



TGI TRANSPORT INFRASTRUCTURE 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 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

4. 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 difference 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 No-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 Chattered 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 centered 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

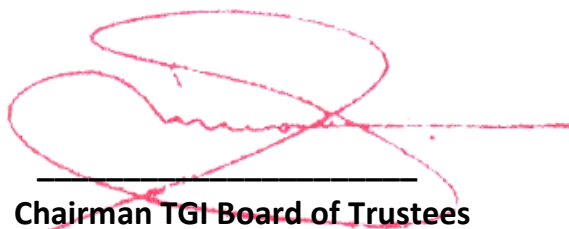


- iv. Bearing in mind the National Auto Policy, there is the need to specifically reduce tariff for business (Assembly, Importation, manufacturing) of driverless vehicles, drones, and electric vehicles to encourage affordability and patronage

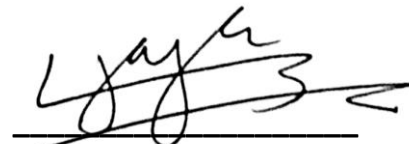
CONCLUSION

8. The Participants commended the efforts of TGI and its Stakeholders for initiating this knowledge driven conference that will promote efficient transportation in Nigeria and the African continent, they also plead with all relevant stakeholders in Nigeria to implement the outcome of this conference while also encouraging other African countries to adopt and adapt the content of this outcome. In the light of this, the African Sustainable Transport Forum (ASTF) is to drive the implementation of this Blue Print Africa-wide. The list of Government Agencies, local and international organisations and the media that participated in the conference is attached.

9. Similarly, The Transportation Growth Initiative Planning Committee expressed deep appreciation to participants from far and near for sparing time to attend the conference. The next Conference is scheduled for **23rd to 24th October, 2017** with the theme: **“Smart Mobility Africa: the Time is Now”**.



Chairman TGI Board of Trustees
Chief Osita Chidoka, OFR,



Chief Rapporteur
Asst. Prof. Adekunle Olowosulu, Ph.D

TRANSPORTATION GROWTH INITIATIVE
SIGNED THIS DAY IN ABUJA, 25TH OCTOBER, 2016

