



“BLUE PRINT FOR SMART MOBILITY IN AFRICA 2017” ISSUED AT THE END OF THE TWO DAY INTERNATIONAL CONFERENCE ORGANISED BY TRANSPORTATION GROWTH INITIATIVE AT THE NAF CONFERENCE CENTER KADO, ABUJA, NIGERIA FROM MONDAY 23RD TO TUESDAY 24TH OCTOBER, 2017

INTRODUCTION

The **Transportation Growth Initiative (TGI)**, is a coalition of Private and Public Transportation and Relevant Stakeholders in Nigeria, incorporated 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 annual International Transportation Conference. The 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 2nd TGI International Transportation Conference with the Theme: “**Smart Mobility Africa: Issues, Challenges and Opportunity**” took place from 23rd to 24th October, 2017 at the NAF Conference Center, Kado, Abuja Nigeria.

AIM

3. The Conference was informed by the need to bring to the front burner, Smart Technologies in Transportation in Nigeria and Africa. There are global targets and different Countries around the globe have set or are setting agenda on how to realize these targets, but Africa seem to lag behind in taking steps in this direction. The Conference therefore aimed at setting agenda for Smart Mobility through a blue print for Nigeria which could be adopted by other African Countries.

OBJECTIVES

4. The key objectives of the conference are:
- To develop a “**Blue Print for Smart Mobility**” for Nigeria and Indeed Africa.
 - Give Transport Stakeholders a clear picture of how the world is moving on this crucial subject and



- c. Arouse the interest of all to begin to take appropriate steps to make Nigeria and other African countries “Smart” in Mobility.

PARTICIPATION

5. The Conference had participants and presenters from 5 African Countries of Kenya, Sierra Leon, Tanzania, Cote D’Voire and the host country, Nigeria, with Stakeholders from all transport modes. The Conference was Chaired by Distinguished Senator Gbenga Ashafa, current Chairman, Senate Committee on Land Transportation, representatives of State Governors, Chief Executive Officers of Transport Related companies, Federal and State Government Agencies and Commissioners of Transportation from some States in Nigeria were present to give political backing to the Conference. Others are participants from the Academia, Transport related Unions, and Students.

PARTNERSHIPS AND ENDORSEMENTS

6. The Conference had partnership and support/endorsement of several International Organizations some of whom were equally represented. They include Sterling Bank which was the official sponsor of the conference, United Nations Environmental Program Sub- Saharan African Transport Program (SSATP), International Road Safety Organization (PRI), Academus Urban Mobility Dialogue, Germany, Institute for Transport and Development Policy; Kenya, International Association of Public Transport (UITP), among others.

SESSIONS

7. There were 8 consolidated plenary sessions where technical, scientific and operational papers were presented by local and international experts. Each session was followed by a dialogue session where high level panel of experts and participants expressed their views on bulging issues relating to Smart Mobility and how Nigeria/Africa can join the league of Countries achieving success on this subject.

OBSERVATIONS

8. Following the presentations and the dialogues, the under mentioned were observed:



- a. Nigeria and Africa generally lags behind in the global effort to make Transport Systems Smart.
- b. Presently, it is not clear if there is any published documents or strategies on Smart Mobility for Nigeria which Stakeholders, can rely on to begin to take appropriate steps.
- c. That there is low level of awareness and misconceptions about Smart Mobility, as a result, there is a general complacency on the part of Stakeholders most of whom consider Smart Mobility a non-implementable concept in this part of the world, at least not in the near future.
- d. The level of private sector investments, partnership and funding models seem not to satisfy current mobility demands, talk less of funding Smart Mobility.
- e. The trip pattern of a city as Abuja is essentially known to be work trips, and Stakeholders wonder why it is difficult to develop appropriate transport program to address the needs and go further to make it Smart.
- f. That even though FCT (Abuja) has a well-articulated infrastructure master plan with Transport component as well as a clear vision to be one of the top 20 Smart Cities of the world in terms of Urban Mobility Services by the year 2020, this vision with particular reference to “Smart” needs to be extracted outlining the direction for its intermodal Smart connectivity and published separately.
- g. That Nigeria urban cities are largely built for cars rather than for people, this must have informed the provision of infrastructure that are Car Oriented, instead of People Oriented, which would have catered for Public Transit And Non-Motorized Transportation.
- h. Urbanization and population growth is threatening mobility and decision makers and stakeholders seem not to be sufficiently informed of this development.
- i. That the continuous construction of wide roads and or expansion of existing ones to cope with increasing traffic congestion are old fashioned ways of addressing the anticipated challenges.
- j. It is not certain, if there is handshake between Mobility Infrastructure and National development to draw commensurate funding to especially address Road Transportation which accounts for 90% of travels.



- k. There is inadequate supportive policies, standards, regulations, design guidance and more importantly, weak enforcement of existing regulations upon which Smart Mobility could be anchored.
- l. Presently Local government manages 67% of urban roads, State government 27% and Federal Government 6% but Local governments and some States do not have capacity and political will to deploy appropriate Smart Technologies.
- m. Beside Lagos, Governments of different States and FCT have not mustered sufficient courage and political will to invest in BRT even though it is evidently clear that this is where the Urban Mobility solution lies.
- n. That even though Johannesburg and Cape town in South Africa, Dar'E Salam in Tanzania, Rabat in Morocco, Kigali in Rwanda and Lagos in Nigeria are among cities taking steps on Smart Mobility, there is a wide gap in progress comparative to the rest of the world.
- o. The inadequacy and unreliability of Transport and Safety data collected using manual and other less scientific methods is challenging to a fact-based decision making in the Transportation Sector.
- p. There is inadequacy of technology application by especially the road transport companies and to enable trip planning, travel predictions etc. by travelers.
- q. That Nigeria is long overdue for a shift to cleaner fuels, electric vehicles, solar panel ferries, tricycles, and planning for autonomous vehicles as its counterparts are doing across the globe.
- r. That appropriate agencies of government should collaborate with TGI to make its **TravelHub** application a success.

RESOLUTIONS/ ACTION PLAN

9. The resolutions arising thereof are presented below. Stakeholders and Participants agreed as follows;

- a. Appropriate Organs of Government such as the Federal Ministry of Transport, National Automotive Design and Development Council and other relevant Government Agencies at the State level should set up mechanisms to develop, publish and commence activities on Smart Mobility in Nigeria.



- b. Appropriate Organs of Government at Federal and State levels, Private Sector and NGOs should take responsibility to enlighten Stakeholders and the general public on Smart Mobility and its positive implications for the economy.
- c. Government should further stabilize the investment climate, seek and attract investors who are keen in funding Smart Mobility solution in cities.
- d. Nigeria and African cities should accept the fact that efficient BRT combined with Non-Motorized Transportation remains the most sustainable solution to Urban Mobility challenges and refocus their urban mobility policies, designs and investments in this direction.
- e. Abuja as well as other Nigerian cities should develop and publish Smart Mobility policy and strategy for their cities.
- f. Nigerian and African cities should deemphasize Car Oriented Urban Developments; refocus Transport Infrastructure policies, designs, land use planning and funding to be people centered. Retool existing programs and projects to make them Cities for People and not for Cars.
- g. That time is rife to see population growth and urbanization as serious threat to Urban Mobility. In this regard Federal and States organs in Nigeria should develop policies to prevent the trend.
- h. The ongoing reform in the Housing Sector should be refocused to allow for low and middle income earners live in the city center, this will reduce high mobility, transportation cost, etc.
- i. The National Assembly should increase annual budgetary allocation to the road transportation subsector to reflect the 90 percentile representation of usage by travels.
- j. Smart Mobility issues should be factored into pending and upcoming transportation Bills at the National assembly.
- k. The National Bureau of Statistics, Federal Road Safety Corps and other Organs of Government should improve the quality of data collection through deployment of appropriate Smart Technologies.
- l. Transport Companies, and Transport related Agencies of Government should have and make their website interactive and publish transport data for public use.



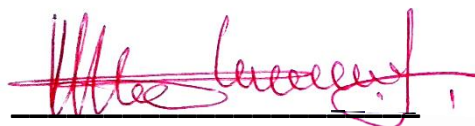
- m. The academics and other researchers should do more to publish Smart Mobility research outcomes to enhance advocacy.
- n. Transport companies should make travel planning easier for travelers on their website and applications and should subscribe to the TGI travel app **TravelHub** which is for free.
- o. Transportation Companies, Organizations and individuals present should join the TGI membership.

CONCLUSION

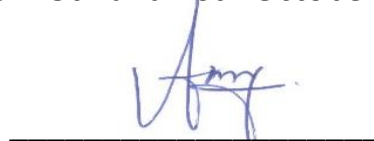
10. Following the successful end of the two day Conference, Stakeholders appreciated the platform created by TGI for knowledge sharing and providing independent guidance to Government and other Stakeholders on topical issues on Transportation. In this regard, participants commended Sterling Bank as the major sponsor of the 2017 Conference. It was further noted that TGI needs more partnership to enhance its funding and address some gaps observed in the 2017 conference. It was therefore resolved that Sterling Bank having taken keen interest in Transportation should take the lead in this partnership.

Participants urged relevant Organs of Government, decision makers and all Stakeholders to see this blue print for Smart Mobility in Africa as a proactive agenda, and take necessary steps to implement areas that concern them.

11. The 2018 Conference date is proposed for 25th and 26th October, 2018.



Dist. Senator Gbenga Ashafa
Conference Chair



Dr Aminu Yusuf
Chairman TGI Board of Trustees

TRANSPORTATION GROWTH INITIATIVE
SIGNED THIS DAY IN ABUJA, 24TH OCTOBER, 2017

