



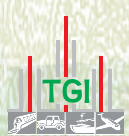
Theme:

Improving Infrastructure for Sustainable and Efficient Transportation



Date: 24th -25th October, 2016 Time: 9:00am - 2:00pm
Venue: Sheraton Hotel and Towers, Abuja, Nigeria.

International Endorsements: AECF, UNEP, etc.
TGI Members/Partners: Various logos of member organizations.
Co-Sponsors: Various logos of co-sponsoring organizations.
No: 4, Maputo Street, Wuse Zone 3, Abuja Nigeria
34 (0) 803 599 4482 Website: www.tgi.org



Transportation Growth Initiative

Road ■ Aviation ■ Marine ■ Rail ■ Pipeline

Corporate Head Office: No: 4, Maputo Street, Wuse Zone 3, Abuja Nigeria

Mobile: +234 (0) 803 599 4482, 805 829 8679

Website: www.tgi.org.ng | Email: info@tgi.org.ng

Research ■ Human Resource Development ■ Networking



**2ND
TRANSPORTATION
GROWTH
INITIATIVE
INTERNATIONAL
CONFERENCE**
23RD-24TH
OCTOBER, 2017

theme: **SMART MOBILITY**
AFRICA; ISSUES, CHALLENGES & OPPORTUNITIES



Date: 23rd to 24th October, 2017

Venue: SHEHU MUSA YAR'ADUA CENTER

Conference Objective

Be a part of the Transportation Growth Initiative 2nd Annual International Transportation Conference, to discuss emerging technologies and innovations in transportation with key emphasis on future directions and challenges for connected and autonomous vehicles, intelligent transportation system, smart cities, big data for transportation and mobility amongst other imperative issues. Drawing in experts from the transport industry in Europe, Asia and Africa to connect with the governments, policy makers, enforcement authorities and infrastructure developers. The conference will facilitate an exchange of stimulating ideas and feature series of exclusive case studies on various transport

Thematic Sub-Themes:

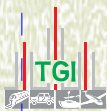
- i. Autonomous Vehicles
- ii. Smart Traffic Enforcement
- iii. Technology Enhance Cargo and Passeng Management in Sea Ports
- iv. Technology Enhance Cargo and Passenger Management in Air Ports
- v. Technology Based Transport Data Management systems
- vi. Smart Urban Mobility System
- vii. Smart Parking
- viii. Partnerships for funding transport innovations

Exhibitors and Sponsors

Prospective Exhibitors and Sponsors are invited and are to Contact the Conference Secretariat

Abstract Submission

Abstracts are hereby invited for the conference. Submission should based on the sub-themes to transportconf2017@tgi.org.ng



For more details Contact: Transportation Growth Initiative (TGI), Corporate Head office: # 4, Maputo Street, Wuse Zone 3, Abuja, Nigeria

Website: www.tgi.org.ng, Email: info@tgi.org.ng; Mobile: +234 (0) 8035994482

TGI Member Organization



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PREFACE

Transportation Growth Initiative (TGI) was founded by a coalition of public and private transportation related stakeholders and was incorporated in 2012 but commenced activities in April, 2015.

Different initiatives are being undertaken by successive governments on transportation, so is policy changes and regulatory matters without a body to track progress and provide independent expert direction to government. Similarly, the transportation industry is confronted with sustained challenges requiring scientific solutions that meet modern day realities, yet academics and research institutes are turning out research outcomes relevant to those challenges, but there seem to be no linkage to bridge the gap between the two. These and other similar challenges gave rise to the formation of TGI, drawing inspiration from the Transport Research Board on the United States of America. It is intended to provide the most needed platform for transport experts to network with a view to advancing transportation in Nigeria particularly and Africa in General.

The inaugural conference of the TGI hosted from 24th to 25th October, 2016 in Abuja Nigeria, therefore, provided the most awaited opportunity to experiment the knowledge sharing platform which is a key objective of the TGI. As the first chairman of the TGI, it gladdens my heart as I saw participants from 11 countries of Europe and Africa, from Government officials to academics and to the private sector, dialogue in the various sessions of the conference. The outcome of the conference tagged ***“TGI Transportation Infrastructure Blue Print 2016”*** provide opportunity for decision makers across Africa to draw from the rich scientific and operation papers presented at the 2-day conference from where the outcomes were drawn.

I would like to appreciate our local and international partners, co-sponsors, regional bodies and participants whose endorsement and support enabled the success of the conference. I urge you therefore, to enjoy the report and take steps to implement areas of the blue print that concerns you, our partner regional bodies are particularly invited to kindly propagate the content of the blue print in their programs as we work together to enhance Africa's transportation system.

I look forward to welcoming you to the 2nd edition of the TGI International Transportation conference holding on 23rd and 24th October, 2017 with the theme **“Smart Mobility Africa: Issues, Challenges and Opportunities”**.


Chief Osita Chidoka, OFR

Chairman, TGI Board of Trustees

Former Minister of Aviation, Federal Republic of Nigeria





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Transportation Growth Initiative (TGI)

ISSN: 2945-8356

Author

TGI Corporate Headquarters

Dr. Adeyemi Omidiji,
Chairman, Conference Central Planning Committee

Engr. Emmanuel Oche John
Secretary, Conference Central Planning Committee

Associate Professor Adekunle Olowosulu
Chairman, Conference Technical Sub-Committee

Publisher

Published in Abuja, Nigeria by:
Peniel Prints, a division of Ochenuel Nigeria Limited
E-mail: infopenielprints@ochenuel.com.ng, Phone: +234 (0)8055994943,
Website: www.ochenuel.com.ng

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Website; www.tgi.org.ng, **Email:** info@tgi.org.ng; **Mobile:** +234 (0) 8035994482

Citation

The publication may be cited as Transportation Growth Initiative 1st International
Transportation Conference Report, November, 2016

Design Concept by:
Great Onyx Genesis Limited, Abuja





1ST TRANSPORTATION GROWTH INITIATIVE INTERNATIONAL CONFERENCE

Introduction

The Transportation Growth Initiative International Conference was conceived as an annual forum for showcasing transportation research outcomes, draw up best practice recommendations, network private/public stakeholders, expose new transportation frontiers for practitioners, researchers and the general public and support governments to track progress on happenings in the industry. This 1st edition was designed to put the TGI in the spotlight by bringing together experts from Europe, Africa and indeed key stakeholders in Nigeria.

2. The Transportation Growth Initiative is a coalition of private and public transportation and relevant stakeholders in Nigeria, initiated in 2012 as the hub of Transportation research and networking to address challenges in the industry, among the cardinal platforms for achieving TGIs objectives is the hosting of an annual International Transportation Conference. This 1ST edition held from 24th-25th October, 2016 at Sheraton Hotel and Towers, Abuja, with the theme “Improving Infrastructure for Sustainable and Efficient Transportation”

3. The Conference which was the 1st official outing of the TGI since it commenced activities in 2015, brought together some of the

best minds in the transportation industry from eleven countries of the world including United Kingdom, The Netherlands, Luxembourg, Liberia, Ethiopia, Ghana, Malawi, Uganda, Kenya, Benin Republic, and the host country, Nigeria which had massive attendance of the Local stakeholders from all transport modes in Nigeria. We equally had in attendance two State Executive Governors, two Federal Cabinet Ministers from Nigeria, and a representative of the Deputy Minister of Transportation Ghana to give political backing to the conference. These are apart from captains of industry, the academia, transport related Unions, and the diplomatic Corps.

4. The conference had partnership and support /endorsement of several international organisations who were equally represented. These includes United Nations Environmental Program which sponsored a session of the conference, The European Union Delegation to Nigeria, ECOWAS Commission, Sub-Saharan African Transport Program (SSATP), International Road Safety Organisation (PRI), World Cycling Alliance, among others.

AIM

5. The conference was necessitated by the need to address the nagging problems of transportation infrastructure deficits, which is majorly informed by lack of capacity and



political will. The conference therefore provided a platform for knowledge sharing, networking of stakeholders in the transportation industry (aviation, marine, road, rail and pipeline), to produce a blue print for improving transportation infrastructure in Nigeria as well as Africa.

Objectives

- 6. The conference had the following objectives;
 - a. Bring together experts and policy makers in the transportation industry in a unified platform to discuss the challenges facing the transportation sector in Nigeria and in Africa.
 - b. Come up with inter-modal structure to address transportation infrastructure needs in Nigeria.
 - c. Expose the apparent burden of infrastructure deficits and possible proactive steps in transport infrastructure planning to meet the forecast in population growth.
 - d. Create a platform for monitoring

- e. transport infrastructure progress and track policy implementation by the difference levels of government in Nigeria.
- f. Interface with local and international organizations with similar objectives to promote best practices for efficient transportation system in Nigeria and in the African Continent, and
- g. Recommend the conference outcome for adaptation by governments of all countries in Africa
- h. Explore different transport infrastructure funding models around the globe comparatively with existing models with a view to presenting best option to be adapted by governments
- i. Mainstream the need for focal attention to the provision of transport infrastructure for No-Motorised Transportation users in the light of the Sustainable Development Goals and the New Urban Agenda.

PRE CONFERENCE ACTIVITIES

Conference Theme

1. The theme for the conference was “Improving Infrastructure for Sustainable and Efficient Transportation” This was coined based on the fact that Africa is beclouded by a number of challenges which cumulative effect is preventing the speedy growth and development of the continent. Some of the



Cross Section on Members during the Inauguration of the Conference Central Planning Committee(CPC).

challenges are informed by lack of capacity and political will to drive the needed change. A major





area of concern which is fundamental to development is inadequate transportation infrastructure to ensure safe and efficient movement of persons and goods around and across its cities' landscape. It is on this premise that the Transportation Growth Initiative (TGI) is hosting an international conference to x-ray the issues and provide blue print to support government efforts.

Central Planning Committee (CPC)

2. The Conference Central Planning Committee was inaugurated on the 27th April, 2016 with 13 members, all drawn from the within the TGI membership blocks comprising the academia, Private Sector, transport practitioners,



TGI BOT Chairman Osita Chidoka Addressing CPC Members

Government agencies from all modes and the transport unions. The CPC met several times and had online communications to ensure smooth planning for the conference. Although members resident in Abuja met more often. The CPC had, Dr Adeyemi Omidiji as its Chairman and Engr Emmanuel John as its secretary.



Transportation Growth Initiative
1st INTERNATIONAL TRANSPORTATION CONFERENCE

Oct. 24th-25th 2016
ABUJA, NIGERIA

Meet our Speakers and presenters

Keynote Speakers

 His Excellency PROF. YEMI OSINBAJO <small>FRSC</small> VICE-PRESIDENT, FEDERAL REPUBLIC OF NIGERIA (Special Guest of Honour)	 Chief Osita Chidoka, OFR Chairman TGI Board (Conference Host)	 H.E. Mal. Nasir Ahmed El-Rufai Governor of Kaduna State	 H.E. Ben Ayade Governor of Cross-River State	 Sen. Babafemi Omosoware Chairman Senate Committee on Rules and Business	 Chief Chibube Rotimi Amachi Minister of Transportation, Nigeria	 Chief Babatunde Raji Fashola Minister of Works, Housing and Power, Nigeria
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Lead Presenters

 Prof. Fred Wegman Professor Emeritus of Transport Safety Delft University of Technology the Netherlands	 Edvard Markov Managing Director - Global Markets at Credit Suisse, UK	 Prof. Osi Alqoghbeh Professor of Transport Geography and Coordinator of Center Transport and Logistics, University of Port Harcourt	 Hon. Joyce Bawah Mogtari Deputy Minister of Transportation, Ghana	 Joop Goos International Transport Consultant and Former President, International Road Safety Organisation, Netherlands	 Carly-Koinange LEAD UNEP Share the Road Global Program, Kenya	 Banecer Boulaajoul Permanent Secretary, Ministry of Transportation, Morocco	 Manfred Neum President European Cyclists Federation, Germany
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Register @ www.tgi.org.ng/conference-registration
or Contact: transportconf2016@tgi.org.ng +234(0) 803 599 4482

Date: 24th -25th October, 2016 | Time: 9:00am daily | Venue: Sheraton Hotel and Towers, Abuja, Nigeria.

One of the Flyers Used for Media Mobilization





Sub-Committee Activities

4. Four (4) sub-committees were inaugurated alongside the CPC. The Sub-committees include Contact and Mobilization headed by Alh. A Othman of Federal Airports Authority of Nigeria, Technical headed by Asst. Prof Adekunle Olowosule of the Ahmadu Bello University Zaria, Accommodation, Venue and Protocol headed by Dr. Mrs. Anthonia Ekpa of Federal Ministry of Transportation, and Secretariat headed by Engr. Emmanuel John of TGI Corporate Head office. Each of the sub-committees met and had far reaching decisions but were not able to do much owing to the demand for funds. The inadequacy of funds limited the ability of the committees to carry out their functions. This placed undue burden on the TGI Corporate Head Office.

Publicity and Mobilization

5. Following the decision of the TGI BOT to host the conference, the TGI official website was launched on the 9th March, 2016 with a segment dedicated to the conference. Thousands of conference flyers were produced and distributed through TGI member's organizations and FRSC platforms. A press conference was hosted by the Chairman of the TGI BOT on the 27th September to herald the conference. Similarly, visits were paid to decision makers with massive press coverage as part of the mobilization process. We equally used every opportunity to attend local and international conferences to mobilize participants using the flyers. Conference invitation and mobilization letters started going out locally and international from April, and was

sustained until the conference. Similarly, the TGI Corporate Head Office engaged social media platforms to publicize the conference.



Visit of Sub-Top CPC Members to the Minister of Transportation.
(from left to Right: Cmdr. Atiku Ahmed-NARTO, Cmdr. Idi Nwabeze-RTEAN, Rt. Hon. Chibuke Rotimi Amechi-Hon. Ministry of Transportation, Chief Osita Chidooka-Chairman TGI BOT, DR Anthonia Ekpa-Director Fed. Ministry of Transport & Chair of the CPC Accommodation/Venue Sub-committee, A Staff of the Ministry of Transportation & Engr. Emmanuel John-Secretary of the CPC)

International Mobilization

6. To enhance international mobilization, the TGI Head of Administration, Engr. Emmanuel John used a training program he attended in May, 2016 in South Africa in the framework of the United Nations Environmental Program to mobilize participation and support for the conference. This led to the co-sponsorship of the conference by UNEP and participation of some co-participants in the training at the TGI conference. Similarly, he attended a training program in Accra Ghana in August and use the medium to invite the Deputy Minister of Transportation, Ghana as well as other transport stakeholders. This led to the participation of 3 delegates from Ghana, the Deputy Minister was represented at the Conference with full participation if the National Road Safety Commission Ghana.



Participants at registration desk

Deputy Minister of Transportation, Ghana as well as other transport stakeholders. This led to the participation of 3 delegates from Ghana, the Deputy Minister was represented at the Conference with full participation if the National Road Safety Commission Ghana.

7. Different platforms were engaged to equally mobilize international Guest. This yielded result as 13 technocrats and political leaders from 11 countries of Europe and Africa participated and or presented papers in the conference. The countries includes, Netherlands, Luxembourg, United Kingdom, Liberia, Ghana, Kenya, Ethiopia, Uganda, Bennin Republic and Botswana

Abstracts and Papers

8. A total of 63 abstracts were received with 33 of it on road transportation alone, 16 on cross cutting issues, 11 on maritime and 11 on aviation. Out of this 51 where accepted.

To this end the technical committee met on the 23rd August, with the Chairman of the TGI Board of Trustees, Chief Osita Chidoka and other board members to put together contacts of expected keynote speakers,

and invite more presenters to meet the target of 62 presentations expected. These efforts worked and the expectations were met. Each presenter were however expected to submit full paper in prose and then a power point presentation prior to the conference, majority did not comply with the deadline.



TGI Chairman Osita Chidioka delivering his paper



THE CONFERENCE

9. As planned, the conference held on the 24th and 25th October, 2016 at Sheraton Hotel and Towers, Abuja, Nigeria. A total of 62 technical papers were scheduled for presentation. Of these, 51 presenters turned up while 11 presenters were absent. The presentations were made by renowned African and European experts in 4 plenary sessions and 10 Concurrent sessions. Three high level dialogues sessions equally took place with technocrats and decision maker as panelists. dialogues sessions equally took place with technocrats and decision maker as panelists.



**Dr. Boyoye Oyeyemi delivering his paper
Corps Marshal of FRSC Nigeria**

Attendance and Participation

Day 1

10. On the 1st day, 314 participants attended the opening plenary. The concurrent session for day 1 had an average of 26 participants. The following dignitaries attended the opening plenary, which was chaired by the Hon Minister of Transportation Nigeria, Rt. Hon. Chibuike Rotimi Amaechi;

- a. Dr. Usani Ughuru Usan, Minister of Niger Delta Affairs
- b. Joy Bawa Mogtary, Deputy Minister of Transportation, Ghana Represented by The Executive Director, National Road Safety Commission Ghana, Ing. May Obiri-Yebo
- c. Dr Boboye Oyeyemi, Corps Marshal Federal Road Safety Corps

- d. George Yuoh, The Chief Financial Director, Liberia Airports Authority
- e. Dr Aminu Yusuf, Director General, Nigeria Institute of Transport Technology,



**Minister of Transportation, Chairman of TGI, Osita & Rep deputy,
Minister of Transportation Ghana at plenary**

11. The 1st plenary which was to end by 11am ended by 2:30pm as a result of late arrival of the Special Guest of Honour. This affected the early start of the concurrent sessions and as a



Cross Section of Participants at Plenary

result, the last plenary (2nd plenary) for the day was shifted to the 2nd day of the conference.

Day 2

12. The two plenary which was a combination of plenary 2 and 3, had in attendance 211 participants and with the concurrent sessions having an average of 13 participants in attendance. The plenary which was chaired by Joop Goos, General Manager, Global Road Safety Film Festival, France had the following dignitaries.



TGI, Chairman addressing the Participants at the plenary

a. His Excellency, Mal. Nasir Ahmed El-Rufai, the Executive Governor of Kaduna State, Nigeria

b. His Excellency, Prof Ben Ayade, the Executive Governor of Cross River State, Nigeria Ably represented by the Chief Economic Adviser to the Governor.



Minister of Niger Deltar Affairs Usani Ughuru Usani Addressing Participants At Plenary

c. Mrs Amanda Ngabirano, Vice President of the World Cycling Alliance, Uganda

d. Dr Anthoniette G Weeks, Commissioner for Infrastructure, ECOWAS Commission, Represented by Engr A Maliki



Joop Goos, General Manager, Global Road Safety Film Festival, France

e. Carly Koinange, Lead UNEP Share the Road Global Program, Kenya, among several others

f. Prof Osi Akpoghme, Director Center for Transport and Logistics, University of Portharcourt, Nigeria, among others

g. Alhaji Aminu Dikko, Director General, Infrastructure Concessions and Regulatory Commission.





His Excellency, Mal. Nasir Ahmed El-Rufai,
the Executive Governor of Kaduna State, Nigeria

Venue and accommodation

13. The Sheraton Hotel and Towers served as venue for the conference. A ball room of 350 capacity served as the plenary session for the two days while 4 separate meeting rooms were used as concurrent sessions with the plenary venue serving as the 5th. Some of the Guest presenters who TGI invitees where accommodated at Sheraton Hotel and Towers, venue of the conference while others where accommodated at the Starview Palace Hotel to reduce the cost. The conference venue served our purpose, though with some challenges.



Prof. Osi Aphoghme, Joop Goss, Osita Chidioké
H.E. Mal Ahmed El-rufa & Amauda Ngabirana

Papers Presented

14. As earlier stated, 51 highly technical research, political and operational papers, in total, were presented with 11 at the two plenaries and 40 at the 10 concurrent sessions. A summary outcome and recommendations are contained in the attached Blue Print for improving transport infrastructure for Africa



Cross section of participants at Plenary

15. The Closing plenary was put off owing to the time constraints arising from overstretching of the 1st and 2nd/3rd plenaries. However, some of the presenters for the closing plenary were drawn to other sessions of the conference.



David Marlow, Managing Director, Credit Suisse London, Delivering his paper

Conference Managers

16. Two vendors were engaged to provide conference management services for TGI. They were tasked with sourcing for sponsorship and exhibitors for the conference as well as media services incumbent upon monies raised by them. They proceeded to the field, made frantic efforts but their efforts did not yield any result to enhance the conference. The two vendors are,



President of ECOWAS Commission represented by Engr. Maliki delivering his Paper

Red Sapphire Limited and Jodev Consults limited.

Other activities/side events

17. The Chairman of TGI BOT hosted all the international participants and some members of the conference CPC to a welcome dinner at his residence on the 23rd October,

2016. He also hosted them to a lunch at Wakies Restaurant on the 25th October, 2016. All were thankful for the hospitality. Some of the Presenters led by Joop Goos paid a visit to the FRSC on the 26th prior to their departure, they were received on behalf of the Corps Marshal by ACM Olakunle Motajo, and they were equally taken to the FRSC IT platform and got information on FRSC

operations.

18. The Planned Cycling rally to end the conference could not hold as resources was slim to mobilize for it.



Some of the speakers who paid a visit to FRSC after the Conference

CONCLUSION

19. The TGI with almost no resources of its own has been able to host a successful first international conference and achieved its major aim of developing an infrastructure improvement blue print for Nigeria which can equally be adopted by other Africa countries.

Though there were challenges, the Central

planning committee managed through. This has announced TGI to the African and European transportation stakeholders, put TGI in the front burner of public discuss among stakeholders in Nigeria and have laid a foundation upon which future successes will be built upon.





APPRECIATION

20. The CPC thanks the BOT for the privilege to serve in this capacity and particularly appreciate the Chairman of the BOT Chief Osita Chidoka for his support and unflinching commitment that ensured the success of the conference. The CPC equally appreciates the Honorable Minister of Transportation for his personal attendance, mobilization of stakeholders through the Department of Road Transport and Mass Transit and willingness of the Ministry to facilitate the implementation of the conference outcome. We are also thankful to the following whose partnership and financial support enhanced the success of the conference;

- a. Federal Road Safety Corps
- b. Nigeria Shippers Council
- c. United Nations Environmental Program, Kenya
- d. Mercedes Benz Nigeria

Challenges

21. The key Challenge faced in preparing for this conference is the inadequacy of funds for mobilization, this resulted in uncertainties in the

preparation process. The major reason for this was the need to start early planning for a conference of this magnitude, which would have given supposed sponsors and exhibitors ample time to partner with us.

Recommendations

22. To address the challenge mentioned above, it is imperative that planning and preparation process for the second edition of the Annual Conference commence forth with, brief on the 2017 edition is as shown on the inside front page. exhibitors, sponsors and other different levels of partnership exist, multinational organizations, Auto industrial, Air line operators, Service provider in the transport industrial, etc are therefore invited to take advantage of this opportunity by contacting the TGI Cooperate Head Office for details.


Engr. Emmanuel JOHN, MNSE, MCILT
*Secretary, Conference Central Planning
Committee*



KEYNOTE ADDRESS DELIVERED

BY HON. MRS. JOY BAWAH MOGTARI DEPUTY MINISTER FOR TRANSPORT, GHANA AT THE TRANSPORTATION GROWTH INITIATIVE FIRST INTERNATIONAL TRANSPARATION CONFERENCE HELD IN ABUJA, NIGERIA, OCTOBER 24-25, 2016:

PROTOCOL

1. It is an honour for me to be part of this conference which have brought together an array of experts in the transport sector to discuss issues of trade facilitation, sustainable infrastructure and the competitiveness of transport systems in the sub region.

2. My task is to deliver an address on the Integrated Transportation Infrastructure and Funding in a developing Economy, the Ghana Experience. In doing this, I will begin by giving you an overview of transportation in general and narrow down to the Ghanaian experience. It is a well-known fact that an efficient transport system has played catalytic roles in the socio-economic development of countries by facilitating trade between nations. Transport systems that respond to the needs of society are crucial for socio-economic development and capable of strengthening global integration and attracting foreign investments while at the same time making the sub region very competitive.

3. It is however worrying to note that Africa still suffers from pronounced infrastructure deficit, particularly in transportation coupled with burdensome trade regulations. These deficiencies have constrained gains in domestic productivity and present a critical bottleneck to regional integration. African countries thus need to focus on constructing

efficient and secured national and cross-border physical infrastructure as well as coherent system of regulations for business transactions to achieve better interconnectivity. We can deepen regional integration if transport infrastructure and services are designed to link production centres and distribution hubs across the continent to enable the continent to compete effectively, tap regional markets, and benefit from globalization through investment and trade.

4. In order to ensure integration of the various transport modes and improve our competitiveness, we must seek innovative ways to secure sustained funding in the provision of transport infrastructure and services. According to the World Bank, for the continent to be able to sustain its growth and speed up efforts to end extreme poverty, about US\$100 billion is needed annually for the next decade to fill its infrastructure gap. Given the substantial amounts involved, Governments will need to be more innovative in the search for sustainable approaches to infrastructure development as well as financing. The private sector also need to play an increasingly important role, since they are seen as the engine of growth of the economy.

5. Similarly, trade facilitation has become a key instrument to create a better trading environment which is also made possible by efficient transport infrastructure and services.



The international community has acknowledged that for many developing economies, having access to markets alone is insufficient unless the capabilities to trade are also addressed.

6. On Ghana's experience in the provision of an integrated transport systems and trade facilitation, the planning and decision making process in the past focused mostly on improving individual modes, with very little attention paid to integration. The establishment of an intermodal framework where road, rail, maritime and inland water as well as air transport to complement each other became very essential. This approach was identified as a stimulant that will provide a broader range of options for accelerated economic development. Thus, Ghana's ability to achieve its national targets for growth and poverty reduction could be achieved through the provision of efficient, effective and integrated transportation system which is capable of supporting internal trade as well as international trade especially trade between landlocked countries. Government therefore took steps to restructure the transport sector based on international best practice and country specific experience.

7. Recognising the importance of the transport sector in providing strategic support to the productive sectors of the economy, a National Transport Policy was developed. In its formulation, a range of factors were taken into consideration including policies and strategies guiding Ghana's socio-economic development, international conventions applicable to the transport sector and prevailing conditions in the transport network. In addition to the National

Transport Policy, an Integrated Transport Master Plan was developed. The plan which was the first of its kind in Ghana utilised an integrated economic and transport planning methodology to identify investment priorities based on future demand for transport. The Plan proposed a range of infrastructure developments, institutional and regulatory measures aimed at improving the effectiveness of Ghana's transport system. Investments in infrastructure have been prioritised for the plan period and targeted at locations to overcome capacity constraints and where economic viability has been proven. Major rehabilitation and expansions works on the road network, Aviation and Maritime sectors as well as the railways are underway. These rehabilitation works are at various stages of completion and we hope that when completed they would greatly impact on our competitiveness as far as trade facilitation is concerned.

8. For the purposes of integrating all modes of transport, Ghana is implementing a project dubbed the Eastern Corridor Multi-Modal Transport Project which comprises an upgrade of road networks, reconstruction of the railway line to link Tema Port and Akosombo Ports.

9. As indicated earlier, funding is the biggest challenge to bridging the infrastructure deficit in Ghana's transport sector. Consequently, Government, looking at the constraints of its budget has opted for Public Private Partnerships which has become the preferred vehicle by which most Governments in both developed and developing countries have adopted. The PPP model has become the logical, viable and preferred policy option for partnership arrangements to bring in public and private



sector investment for infrastructure development, particularly the transport sector. Government is committed to the policy and has consequently developed a PPP Policy Framework to guide private sector investments in infrastructure projects. The legal framework is also being considered by Parliament.

10. In conclusion, Mr. Chairman, may I borrow the words of a former U.S Secretary of Transportation, Norman Y. Mineta, “Transportation is a key to productivity, and therefore the success, of virtually every business. Congestion and delay not only waste our time as individuals, they also burden our businesses and our entire economy with inefficiency and higher costs.” This suggests that transport is an unavoidable element in economic growth and development and a lot of the congestions being experienced in most cities in developing

economies could be avoided if all modes were integrated. There is also the need to seek more proactive and innovative funding mechanisms to ensure that investments in infrastructure and services are sustained to drive the competitiveness of the continent.

11. On this note, I wish to take this opportunity to congratulate the organisers for their insight in putting this conference together. I wish you all fruitful deliberations.

12. May the Almighty God Bless us All

13. Thank you.



THE TRANSPORT POLICY DIRECTION OF GOVERNMENT AND
INFRASTRUCTURE DEMANDS TO MEET THE EXPECTATIONS, A PAPER
PRESENTED BY THE HONOURABLE MINISTER OF TRANSPORTATION,

RT. HON. ROTIMI CHIBUIKE AMAECHI CON,

AT THE FIRST INTERNATIONAL TRANSPORTATION CONFERENCE
AT SHERATON HOTEL AND TOWERS ABUJA ON THE 24TH OCTOBER, 2016.

INTRODUCTION

Transportation is the movement of people and material from one point to the other. This could be on sea, land or air. Transport is hardly in demand for its own sake; rather, it is organically linked to the survival of the social, political and economic sectors. The development of transportation and its efficiency is a pre-requisite goal of all developing countries. A major indicator of a nation's achievement is the ability to ensure its citizens have the capacity to transverse their environment freely, safely and cheaply through Transportation. It is universally recognized that transportation is a crucial factor for sustained economic growth and modernization of a nation. It helps in promoting social cohesion, integration and unity of a country and plays a significant role in territorial administration, political development and defense of territories. In modern societies, transport development is central in the development process and growth of the economy. It is that indispensable factor for promoting economic activities; it constitutes a significant element in the production and distribution process, by facilitating movement of goods and persons. Transportation serves as a catalyst that promotes regional cooperation through the flow of people and goods along the import-export Corridors of countries and in turn

ensures the consolidation of the socio-political and economic relationship between counties, indeed, the role of Transportation on human existence cannot be over emphasized.

INTENT OF THE PAPER

2. This paper intends to explicate the present government policy direction and infrastructural demands of the nation while also highlighting the efforts made so far by the Government and the Federal Ministry of Transportation in improving the transportation sector. The nexus between transportation and economic growth is also highlighted along with the challenges encountered by the operators in the different sub sectors in the transport industry.

THE IMPACT OF TRANSPORTATION ON NIGERIAN ECONOMY

3. Transport infrastructure remains a major tool for achieving the aspirations of governments at all levels. Researches have shown that transportation has a significant relationship with economic growth. Economic activities are primarily concerned with the production, distribution and consumption of goods and services, which are of value to humans. These



goods and services are not usually found all in one place, hence there is the universal need to transport some of these natural resources from places where they are abundantly available to areas where they are needed but not available, since no Nation can live in isolation, transportation thus promotes international trade.

4. In a research conducted by Ighodaro C (2009), three National development plans in Nigeria were considered, it was discovered that the contribution of transportation to the total gross domestic product had been on the decline in spite of the huge investments in the sector. The estimated loss to the Nigerian Economy as a result of the poor state of our roads is about N450 billion yearly. It was then recommended that rather than build new roads, maintenance of the existing ones, will further reduce cost of transportation of goods and services, thereby reduce poverty and boost economic growth in Nigeria. Railways and Water Ways are efficient modes of transportation for freights.

Though transportation plays a very major role in the Nigerian economy, it has not contributed maximally to its economic growth due to the myriads of challenges faced by the sector.

5. When considering the most valued infrastructure, one may dare to say that transportation tops the list, however, the growth of this very significant sector had been stunted over the years, as population increased geometrically, and there was no corresponding development in the transportation sector. Whereas infrastructural needs cut across sectors and is central to economic development, at

present the state of infrastructure for economic development in the country is far from meeting the expectations of the average investor in the Nigerian Economy. This inhibits investment and increase the cost of doing business. The neglect of the internal transportation system over the years has led to the dependence on imported food as farmers cannot move their farm produce from their farms to the cities for sale.

6. It is important to state here that there have been challenges to efforts made in the past by the Federal Government of Nigeria to make transportation in the country comparable to what obtains in other successful countries. Unfortunately, bad administration and corruption had ruined the attempts in the Maritime, Aviation, Rail and even Road Sub-Sectors.

7. It is pertinent to note that infrastructural development is one of the policy thrust of the present administration, the provision of road networks have been identified as a critical factor that needs to be pursued vigorously for effective, and efficient transportation system and subsequently, the economic development of the Country. In a nutshell, the challenges of the sector are as follows;

poor road conditions (which causes loss of lives, man-hour and vehicles);

corruption in the execution of road projects and in the process of checking traffic violations (such as over-speeding, drunk-driving, overloading and lack of basic safety equipment to mention a few) and lack of roadworthy vehicles.

poor funding;

PHOTO GALLERY



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poor transportation policy;
poor security;
poor maintenance culture etc.

8. The President Muhammadu Buhari led administration, is aware of the urgency to salvage the Transportation system hence its huge investment through budgetary allocations to construct roads, revamp the rail and road sub-sectors, and formulate the needed policies for harnessing the available resources in the private sector towards the development of transportation in the country.

9. It is often said that once a problem is identified, it is half solved. The Ministry of Transportation is fully aware of the challenges of the sector, under my leadership the Federal Ministry of Transportation (FMOT) is focused on the development of our transportation system that is not only socially sustainable but also economically and environment-ally sustainable in both infrastructural provision as well as quality of service, such that is globally competitive. It is in view of this, that the present Government is passionately committed to the expansion of the country's rail network, waterways, road network as well as provision of conducive terminals and safe vehicles in all modes.

Goals/Vision of Ministry of Transportation for the Sector;

- a. Create a world class transportation system in Nigeria and position it as a hub in the West & Central African Sub regions;
- b. Consulting and providing a coordinating

mechanism for alignment of related activities of the States and other entities on national transport system;

- c. Formulating and implementing Government Policies for effective and efficient transportation system in the nation;
- d. Implementing the National Railway rehabilitation, modernization and expansion programme;
- e. Evolving a transportation system that is private sector driven with emphasis on indigenization and local content;
- f. Fulfilling all obligations expected by Transportation International Organizations to which the country is a signatory;
- g. Initiating Private Sector participation in the multimodal Transport Sector by way of concessioning;
- h. Developing policy and enabling environment for Public Private Partnership (PPP);
- I. Ensuring Safety and Security in the Maritime/Land mode;
- j. Adequate dredging of major rivers and other Inland waterways for smooth navigation; Mapping, Surveying, Demarcation of National and International Maritime boundaries; and
- k. Providing oversight functions in the development of Rail, Maritime, Inland Waterways and Trade facilitation infrastructures.



I. Legal and Regulatory Framework for the Transport Sector

In order to allow for more effective and robust private sector participation in the Transport Sector, four transport sector Reform Bills are currently being processed in the NASS. The bills are:

National Transport Commission (NTC) Bill
Nigerian Railway Authority (NRA) Bill
Nigerian Ports and Harbours Authority (NPHA) Bill

National Inland Waterways Authority (NIWA) Bill

Furthermore the Ministry in collaboration with other relevant Federal MDAs, the 36 States of the Federation, the Federal Capital Territory and relevant private stakeholders are working on two (2) important regulatory Policy frameworks in the sector:

National Transport Policy (NTP)
National Urban Transport Policy (NUTP)

These draft documents, when adopted by the National Council on Transport (NCT), shall be forwarded for the ratification of FEC and final approval of the National Economic Council (NEC) since the document will be binding to all States/FCT.

ii. Twenty Five (25) Year Railway Strategic Vision: This entails the rehabilitation of the entire existing narrow gauge lines simultaneously with the development of standard gauge lines.

So far, the rehabilitation of 2,800km of the 3,505km existing narrow gauge lines have

been completed, remaining the Gombe – Maduguri axis which was hampered as a result of security challenges.

Intra – City Mass Transit

I. Lagos Mass Transit Train: 18 Trips per day, moving about 18,000 passengers daily.

I inter-city passenger services are :

ii. **Lagos – Kano –Lagos Train:** 1 return trip weekly, moving about 1,250 passengers.

iii **Lagos-Ilorin-Lagos Train:** 1 return trip weekly, moving about 1,200 passengers.

iv. Offa – Kano – Offa Train: 1 return trip weekly, moving about 1100 passengers.

v. Minna – Kaduna – Minna Train: 3 times per week, moving about 3,500 passengers.

vi. Kano – Nguru Train: 2 times per week, moving about 400 passengers and 60 tons of luggage and parcels.

vii. Port-Harcourt –Gombe- Port-Harcourt **Train:** 1 return trip weekly

viii. Port-Harcourt –Kano- PortHarcourt **Train:** 1 return trip weekly

ix. **Zaria – KauraNamoda – Zaria Train:** 1 return trip weekly

x. **Excursion Trains:** Highly patronized during festivities

xi. Commissioning of the Port Harcourt – Aba rail line has enhanced mobility across the rail network.

The second stage of the 25 Year Railway Strategic Vision is the modernization programme. Under this, the Lagos – Kano Line is being executed in 6 segments on stand-alone basis in order to effectively fund the project as follows:

- Abuja (Idu) – Kaduna (187.5km)
- Lagos – Ibadan (181km)



- Ibadan – Ilorin (200km)
- Ilorin – Minna (270km)
- Minna – Abuja (145km)
- Minna – Kano (360km)

The Abuja–Kaduna first completed standard gauge line in the country was recently commissioned by Mr President and has commenced passenger services

iii. Ports Reforms and Development

Ports Concession: In 2006, the Federal Government of Nigeria carried out comprehensive Ports Reform that made NPA a Landlord & Technical Regulator and delineated the Ports into 26 specialized terminals and concessioned those to private Terminal Operators. Terminal Operators became responsible for all aspects of cargo handling operations and Terminal upgrades under the Concession Agreements.

Deployment of Information Communication Technology (ICT) through the provision of Electronic Access Control to the Ports, e-Payment and Electronic Ship Entry Notice (e-SEN) by the NPA;

Channel Management: The NPA has established a long term structure for continuous Channel Management of the navigable channels through the Joint Venture Partnership in Lagos, Bonny and Calabar pilotage districts.

Establishment of Inland Container Depots (ICDs)/Container Freight Stations (CFS): The Federal Government has approved the establishment of Inland Container Depots (ICDs) at various locations in the country, spread across the Geo-Political Zones, on the basis of

Public Private Partnership (PPP) under the Build, Own, Operate and Transfer (BOOT) Strategy.

The Federal Government has granted approval to the Nigerian Shippers' Council to operate as the Economic Regulator for the Ports to streamline and coordinate cargo clearing processes, eliminate costly delays and cumbersome cargo clearing procedures among others.

iv. **Effective Use of Inland Waterways Transportation** Government has completed the dredging of the Lower River Niger from Warri (Delta State) to Baro (Niger State) – 572km - to facilitate all-year navigability. Maintenance dredging as contained in the initial contract is completed.

Processes are on-going for the formation of a channel management Company for Maintenance dredging under a Joint Venture arrangement.

v. **Enhancing Maritime Safety and Security and Promoting Indigenous Ship Ownership**

vi. **Enhancing Human Capital Development in the Transport Sector**

The Transport Sector is driven by highly specialized manpower. In order to keep pace with the dynamic nature of activities in the sector, continuous training and re-training of personnel is required. In this regard, the Nigerian Institute of Transport Technology (NITT), Maritime Academy of Nigeria (MAN) Oron and Nigerian Maritime Administration and Safety Agency (NIMASA) are engaged in specialized



(PPP) under the Build, Own, Operate and Transfer (BOOT) model. Presidential approval has been granted for the gazette of the Inland container Depot at Kaduna as a port of Origin and Destination for export and import respectively.

Development of Standard Gauge New Rail Corridors:

Feasibility studies to develop seven (7) Standard Gauge Railway Corridors under the PPP have been completed. Process for engaging Transaction Advisors to actualize the initiative is on-going.

- Feasibility studies are on-going on six (6) additional corridors
- National Shipping Line is to be resuscitated through PPP

viii. Promoting Intermodalism in the Nigerian Transport System: One of the major mandates of the Ministry is to coordinate the interface of the various modes of transportation (Land, Water and Air) to achieve an integrated transportation System under the National Integrated Infrastructure Master Plan (NIIMP). In pursuit of the above, the Ministry has published the National Transport Master-plan (NTM).

Target: To Develop a Seamless Intermodal Transport System.

Adoption of the National Transport Master-plan (NTM):

The National Transport Master-plan (NTM) is to address an integrated transport infrastructure

linking up all transport modes (air, rail, road, water and pipeline).

Rail Link to Commercial, Industrial, Mining Centres and Agricultural Clusters: The Federal Government has rehabilitated the 1.6km rail link in the Apapa Port Complex through the Nigerian Ports Authority (NPA). Work is on-going for the rehabilitation of Rail line linking the Rivers Port Complex. The sidings and loop lines as the Apapa Industrial area of the Main Western Narrow gauge Rail line are being rehabilitated.

ix. Promoting Seamless, Efficient and Cost Effective Trade

In its determination to achieve the promotion of seamless, efficient and cost effective trade, the Federal Government of Nigeria created the Council for the Regulation of Freight Forwarding in Nigeria (CRFFN) to standardize freight forwarding in Nigeria and the Nigerian Shippers' Council (NSC) which has the responsibility to advise Government on the adequacy, availability and affordability of shipping services.

Council for the Regulation of Freight Forwarding in Nigeria (CRFFN): The Council has brought about professionalized freight forwarding in Nigeria. The Council has accredited 12 Training Institutions to run Professional Diploma and Higher National Diploma in Freight Forwarding and Supply Chain Management of the International Federation of Freight Forwarders Association (FIATA). Training of members has commenced in the of the above mentioned courses.

The Council Produced maiden register of freight training programmes for personnel in the sector



The ultimate aim is to produce competent and professional manpower to Service the Transport Sector in line with Global Best Practices and as a nation reduces Capital Flight in the area of Human Capital Development in foreign institutions.

NIMASA under the Nigerian Seafarers Development Programme (NSDP) is currently training over 2,500 Cadets in various maritime professions at degree levels

NIMASA has established Maritime Institutes in four Nigerian Universities. Maritime Academy of Nigeria, Oron is being upgraded to a degree awarding institution.

vii. Promoting Public Private Partnership (PPP) in the Transport Sector

In order to encourage Private Sector participation in the development of the Transport Sector, the Federal Government initiated PPP models. This also informed the decision to repeal and re-enact the various Transport Sector Acts in order to allow for Private Sector participation.

Ports Concession:

In order to enhance efficiency in Ports Operations in line with Global Best Practice, the Federal Government concessioned the Ports to Private Terminal Operators in 2006. Terminal Operators became responsible for all aspects of cargo handling operations and terminal upgrades under the Concession Agreements.

Brownfield (Re-developments and Expansion) Onne Port Complex: Completed and commissioned Phase 4 with a quay length of 750m. Works have commenced at Phase 4B

(Berths 12 to 19) expansion Project in Federal Ocean Terminal, Federal Ocean Terminal (FOT), Onne:

- Quay length: - 2000m,
- Designed Depth: - 12m
- Channel Width: - 250m

Upon completion, it will become the largest Oil and Gas Terminal in the world. Currently, over 170 companies are operating in the Complex within the Oil & Gas Free Trade Zone (FTZ).

Greenfield (New) Ports Development: To complement the existing ports, the Federal Government (FG) initiated the development of New Ports using various PPP models.

The new Ports are:

The Lekki Deep Sea Port being developed in partnership with the Lagos State Government (LASG) and MessrsEurochem Technologies Corporation Ltd;

Ibom (formerly Ibaka) Deep Sea Port being developed in partnership with AkwaIbom State Government and the Private Sector;

The Badagry Deep Sea Port in Lagos has been approved recently by the FEC (July 2016) approved.

Development of Inland Container Depots/Inland Dry Ports: The Federal Government has approved the establishment of Inland Container Depots (ICDs) at various locations in the country, spread across the six (6) Geo-Political Zones, on the basis of Public Private Partnership





forwarders with 1,435 individuals, 405 corporate practitioners and 2 Professional Associations.

Nigerian Shippers' Council (NSC): Standardization and Facilitation of Ship Trade amongst Stakeholders in Nigeria.

10. The Way Forward

a. Policy makers in Nigeria need to develop strategies towards achieving a more efficient transport system which will definitely reduce money, time, land, and other resources which are lost in any inefficient system. It will also reduce the risk involved in transportation. An efficient transport system will promote economic development.

b. Promote more efficient operation (faster loading, reduced downtime); lower equipment cost (less expensive and more durable vehicles, higher fuel efficiency) and reduce labour cost (automation, lowers wages and benefits). Other benefits are reduced shipping distance and volume, higher travel speeds (faster vehicles and reduced congestion delays); truck and heavy vehicle lanes; and efficient road pricing (leading to higher-value trips).

c. Improving transportation options (encourage walking, cycling, ridesharing, public transit, taxi, car sharing, delivery services, telework and more accessible land use) can increase economic efficiency if demand exists

d. Transportation planning reforms promotes efficiency through the engagement of accessibility-based planning which expands transport solutions to include improvements to alternative modes, mobility management, more accessible land use, and mobility substitutes such as telecommunications and delivery

services.

e. Creation of employment and improvement in the local economy will also encourage public transport system.

f. Transportation policies that allow households to reduce their vehicle ownership and fuel consumption will increase local and national employment. Large employment gains tend to result from policies that expand high-quality public transportation systems, partly because of transit service employment and partly due to reduction in automobile expenditures.

g. A total overhaul and the recruitment of more staff to speed up the operations of Enforcement Agencies.

h. The current patrol on Nigerian roads by the police force will require greater commitment to inter-regional roads which have experienced series of crimes in recent times.

i. Attitudinal change by the various Agencies of the government at all levels in charge of the various modes of transportation.

j. Encourage private investment in the building and maintenance of transportation infrastructures, such as airports, railroads, seaports etc.

11. CONCLUSION

There is no gain saying that our transportation sector is bedeviled with a lot of challenges and that urgent but decisive steps need to be taken to remedy the situation. For Nigeria to attain the status of a manufacturing economy by 2020, the country must attend to the urgent need to develop other modes of transport, to ease the pressure on our roads which will further boost economic activities, attract foreign investments, and create employment countrywide especially in the rural areas. Any organization or group of Nigerians



that focus on the subject of infrastructural development especially transportation is embarking on a patriotic cause of redeeming our country from years of inefficient management of the catalyst and livewire of the economy, and I commend the organisers of this conference for their initiative.

It is universally accepted that transportation is a catalyst of National development this all important sector of our economy must not be neglected. The provision of adequate infrastructure is key to the development of the transportation sector; developed countries know this and have used the knowledge to their advantage. Their advanced economies can be linked to their sophisticated transportation system which can also be linked to the availability of adequate infrastructure. Examples of such countries are Brazil, USA, Japan etc. In Nigeria on the contrary, the transportation infrastructure available to the working population are few and are inefficiently coordinated or regulated.

12. The Country is ready for change and the transportation sector cannot be left behind. As experts in this sector, we know that an efficient and effective transportation system can turn our economy around for good. You will all agree that

the Ministry is not resting on its oars, our goal is the attainment of world class transportation system that is sustainable and globally competitive; most importantly, setting our country on the pedestal to development.

13. In order to achieve all of these, all hands must be on deck, Government, Stakeholders and the Citizens; it is going to be a team work. Due to the limited resources available to government at this time, it intends to achieve all of these partly through the Private Public Partnership (PPP). Proposals are welcome from stakeholders who wish to invest in the sector through the PPP arrangement.

14. I enjoin you all to participate actively in this Conference with a view to developing ideas and working documents on policy and strategies for implementation.

THANK YOU FOR LISTENING.

Reference



TGI TRANSPORT INFRACTURE BLUE PRINT 2016

**BLUE PRINT FOR IMPROVING TRANSPORTATION INFRASTRUCTURE IN AFRICA
ISSUED AT THE END OF THE TWO DAY INTERNATIONAL CONFERENCE ORGANISED
BY TRANSPORTATION GROWTH INITIATIVE AT THE SHERATON HOTEL AND
TOWERS, ABUJA, NIGERIA FROM MONDAY 24TH TO TUESDAY 25TH OCTOBER, 2016**

INTRODUCTION

The Transportation Growth Initiative (TGI), is a coalition of the private and public transportation and relevant stakeholders in Nigeria, initiated in 2012 as the hub of Transportation research and networking to address challenges in the industry, among the cardinal platforms for achieving TGI's objectives is the hosting of an annual International Transportation Conference. This 1st edition held from 24th-25th October, 2016 at Sheraton Hotel and Towers, Abuja, with the theme "Improving Infrastructure for Sustainable and Efficient Transportation"

2. The Conference which was the 1st official outing of the TGI since it commenced activities in 2015, brought together 314 persons who are some of the best minds in the transportation industry from eleven countries of the world including United Kingdom, The Netherlands, Luxembourg, Liberia, Ethiopia, Ghana, Malawi, Uganda, Kenya, Benin Republic, and the host country, Nigeria which had massive attendance of the Local stakeholders from all transport modes in Nigeria. Equally, 2 State Executive Governors, 2 Federal Cabinet Ministers from Nigeria, and a representative of the Deputy Minister of Transportation Ghana, 13 Chief Executive Officers of Transport Related Federal Government Agencies, Commissioners of

Transportation from Some States in Nigeria where on hand to give political backing to the conference. This are apart from captains of industry, the academia, transport related Unions, and the diplomatic Corps.

3. The conference had partnership and support/endorsement of several international organisations who were equally represented. These includes United Nations Environmental Program which sponsored a session of the conference, The European Union Delegation to Nigeria, ECOWAS Commission, Sub-Saharan African Transport Program (SSATP), International Road Safety Organisation (PRI), World Cycling Alliance and European Cyclists Federation, amongst others.

AIM

3. The conference was necessitated by the need to address the nagging problems of transportation infrastructure deficits, which is majorly informed by lack of capacity and political will. The conference therefore provided a platform for knowledge sharing, networking of stakeholders in the transportation industry (aviation, marine, road, rail and pipeline), to produce a blue print for improving transportation infrastructure in Nigeria as well as Africa.



OBJECTIVES

5. The conference had the following objectives;
 - a. Bring together experts and policy makers in the transportation industry in a unified platform to discuss the challenges facing the transportation sector in Nigeria and in Africa.
 - b. Come up with intermodal structure to address transportation infrastructure needs in Nigeria.
 - c. Expose the apparent burden of infrastructure deficits and possible proactive steps in transport infrastructure planning to meet the forecast in population growth.
 - d. Create a platform for monitoring transport infrastructure progress and track policy implementation by the different levels of government in Nigeria.
 - e. Interface with local and international organizations with similar objectives to promote best practices for efficient transportation system in Nigeria and in the African Continent, and
 - f. Recommend the conference outcome for adaptation by governments of all countries in Africa
 - g. Explore different transport infrastructure funding models around the globe comparatively with existing models with a view to presenting best option to be adapted by governments
 - h. Mainstream the need for focal attention to the provision of transport infrastructure for Non-Motorised Transportation users in the light of the Sustainable Development Goals and the New Urban Agenda

OBSERVATIONS

6. A total of 51 technical, operational and scientific papers were presented by renowned technocrats, transport practitioners, decision makers and captains of industry from Africa and Europe in 2 consolidated plenary sessions and 10 concurrent modal-based syndicate sessions. The plenaries were also followed by high level dialogue sessions where stakeholders bare their minds over bulging transport infrastructure issues. From the presentations and the dialogue sessions, the following were observed, among others:
 - a. That there is general effort by different levels of government to provide transport infrastructure but this efforts are limited and lack capacity to meet the needs
 - b. Nigeria and most African countries have not given transport infrastructure the needed attention as a fundamental factor to sustainable economic development
 - c. That the sea port and airport systems in Nigeria and some African countries are mostly characterised by manual processes which encourages corruption and delays, resulting in congestions as well as man hour loss
 - d. That even though about 40% of road crash fatalities are pedestrians in Nigeria and a large percentage of city dwellers commute by Non-motorised transportation by necessity, there are no deliberate effort by different levels of government to provide infrastructure for cycling, walking and people with disability to encourage patronage and guarantee user safety.
 - e. That road transportation in Nigeria is largely unregulated yet with multiplicity of agencies handling similar functions. This make road



transport business an all comers affair with attendant substandard vehicle use and inefficient ticketing services.

- f. That the present private public partnership model for funding infrastructure in Nigeria lacks the cognate legislation to guarantee business security and safe returns on investments for investors on one hand and to meet the needs of the population on the other hand.
- g. That Nigeria's land use, urban planning and road infrastructure provision policies are not inclusive and basically car-centred thereby putting vulnerable road users at high risk. This has encourage traffic congestions, pollution and national fuel consumption amongst other health, economic and social consequences.
- h. The inadequacy and reliability of transport/traffic data is hampering coordinated transport infrastructure planning and provision
- I. The non-application of Intelligent Transport system and other innovative technologies is contributing to the traffic indiscipline, insufficient enforcement, fatalities and other similar consequences in Nigeria
- j. The multiplicity of agencies with taxes, inadequate and Morden infrastructure and the capacity of operators is largely responsible for the low patronage and global rating of Nigeria as the 75th out 150 country sea ports, when in essence Nigerian ports should be serving as the commercial hub for Africa because of their strategic locations, this is similar to the airports.
- k. There are too many unviable airports with limited local and international patronage

RESOLUTIONS/ACTION PLAN

7. The resolutions arising from the conference are presented on modal bases as shown below. Stakeholders and participants agreed as follows;

a. Maritime

- i. Latest technologies should be deployed in port management especially in the areas of clearance, cargo management, payments, etc.
- ii. Sea ports in Nigeria with all stakeholders need better regulatory framework and centrally coordinated management and should be thus implemented.
- iii. Adequate resources should be provided for deployment of appropriate technologies for the Nigerian Maritime Academy to run seafarer competency trainings and other best practice courses. The academy organisational structure should also be realigned with conventional polytechnics to enhance efficiency .
- iv. The implementation of ISPS code for port security has been successful in Nigeria. However, organisations are encouraged to be ISPS code compliant.
- v. The completion of dredging of the Rivers Niger and Benue respectively should be vigorously pursued to enable transportation of goods from the communities along these waterways

b. Road Transportation

- I. There should be the adoption of Performance Based Contracting for road infrastructure development and maintenance drawing from the example of Output and Performance Based Road Contracting (OPRC) Project in Kaduna state.



- ii. The ongoing reform in the road sector should be sustained to predispose the sector to the attraction of private financing, appropriate capacity and value-for-money cultures in national road management policies
- iii. Stakeholders should support the National Assembly to fast track the passing of Transport sector reform bills, namely, Federal Road Authority Bill, Road Fund Bill, Road Advisory Board Bill.
- iv. There should be the consolidation of some agencies of government leading to a centrally coordinated management through legislation, and clear role definition to remaining Federal and state agencies. This will forestall crisis that may arise even if the road sector reform bill is passed.
- v. Government should adopt the development of Hierarchical Road Designation in the identification and management of road segments of the national road network in Nigeria. This should be reflected in the Road Sector Reform Bill pending before the National Assembly.
- vi. There should be the Institutionalization of Community participation in road asset management and maintenance.
- vii. Cities should employ intelligent traffic technologies and deployment of smart traffic enforcement tools to reduce road traffic accidents and fatalities on our roads.
- viii. There is the need to improve quality of data through appropriate deployment of ICT infrastructure like the VIA.nl software for transport and road safety data reliability and usefulness.

c. Rail Transportation

- I. The ongoing effort to concession the railways

to GE is commendable and should be thus supported, this will result in efficient rail connectivity to improve access to production centres

- ii. The Public Private Partnership (PPP) in rail transport should be further liberalised through legislations such that private sector investors are able to recover their investment with returns even if government have no physical financial return, knowing that there is nowhere in the world that rail projects are built for profit; but the social and economic benefits from citizen's usage are good enough a profit to government.

d. Aviation

- i. There should be institutional policy direction consistent with global best practices that will prevent the present frequent policy changes which is a great discouragement to airline operators.
- ii. Nigeria loses about 1.4 billion annually to capital flight through foreign airlines. This explain again the need to invest in a national carrier while also providing a bailout to local airlines so they can compete with their international counterparts.
- iii. There should be a deliberate national policy to restrain State governments from building airports as most existing State airports are not viable. This policy should provide basic minimum standard for building of an airport and should be strictly enforced.

d. The Role of Private Sector and Professions in Transport Infrastructure.

- i. There should be the development of an integrated transport infrastructure master plan with input from all states of the Federation and FCT to address future demand on transport, especially in the light of population growth.



- ii. The private sector should drive major transport infrastructure projects at the state level just as it is being done at the federal level. This will reduce burden of funding on the lean resources in the state purse.
- iii. Local professionals should form the fulcrum of project implementation in Nigeria, and the professionals should be those certified by the professional bodies in the relevant industry for instance, the Chartered Institute of Logistics and Transport

e. Sustainable Transport Infrastructure Funding and Partnerships.

- i. The present PPP model in Nigeria is good enough if there is strong legislations to secure investors business and guarantee returns.
- ii. African governments need to double public financing of transportation infrastructure in the next 5 years through increased budgetary allocations. This should not only be seen as providing infrastructure but providing the live wire for other economic development.
- iii. Nigeria and other African Countries needs to improve taxation for road use. This include tolling and or percentile payment through fuel consumption
- iv. Encouraged private sector finance of major infrastructural development of major tolled projects such as Ring Roads.
- v. Government should empower a single agency of government to coordinate investment flow to transport sector and remove barriers to investment

f. Urban Mobility and Non-Motorised Transportation Infrastructure

- i. Provision of facilities to encourage public

transport combined with NMT should take priority in cities especially in the light of the SDGs and the New Urban Agenda.

- ii. Urban road design and facility provision should be people cantered rather than car focused.

- iii. The Draft National Cycling Policy and Strategy Developed by stakeholders in 2014 should be review and approval obtained. This should be done in collaboration with the UNEP effort to produce an NMT policy for Nigeria.

- iv. Awareness creation on urban cycling needs to be intensified to target the top political and technical leadership at state and federal levels, as well as for the general public. Stakeholders should hold activities like Car Free Days, city leaders should have designated cycle only streets, infrastructure for bike share on campuses and safe route to school that encourages school children to cycle.

- v. Urban transport and Infrastructure policies should be developed by state governments and FCT with clearly stated requirements like provision of bicycle lanes and pedestrian walkways on all roads whose design speed is above 30km/h, designation of shared roads with adequate information signs to guide public road use, etc.

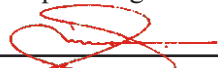
- vi. Existing urban road networks and intersections should be re-engineered to be all-inclusive meeting the needs and provide for the safety of all road users including the physically challenged, cyclists, pedestrians and other vulnerable road users

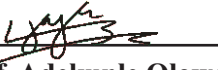
g. The Future of Transportation in Nigeria

- i. There is need for development of GIS-Based



- information Management System for Transport Infrastructural planning, design and maintenance.
- ii. States should take responsibility to develop standards that will improve Modernization of Transit stations/ Terminals with appropriate deployment of technologies for efficient service delivery in mass transit, particularly the use of cards instead of cash transactions should be encouraged.
- iii. The relevant agencies of government needs to work more closely to stem the menace of importation of vehicles with outdated technologies, while drawing up a timeline for facing out vehicles that does not meet minimum standards on Nigerian Roads.
- iv. Bearing in mind the National Auto Policy, there is the need to specifically reduce tariff for business (Assembly, Importation, manufacturing) of driverless vehicles, drones, and electric vehicles to encourage affordability and patronage.


Chief Osita Chidoka, OFR,
Chairman TGI BOT


Asst. Prof. Adekunle Olowosulu
Chief Rapporteur



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- Dr Abimbola Odumosu, NITT - Member
- Dr Arafat Yero, ATBU - Member
- Dr GT Aronsayin, UNILORIN - Member
- Dr Maxwell Nwachukwu, UNN - Member
- Engr. Dr Hashim, BUK - Member
- Emmanuel John, TGI Sec. - Member

Mobilization and contact

- Alh. A Othman, FAAN - Chairman
- Engr. Segun Toluhi, FERMA - Member
- Mr Ese Idigbe, Richfield Technologies - Member
- Mr Aloga I Ogbogo, NARTO - Member
- Kola Onadipe, Honore Bicycles. Lagos - Member
- Alh AS Bashir, Nig Shippers Council - Member
- Benjamin Sani - Member
- Cmrd Edi Nwabeze, RTEAN - Member

Protocol, Accommodation and Venue

- Dr Anthonia Ekpa, FMT - Chairman
- Engr Fildelis Agbahi, NIWA - Member
- CC Olawoyin Fumibi, FRSC - Member
- Mr Georde Omange, NBBRI - Member
- Abubakar Othman, FAAN - Member
- Engr Yahaya Abdulahi, NADDC - Member
- Mr Aniefon Akpabio, NESREA - Member
- A Attah, FRSC - Member
- Emeka Agbasi, FERMA - Member

Secretariat

- Sani Yahaya, NCAT - Chairman
- Emmanuel John, TGI Sec. - Member
- Samuel Obor, FRSC - Member
- Maximus Emeka, Peace Mass Tr. - Member
- Dooshima Inyaregh, FRSC - Member
- Suleiman Adamu Danzaki, NURTW-Member
- Chukwuma Ezurike, FRSC - Member
- MA Adedoyin, FMT (Aviation) - Member
- Rose Jombo, FRSC - Member
- Sarah Ajokpaniovo, FRSC - Member





List of International Participating Organizations

1. Ministry of Transport, Benin Republic
2. LuxMobility Luxembourg
3. Ahadu Buses, Amsterdam, The Netherlands
4. Global Road Safety Film Festival, Paris France
5. Makerere University Campala, Uganda
6. Africa Transport Policy Program (The World Bank) SSATP, Kenya
7. Ministry of Transport Accra, Ghana
8. United Nations Environment Programme (UNEP) Nairobi, Kenya.
9. Sub-Saharan-African Client Group Credit Suisse, London
10. European Cyclists Federation, Belgium
11. World Cycling Alliance (WCA), Germany
12. Botswana University of Science and Technology, BOTSWANA
13. Liberia Airport Authority, Monrovia, Liberia
14. National Road Safety Commission, Accra Ghana
15. Credit Swiss London
16. European Union Delegation to Nigeria
17. ECOWAS Commissions, Abuja, Nigeria

Universities And Research Institutes

1. Obafemi Awolowo University Ile Ife, Nigeria
2. Nigeria Collage of Aviation Zaria, Nigeria
3. Olabisi Onabanjo University Ago Iwoye, Ogun state, Nigeria
4. Maritime Academy of Nigeria Oron, Nigeria
5. Ahmadu Bello University, Zaria, Nigeria
6. Nigerian Meteorological Agency, Abuja , Nigeria
7. Nigeria Building and Road Research Institute, Abuja, Nigeria
8. University of Lagos, Akoka, Lagos, Nigeria
9. Bayero University, Kano, Nigeria
10. University of Abuja, Nigeria
11. University of Nigeria, Nsuka, Nigeria
12. Nigeria Collage of Aviation Technology, Zaria, Nigeria
13. Abubakar Tafawa Balewa University, Bauchi, Nigeria
14. Federal University of Technology, Mina, Nigeria
15. University of Illorin, Nigeria
16. Federal University Wukari, Nigeria
17. University of Port her court, Rivers State



List of Local Participating Organizations

1. Nigeria Shipper's Council Lagos, Nigeria
2. Mercedes Benz Nigeria
3. Federal Airports Authority of Nigeria
4. National Institute for Transport Technology Zaria, Nigeria
5. Federal Ministry of Transport, Nigeria
6. Peugeot Automobile, Kaduna, Nigeria
7. Innoson Vehicle Manufacturers, Abuja Liaison, Nigeria
8. Cycle Shop Ltd. Lagos
9. Safety Rider Technology Ltd. Abuja.
10. Lagos Metropolitan Area Transport Authority Ikeja, Lagos.
11. Wheelers Cycling Club Maitama, Abuja.
12. Cross River State Government Nigeria
13. Nyanya Mass Transit Nyanya, Abuja.
14. ABC Transport Plc Umuoba, Owerri. Nigeria
15. Nigerian Export Import Bank (NEXIM) Garki, Abuja.
16. The Government of Kaduna State, Nigeria
17. Nigeria Civil Aviation Authority Ikeja Lagos.
18. Arik Air Limited. Lagos Nigeria
19. Ship Owners Association of Nigeria Ikoyi, Lagos.
20. Tin Can Island Port Marina, Lagos.
21. Ministry of Works, Housing and Power Mabushi, Abuja.
22. Airline Operators Association of Nigeria Murtala Mohammed Airport Ikeja Lagos.
23. God is Good Motors Benin City, Edo State, Nigeria
24. National Centre for Technology Management (NACETEM),
25. Goggle in Nigeria , Abuja, Nigeria
26. Federal House of Representative, National Assembly Complex Abuja, Nigeria
27. Nigerian Ports Authority Marina, Lagos, Nigeria
28. Federal Road Safety Corps Headquarters Abuja, Nigeria
29. Lagos State Traffic Management Authority Ilupeju-Oshodi, Lagos, Nigeria
30. Nigeria Railway Corporation, Lagos
31. Efull Technologies Abuja, Nigeria
32. Sudan Embassy in Nigeria
33. National Inland Waterways Authority, Lokoja, Nigeria
34. Federal Ministry of Science and Technology, Abuja, Nigeria
35. Chevron Limited , Abuja, Nigeria
36. National Emergency Management Agency Abuja, , Nigeria
37. National Union of Road Transport Workers Headquarters, Abuja, Nigeria
38. National Association of Road Transport Owners Headquarters, Abuja, Nigeria
39. Federal Capital Territory Administration, Abuja, Nigeria
40. Department of Road Traffic Service, FCT, Abuja, Nigeria
41. CNSR/BENIN, , Nigeria
42. EPD Consults Limited Abuja, Nigeria
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List of Local Participating Organizations

44. Nigerian Navy Headquarters, Abuja, Nigeria
45. European Union Delegation to Nigeria
46. Road Transport Employers Association of Nigeria, Abuja, Nigeria
47. Synapse Service Limited, Lagos, Nigeria
48. Aso Driving School, Abuja, Nigeria
49. Greenville Oil & Gas Limited, Abuja, Nigeria
50. Celdon Group, Abuja, Nigeria
51. Red Sapphire Limited, Abuja, Nigeria
52. Chatered Institute of Transport and Logistics, Nigeria
53. SNU LTD, Lagos, Nigeria
54. Metrorail Ltd. Lagos, Nigeria
55. Child Safety Foundation, Abuja, Nigeria
56. DAMO International Ltd. Abuja, Nigeria
57. Purple Global, Abuja , Nigeria
58. Michael Adedotun Oke Foundation, Abuja, Nigeria
59. Nigerian Maritime Administration and Safety Agency, Lagos, Nigeria
60. Xnet Security Limited, Abuja, Nigeria
61. FCS Ltd, Abuja, Nigeria
62. Infrastructure Consessuion Regulatory Commission, Abuja, Nigeria
63. Atek and Cross Limited, Abuja, Nigeria
64. ABS Royal Gil Abuja, Nigeria
65. Grass root Peace Initiative, Abuja, Nigeria
66. TSL Motors Limited, Lagos, Nigeria
67. Federal Roads Maintenance Agency, Abuja, Nigeria
68. EMMAB GLOBAL Resources Limited, Abuja, Nigeria
69. Federal Ministry of Agriculture, Abuja, Nigeria
70. HIM Abuja, Nigeria
71. West African Road Safety Organisation, Abuja
72. Cyclopedia Bicycles, Portharcourt, Nigeria
73. Federal Ministry of Lands, Housing and Urban Development, Abuja, Nigeria
74. NEM INSURANCE, Abuja, Nigeria



Electronics and Print Media Participating Organization

1. TVC News, Nigeria
2. The Authority Newspaper, Abuja, Nigeria
3. Africa News, Lagos, Nigeria
4. Senior Citizen Newspaper Abuja, Nigeria
5. Nigeria Television Authority, Abuja, Nigeria
6. News Agency of Nigeria, Abuja
7. National Platform, Newspaper, Abuja
8. Associate Press, Lagos, Nigeria
9. Daily Times Newspaper, Lagos, Nigeria
10. Core TV News Abuja, Nigeria
11. Radio Nigeria, Abuja
12. The Bureau magazine, Abuja, Nigeria
13. Daily Trust Newspaper, Abuja , Nigeria
14. Vanguard Newspaper, Abuja, Nigeria
15. The Guardian, Newspaper, Abuja, Nigeria
16. Thisday Newspaper, Abuja, Nigeria
17. Ogun State Tv Abeokuta , Nigeria
18. ITV, Abuja, Nigeria
19. Galaxy TV, Abuja, Nigeria
20. LOVE FM, Abuja, Nigeria
21. Leadership Newspaper, Abuja, Nigeria
22. Score-Card Magazine, Abuja, Nigeria
23. Child Safety Foundation, Abuja, Nigeria
24. Peoples Daily Newspaper, Abuja, Nigeria
25. Business Day Newspaper, Abuja, Nigeria
26. MAOF Press, Abuja, Nigeria
27. Niger Delta Standard Newspaper, Portharcourt, Nigeria
28. NAGARTA Radio Kaduna, Nigeria
29. National Mirror Newspaper, Abuja, Nigeria
30. African Independence Television, Abuja, Nigeria
31. Blue Print, Abuja, Nigeria
32. Cool, Wazobia, Nig. info FM group, Abuja, Nigeria
33. Independent news, Abuja, Nigeria
34. Nigeria Television Authority
35. Channels TV, Abuja

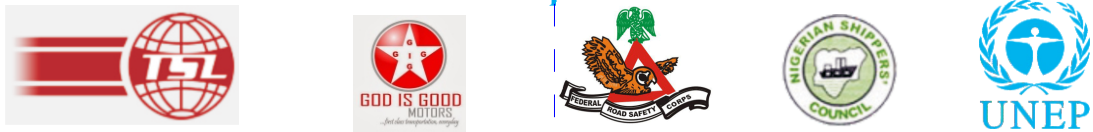
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ISSN 2945835-6



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Corporate Head Office: No: 4, Maputo Street, Wuse Zone 3, Abuja Nigeria

Mobile: +234 (0) 803 599 4482, 805 829 8679

Website: www.tgi.org.ng | **Email:** info@tgi.org.ng

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