somersaulting severally and the ejection of the Minister and his son showed clearly that the travelling speed of the Lexus LX570 presented unsafe consequences in the event of certain road risks that may have occurred.**



SUMMARY OF INVESTIGATION III



- The left rear rim and wheel were detached (unseated) from the body as a result of the impact with the road pavement and could not be located at the scene.
- The driver must have entered into a panic situation which resulted to his hard application of brakes and subsequent loss of control that took him into the bush part
- The DOT number of the tyres were inward which cannot easily be read from outside. This indicates that the orientations of the tyres were not properly fixed which could adversely affect the performance of the tyres.



PROBABLE CAUSE

- **The Federal Road Safety Corps Investigation Team (FIT) determines that the probable cause of the March 6, 2016 fatal crash at KM34 Kaduna – Abuja expressway near Rijana village Kaduna state was the driver’s failure to maintain directional control of his vehicle when the rear left tyre burst occurred. Contributing to the loss of control were the speed of operation and hard application of brake. Severity of the fatality was increased due to the ejection of the Minister and his son as a result of non use of rear seat belt.**





SAFETY ISSUE



- **The major safety issues identified in this crash were the;-**
 - **Operating vehicle speed**
 - **Driver's panicky situation due to the sudden tyre explosion**
 - **Hard application of brake**
 - **Tyre maintenance**
 - **Vehicle crashworthiness and**
 - **Availability and non use of safety rear seat belts by the Minister, his wife and son.**



RECOMMENDATIONS/ FRSC ACTION



- **FRSC commiserates with Mr. President, Members of FEC and the families of the deceased**
- **The Corps commends Mr President for the exemplary conduct of his convoy whenever he uses the road**
- **In similar manner, the Corps enjoins members of the Federal Executive Council and Heads of MDAs to emulate Mr President by subjecting their vehicles to compliance to traffic rules as it relates to:**
 - **Adherence to Speed limits**
 - **Obedience to law enforcement agents**
 - **Lane Discipline**
 - **Use of Sirens**
 - **Obedience to Traffic Lights**





- **Currently, there is no tyre manufacturing company in Nigeria but there are over 250 brands of imported tyres in the country**
- **Standards Organisation of Nigeria (SON) to be directed to intensify campaigns on prohibiting the use of substandard tyres**
- **Mr President in Council to lead the campaign on compliance with speed limits, starting with installation of speed limiting devices in commercial vehicles**
- **Directive issued to all MDAs on compulsory use of rear seatbelts**
 - **Use of seatbelts is effective in reducing severity of injuries by at least 60% in the event of a crash**





- **Installation of communication equipment in all Government convoys for real time contact**
- **FRSC to complete development of Standard Operating Procedure on Fleet Management in all MDAs, within 2 weeks**
- **Establishment of Safety Units and appointment of Safety Managers in all MDAs**
- **Prompt rehabilitation of damaged portions of the highways**
- **Provision of road signs and road furniture on all highways**
- **Ensure proper registration of MDAs vehicles**
- **Ensure all MDAs drivers obtain valid driver's license**





- Continuation of FRSC training and retraining of convoy drivers
- Upgrading of the FRSC Ambulance point in Doka to a Unit Command to complement FRSC commands in Kateri and Kakau in view of the high rate of RTC around the spot. This is also in line with the Corps' strategic goal of establishing presence at every 50km of the highway
- Certification and re-certification of convoy drivers at intervals of 2 years of issuance of convoy driver's license
- Implementation of the penalty point system that will preclude convoy drivers from driving after 21 penalty points
- Directs MDAs vehicles for regular vehicle inspection
- Implementation of the speed limiting device, as approved by Mr. President, on all commercial vehicles in phase I of the initiative. Phase II will involve government vehicles





Mr. President – in Council is respectfully enjoined to consider and approve these recommendations to avert future reoccurrence and make our roads safer





Safety starts with
you