



3rd
**TRANSPORTATION
 GROWTH
 INTERNATIONAL
 CONFERENCE**
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 CBN International Training Institute, Abuja



Theme:

THE ROLE *of* **TRANSPORTATION** *in* **SUSTAINABLE DEVELOPMENT**



PREFACE

It is with deep sense honor that we bring to you the Transportation Growth Initiative Special edition of our National Stakeholders Forum on Sustainable Urban Mobility. The programme is targeted at mainstreaming sustainable urban mobility issues that has, hitherto, been treated with kid's glove over the years.

To begin with, African countries are confronted with a barrage of challenges impeding their development, from deficits in infrastructure to material, financial and human capacity which are crucial for the continent to be at par with her counterparts elsewhere. A cardinal necessity in this regard is efficient and sustainable transportation.



Dr. Adeyemi OMIDIJI
 Executive Secretary, TGI

In order to provide the fulcrum for galvanizing resources to achieve transportation efficiency, the Transportation Growth Initiative was incorporated as an independent, non-profit organization by stakeholders in the transportation and related industries in 2011 and commenced operations in 2015. Key objectives of TGI is Transportation research, Human resource development, progress tracking, best practice recommendation and networking of local and international stakeholders. It began its journey with 7 member organizations, but has grown over the years to 27 government agencies relating to transportation, 5 universities, 4 research institutes, 4 transportation unions, 11 corporate private transportation related companies, several

academics and individual transportation experts.

En tandem with its mandate to provide scientific appraisal of current transportation situation, recommend adaptable best practice initiatives and interventions, it host modal based stakeholders' dialogue and generate expert recommendations to authorities, while enlightening the stakeholders. It is in that light that this event was held and with particular focus on sustainable urban mobility. We were delighted to have all important stakeholders both at national and state levels in attendance.

We do hope that the recommendations arising thereof has provided the needed guide in reforming policies and legislation towards enhancing the efficiency, safety, equity and sustainability of our cities' urban mobility system. We urge all stakeholders to implement this outcome.



Adeyemi OMIDI, PhD

Executive Secretary

Transportation Growth Initiative



Typical Inclusive Street Design in Down Town Vancouver



Painted Bicycle Lane on Major Urban Road

should facilitate the inclusion of NMT as a component of the NRSS.

- r. Institution whether private, government or NGO providing training and education on sustainable urban mobility should be encouraged and support in order to improve Knowledge
- s. Transport programs by the different stakeholders should include sustainable urban mobility issues and TGI could be invited to share their wealth of knowledge to enlighten participants.
- t. Participating institutions should take responsibility for implementing or facilitating the implementation of the outcome of this workshop.

Conclusion

9. Participants commend the efforts of the Transportation Growth Initiative in hosting this kind of events and for taking the responsibility to enlighten stakeholders on Sustainable Urban Mobility. TGI should sustain its engagement with critical stakeholders to ensure wider reach. Stakeholders were therefore urged to support TGI in such efforts as this is needed to enable Nigeria catch up with the rest of the world.



The Mobility Dilemma of Persons with Disability

acquiring transport and road safety data and to make it readily available without requiring bureaucratic bottlenecks to access

- o. The Federal Road Safety Corps, Police and State Traffic Management Agencies should intensify traffic enforcement of lane discipline, speed management and general recklessness in urban areas to make the city safe for pedestrians, children, pregnant women, cyclist and the elderly to enjoy the city
- p. Investing in transport vehicles in form of social



School Children Faced with Road Crossing Challenges

investment as is the case with the Abuja London Taxi of old and the SURE-P investment vehicles given to individuals and groups have never succeeded in adequately meeting the mobility needs of cities, hence such investments should rather be channeled to developing high capacity, organized mass transit systems as light rail, BRT and trams, with an NMT component which benefits residents more and in the long term.

- q. TGI should be included in the Technical Working Group of the National Road Safety Strategy while it



Informal Transport & the Challenge of Road Safety

KEYNOTE SPEECH BY THE EXECUTIVE SECRETARY, FCDA AT THE TGI NATIONAL STAKEHOLDERS WORKSHOP ON SUSTAINABLE URBAN MOBILITY



ENGR. UMAR GAMBO JIBRIN
EXECUTIVE SECRETARY
FEDERAL CAPITAL DEVELOPMENT AUTHORITY

1.0 PROTOCOL

2. This Assembly has been convened to look into ways and means of providing our city with more inclusive urban transportation services in a sustainable manner.

3. The Federal Capital Development Authority (FCDA), is among others saddled with building an all-inclusive territory and a world class Capital City as an international conference tourism destination. A good transportation service to such destination is key to achieving this. The FCT is always delighted to play as a city host to any

talkshop that addresses matters on improved city transportation since such input will enhance the shaping a better standard of providing transportation facilities of commuters and goods.

4. Overtime, the FCDA has benefitted from seminars and advices from communiqué passed at the end of workshops such as this aimed at improving our transportation facilities. Talkshops that substantially engage commuters have been rare. They have rather been exclusive to specialist and experts, but am glad commuters are here and transport unions are also here. Their substantial involvement and buy-in could provide the anticipated success of any proposed organized urban transportation system.

5. The role of policy and legislation to using an organized public/urban transport services can therefore not be overemphasized. Obviously, regulation for monitoring and enforcement is key to appropriate utilization of available transport facilities.

6. It is my hope that at the end of this interaction, the FCDA will not only have gained some ideas to providing facilities for the various transport modes and services, but also doing so at a very competitive cost towards providing safer, improved and sustainable facilities for commuters of the Federal Capital City.

7. It is pertinent to state here that, efforts at providing facilities to support secured and comfortable transport services as well as improved travel time has always been the pre-engagements of the Authority. The target of conveying about 70% of commuters of the urban dwellers in the Territory is yet to be achieved. The staggering gap between commuter education vis-à-vis legislation enforcement as well as the need to raise level of participation and regulation with the aim to improving the set target should be looked into and solution proffered. Such education is necessary to drive home the advantages of policies and legislations, while also addressing any fears of end-users, commuters and intending entrepreneurs for the proposed system.

8. Nigeria urban transportation services should be inviting, secured and accurately predictable for the delivery of goods and services. It will be of immense relief to towns and cities when this talkshop will produce pragmatic guidelines to opening a seamless and environmentally friendly organized urban transportation models.

9. It is on this note that we congratulate the organisers of this noble workshop and do hope that our collaboration will lead to the greater good of mobility for our people in Abuja and Nigeria in General.

LONG LIVE FEDERAL REPUBLIC OF NIGERIA



The Abuja Lite Rail Launched in 2018

- Urban Mobility to all States and cities to enhance progress.
- j. There should be a rework of traffic lights to include the green man at all pedestrianized intersections, the bicycle light on all intersections and audio facility to provide for visually impaired road users
 - k. Authorities should improve transport vehicles such as buses, terminals and bus stops to enhance convenience and ease of accessibility for persons with disability, women, children, the elderly and other vulnerable groups
 - l. Sections 185 and 195 of the National Road Traffic Regulations that seem to discourage cycling should be reviewed.
 - m. Parking facilities in and around buildings and public premises, rail terminals and bus stops in Abuja and other major cities should be reworked to provide for bicycles.
 - n. Responsible agencies should up their game in

- mobility demand gap.
- e. Abuja have wide roads good enough for the recovery of bicycle lanes in line with its original master plan and hence, it should take priority in subsequent transportation/road budget, while deliberate efforts should be made by authorities in different major cities of Nigeria to provide bicycle lanes
- f. Efforts should be made by responsible authorities in all Nigerian cities to reduce urban speed in cities to 30km/hr. Where a speed needs to be higher, there must be a walkway and bicycle lane with adequate rework of intersections to provide for all users

- g. Development of new cities, and new layout in cities should make adequate provision for cyclists, pedestrians, persons with disability and organized public transport, to prevent the rise of informal transport systems
- h. that funding for some of the road projects that are focused on road expansion to ease traffic in Abuja should rather be diverted to building BRT and NMT projects which will equally ease traffic with greater benefits
- i. TGI with its partners should work with the Nigeria Transport Commissioner's Forum to cascade the Knowledge of Sustainable

INTRODUCTION

In line with global indicators in the framework of the sustainable development goals, citizens are yearning for better mobility practices that are efficient, adequate, affordable, safe, inclusive and environmentally sustainable. However, one key debate has been the need for policy reforms with adequate legislative backing to enable implementation of best practices. Today, most cities in Nigeria have no distinct policy, strategy or long term plans for urban mobility development. This may be responsible for the slow, un-inclusive and uncoordinated pace of urban mobility

development in Nigerian cities.

2. Similarly, the latest Global Status Report on Road Safety published by the World Health Organization in December 2018 indicated that road crashes have continued to increase especially in Africa in spite of the enormous efforts of authorities, more worrisome is that majority of the crashes happen in urban centers with 39% pedestrian fatalities. What are the specific figures in Nigeria and how can policy help in addressing this menace? Other Questions the workshop outcome addressed includes:

- a. Why are Nigerian Cities not having urban mobility



Traffic Congestion in Abuja CBD



Heavy Congestion Along Recently Expanded Yar'adua Express Way



Some Participants at the Workshop Posed for Snapshot after the Programme

policies, plans and strategies?

- b. Why is provision of transport infrastructure in our cities not inclusive
- c. How do we mainstream urban mobility policy development as key to inclusive urban growth and sustainable development

3. This and many more formed the pivot upon which this edition of The TGI Stakeholders Workshop on urban mobility was based.

Participation

4. Important stakeholders in the transport industry in Nigeria were present and participated in the workshop. From Federal Government institutions, to State Commissioners of Transport, transport related Institutes, Academics, Individual experts and researchers, transport companies and unions were all on hand to discuss way forward for urban mobility. The TGI Chairman & DG NITT, Dr. Abimbola Odumosu, Director Road Transport and Mass Transit Administration of the



Dr. Abimbola Odumosu, The DG/CEO Nigeria Institute of Transport Technology Presenting His Paper

Federal Ministry of Transportation, Dr. Anthonia Ekpa, represented by Mr. Osueke Chidi an Assistant Director, Professor Hashim Alhassan of the Bayero University, Kano and Chairman of Nigerian Transport Commissioners Forum & Commissioner of Transport and Petroleum Resources Akwa Ibom State, represented by the Permanent Secretary, of the Ministry, Barr Udoh J, Honourable Commissioner of Transport, Works and Energy, Benue State, Engr Emmanuel Manger, Clerk, National Assembly Senate Committee on Land Transportation, Engr. Anaduaka Obiekwe, National Chairman, Nigeria Institution of Highways and Transportation Engineers amongst other key stakeholders led discussions. The Executive Secretary of Federal Capital Development Authority, represented by Engr Patrick Umoh gave the key note address where he



Lagos BRT

- b. Sustainable urban mobility issues should be adequately factored into climate change efforts, housing policies, health policies, social investment and employment policies as recommended by the different global indicators and being practiced in other countries
- c. The attention of the Federal Ministry of Environment and the office of the Senior Special Assistance to the President on SDGs should be drawn to the need to factor in and begin activities on non-motorized transport as a component of emission reduction and other SDGs strategy
- d. Every BRT and light rail project in any Nigerian city should have cycling and walking as a component to address the last mile



Cross Section Of Participants

and Strategy, Transportation Growth Initiative on the topic; "Urban Mobility global indicators and Best practices from world Cities"

Observation

7. From the papers presented, the dialogue session and the interactions that followed, stakeholders present noted the following observations:

- a. The development of urban transportation in Nigeria has been largely informal and subsequent efforts has not adequately been able to transform it into a modern system except in isolated cases

- b. There is currently no distinct policy, plans and strategies for urban mobility, BRT or non-motorized Transportation (NMT) developments across Nigerian Cities except Lagos
- c. The urban mobility system of Lagos state is commended and the authority is urged to sustain and improve on the efforts on the NMT and BRT systems
- d. Nigerian cities lag behind in meeting the basic global sustainable urban mobility indicators and the current mobility system seem not to conform to the Sustainable Transport definition as stated by the report of the UN Secretary General High level Advisory Group on Sustainable Transportation.
- e. There is dearth of transport and road safety data generally in Nigeria. Where it exist, responsible



CDR Hyginus Omeje, Sector Commander Federal Road Safety Corps Presenting his Paper

- agencies hoard it or create unnecessary bureaucracies that affects its availability
- f. Persons with disability have not been catered for in the provision of mobility infrastructure to guarantee them accessibility in cities
- g. There is general dearth of knowledge of sustainable urban mobility, which may be responsible for the apathy and general slow pace of response to what has become a global focus
- h. There is no reason why, in 2019, Abuja should not have functional BRT along the three main corridors leading to the city center. It is also disappointing that cities like Portharcourt, Kano, Enugu and Kaduna have not implemented BRT



Cross Section Of Participants

projects

- i. Some current laws and policies for transportation are inconsistent with global practices and seem to discourage particularly cycling in our cities and needs to be reviewed. In particular, sections 185 of the National Road Traffic Regulations 2012 amounts to disenfranchisement and possibly an infringement on the freedom of movement of those who chose to ride bicycle, when you disallow then from using an expressway while not providing alternative. Similarly, section 195(g) makes safety helmet mandatory for all

categories of riders and all categories of roads which is against global best practices and discourages cycling.

- j. The Nigeria National Target of the Sustainable Development Goals, did not adequately include activities on urban mobility especially in the area of Non-Motorized Transportation as is the case elsewhere, this is evident in the national reports of 2017 and 2018.
- k. Parking practices in buildings and public premises have not taking cognizance of cycling



Dr. Adeyemi Omidiji, The Executive Secretary of TGI Making a Remark

- l. Sustainable urban mobility issues has not been adequately factored into climate change efforts, housing policies, health policies, Tourism policies, social investment and employment policies as recommended by the different global indicators and being practiced in other countries.

Recommendations

- 8. In line with the observations, stakeholders present recommended the following:
 - a. That each State of the Federation and the Federal Capital Territory should as a matter of urgency set machineries in motion to develop a distinct urban mobility policy; with short, Medium and Long Term strategy. The strategy should focus on Sustainable systems: Organized Public Transportation system (BRT, Light Rail, Tram, Standard

urged for partnership and collaborations of all stakeholders with commuter engagements to transform mobility in Abuja and other Nigerian Cities.

5. Other Organizations in attendance included; Nigeria Society of Engineers, Directorate of Road Traffic Services, FCT, Nigeria Inland Waterways Authority, Nigera Shippers Council, Abuja Enterprise Agency, Abubakar Tafawa Balewa University, Bauchi, Federal Road Safety Corps, Chattered Institute of Logistics and Transport, Nigeria, National Automotive Design and Development Council, Institute of Tourism Professionals, Ochenuel Mobility, Abuja Shippers Association, National Union of Road Transport Workers, National Association of Road Transport Owners, National institution of Civil Engineers, Norkerbee Logistics Limited, University of Abuja, Nigeria Institute of Town Planners, Baywaysafety Limited, and Transport Secretariat, FCT.

6. There were technical and operational presentations from technocrats on the following topic:

- a. **Dr. Abimbola Odumosu**, Director General, Nigeria Institute for Transport

Technology, Zaria on the topic: “Current status and the role of state actors in urban mobility policy and legislative reform in Nigeria States”

- b. **CC Hyginus Omeje**, Sector Commander, Federal Road Safety Corps Lagos State, on the topic: “The role of data in redefining road safety interventions in the urban environment in Nigeria: The Lagos Example”
- c. **Engr. Emmanuel John**, Director of Administration



Engr. Emmanuel John, Director, Admin & Strategy, TGI, Presenting his Paper