

TRANSPORT POLICIES AND REGULATIONS IN NIGERIA: A CRITICAL APPRAISAL



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INTRODUCTION

- Notations
 - Transport plays a liberating role in man's interaction with his environment
 - Role of transport more critical in urban centres
 - Enables the overcoming of three distinct distances (person-person; person-activities; and activities-activities)
 - Transport therefore is seen as Maker and Breaker of Cities
 - Pappay's 1977 comments
 - All these form the basis for Transport Policy
 - Objectives of Presentation



IMPERATIVE OF TRANSPORT POLICY

- Policy Conceptualized as a set of ideas, guidelines, goals, aspirations, and vision for better society.
- Transport policy is a process of regulating and controlling the provision of transport
- Transport policy a response to the needs of the society
- It is therefore flexible and dynamic
- It outlines what transport we want, how we want it and how to go about it.
- Determined by values of society.



WHERE ARE WE COMING FROM

- Arguments as to whether Nigeria has a transport policy.
- Three main policy documents exist with a fourth as Draft.
 - 1965 Statement of policy on transport
 - 1993 National Transport Policy
 - 2002 Master Plan for Integrated Transport Infrastructure (MITI)
 - 2003 Draft Transport Policy Document.



1965 STATEMENT OF POLICY ON TRANSPORT

- First major attempt at transport policy formulation
- Recognised the need to coordinate the application of resources to the development of different modes of transport.
- Based on the StranFord Research Institute study commissioned by the Federal Government in 1961.
- Study noted the nature of transport demand in the country and recommended broad policy objectives for the different modes of transport.
- For road transport, the policy outlined funding sources to enable road construction and maintenance



1965 STATEMENT OF POLICY ON TRANSPORT CONT'D

- Recommended the prohibition of heavy axle load vehicles and the establishment of 'Elite Police Road Patrol'.
- For Rail transport, the policy advocated mutual cooperation between shippers and Railway Corporation
- Policy advocated the identification of the developmental needs of water transport.
- The development of Baro as an Inland Port
- For air transport, it recommended continuous subsidy for Nigerian Airways and the replacement of obsolete aircrafts.



1965 STATEMENT OF POLICY ON TRANSPORT CONT'D

- Policy recommended the establishment of Transport Coordination System and Policy Implementation in the Ministry of Transport and Aviation.
- But policy recommendations were not implemented
- Rather, sub-sector policies emerged resulting in fragmented evolution of the transport system.
- Nigerian transport system consequently witnessed tremendous decay and breakdown in the 70s and 80s.
- By the 1990s, the World Bank had noted a mobility crisis in Nigeria.



THE 1993 NATIONAL TRANSPORT POLICY

- Nigerian transport system in the 1990s was characterised by:-
 - Poor accessibility to towns and villages
 - High transportation costs
 - Urban traffic congestion
 - Accidents and environmental pollution
- On the basis of the extreme malfunctioning of the Nations transport system and the complexities associated with the problems, a National Transport Policy document emerged christened “moving out of crisis”.
- The policy guide addressed the following goals.



ADEQUACY

- Aims at ensuring that transport infrastructures and services are adequate to meet social and economic goals of government in order to:-
 - Support existing and future needs for efficient movement
 - Serve as instrument of social and economic growth of the nation
 - Serve as an instrument of national integration and unity
 - Be affordable to the generality of Nigerians.



EFFICIENCY

- Concerns the most efficient use of resources and overall productivity of the sector by ensuring that:-
 - Transport facilities and services use resources in the most efficient manner.
 - Each transport mode should develop according to its comparative advantage.
 - Government interventions in transport should promote efficiency and assure protection of transport users.
 - Government parastatals should operate under conditions of commercial discipline, managerial freedom and self accountability
 - Transport operations and development should avoid causing environmental damage.



SAFETY

- Requires that in the design of transport infrastructures and the provision of transport services, safety issues are given special considerations through:
 - Effective measures to ensure safety of operations and reduce accidents.
 - Adoption of active safety principles (preventive) as against passive safety approaches (cure).



RELIABILITY AND SELF RELIANCE

- Ensure that transport facilities and services can be relied upon to meet the mobility needs of the people.
- That material resources and technology consumed by the transport sector should be sourced locally.



■ In addition, the policy guide outlined the following:-

- Mode-based development programmes
- Issues relating to environmental quality.
- Human resources, and institutional issues necessary for the achievement of the twin goals of adequacy and efficiency.
- Unfortunately, policy recommendations were never implemented.
- Two workshops were organised in 1993 and 2000, but no follow-up actions.
- The result is that different sub-sectors grew and developed independently.
- The coordination goal of the 1965 document, and the adequacy and efficiency goals remain to be achieved.



THE 2002 MASTER PLAN FOR AN INTEGRATED TRANSPORT INFRASTRUCTURE (MITI)

- MITI not necessarily a policy
- MITI recognises the persistent crisis in the transport sector describing it as arising from:
 - imbalances between the demand of the Nigerian society for adequate transport facilities/services and the ability of the transport sector to meet this demand;
 - Imbalances between resources required to maintain and renew the existing transportation infrastructure/equipment and the resources available to meet these requirements;
 - Imbalances between resources allocated to different transportation modes and their importance within an efficient transportation system.



MITI CONT'D

- To achieve efficiency, reliability and attractiveness of the entire system the major objectives of the plan is that transport infrastructure shall:
- Provide efficient interregional connections between the major activity centers of the country.
- Support the government policy of regional and sectoral development
- Increase the average travel speeds and reduce trip duration.
- Support transport safety.
- Promote sustainable development and environmental protection.



MITI CONT'D

- Specific recommendations include
- Definitions of Priority Road Network
- Priority Railway Network as standard gauge
- Two priority seaports – Lagos & Onne FOT
- Priority Airport concept focusing on 8 No Ports
- Development of Inland waterways system
- Development measures to support the Middle Belt region for food supply
- Industrial policy based on Transportation Infrastructure development
- Implementation in phases – 2005, 2010, 2015 and 2020.
- National Council for Transportation as the Implementation Body
- Plan finalized in 2002 but yet to be implemented.



THE 2003 DRAFT NATIONAL TRANSPORT POLICY DOCUMENT

- The strategies highlighted by this policy include:-
- Recognising the crisis situation in the transport system
- Retains as fundamental objectives the provision of adequate, safe, efficient and environmentally friendly transport system.
- Introduce discipline of the market economy into the transport sector of the country
- Aims at attracting private sector investment and initiative and transfer the responsibilities for the functioning of the transport system from the direct government involvement



THE 2003 DRAFT NATIONAL TRANSPORT POLICY DOCUMENT CONT'D

- Attraction of both local and international investors.
- It monitors the functioning of the transport system and its adequacy to meet the social and economic development of the country.
- Identification of existing problems, bottlenecks and inadequacies and making appropriate actions to resolve them.



WHERE WE ARE TODAY

- In spite of the different policies formulated to solve the problems in the transport sector, the transport infrastructures are still in very deplorable situations. Besides there are some known operational problems which include:-
- Existing conflict in policy objectives between the Federal and state governments
- Absence of clear responsibilities among the three tiers of government in terms of regulation and jurisdiction of infrastructure.
- Problem of inadequate supply of well trained and competent professionals



WHERE WE ARE TODAY CONT'D

- Government has started responding positively to the challenges of transport through the current Reforms with the following actions:-
- Creation of a single Ministry of Transportation
- Recognition of the need for professionalisation
- Adoption of Public-Private Partnership (PPP) strategy
- Privatisation and Commercialization of major public transport enterprises.



FUTURE POLICY DIRECTIONS

- There are changes in the socio-economic, political and demographic variables in the country.
- They have the potential of affecting the direction of government policy on transport, hence fresh line of action.
- Deregulation is now the global practice which the nation has adopted and must pursue.
- With regard to the policy requirements of the Lagos Mega city transport system, the following specific areas must be given special attention:-



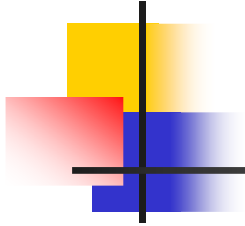
FUTURE POLICY DIRECTION CONT'D

- Formulation of overall policy goals and specific objectives in respect of:
 - i. Types of transport infrastructure required e.g. BRT, LR etc
 - ii. Approaches to be adopted e.g. Integrated System or Intermodalism.
 - iii. How transport is provided e.g. through Public-Private Partnership (PPP).
- Operators Entry and Exist
- Fare Structure and Regimes
- Service types and Delivery Standards
- Traffic regulations and Enforcement
- Urban Environmental Quality
- Institutional Arrangement.



CONCLUSION

- This presentation has shown that Transport Policy is a response to the needs of the society.
- Cities are confronted by transportation problems more complex than ever before.
- Transport policies must be flexible and problem-confronting as against problem-shy.
- Scholars are now looking beyond the threshold of hope and asking what is the future of urban transport and what is the urban transport of the future.
- In these lie the challenge of transport policy.



THANK YOU FOR LISTENING!

