

LAMATA

Bulletin

A Publication of Lagos Metropolitan Area Transport Authority

September 2005

Website: www.lamata-ng.com

Lagos Rail Project takes off soon

▪ First phase to gulp \$240m

Before long, the Lagos Metropolis will take a significant leap towards an inter-modal system of transportation as the implementation of the Lagos Light Rail Mass Transit project begins soon. Already, a contract agreement has been signed between the Lagos State Government and LEMNA International Inc. of the United States for the project construction.

The signing of the agreement last March marked an important milestone in the march towards realising the Light Rail Transit in Lagos. With the agreement, the feasibility studies and design of the rail project will start immediately, while enabling works and construction will commence afterwards. Corridors under consideration for the first phase of the Lagos Light Rail Transit, include the Lekki axis, Mile 2 - Okokomaiko, Orile Iganmu - Apapa and the circle link between Victoria Island and Lagos Island.

The project is estimated to cost \$240 million

▪ To be built on Build, Operate and Transfer (BOT) basis

and has an implementation period of 48 months, for the construction of the rail track, installation of signaling equipment and acquisition of rolling stock. The project is aimed at addressing the transport problems in the city, whose population is currently put at 15 million and projected to notch 25 million in 2015, stimulate economic growth and alleviate poverty in the state. Speaking at the signing ceremony, Lagos State Governor, Asiwaju Bola Ahmed Tinubu described the agreement as a dream of many years come true.

"We have arrived at a terminus of hope today and with LEMNA taking up this project, we've been vindicated on our struggle for and belief in foreign investments in our economy," Asiwaju Tinubu said. He lamented the nation's transport economy, which he described as not encouraging, saying a better organised mass transportation system remained the only solution to incessant increase in petroleum products prices

in the country. The Governor observed that "if the light rail transit had been operational in the State, fuel consumption would have dropped drastically because a light rail train will carry at a go, what 100 danfo buses will take. "The system will transform the transportation landscape of the State," he added.

Asiwaju Tinubu regretted that military intervention in the nation's polity changed the attempt to introduce metroline system in the state in the 1980's, stating that but for the unnecessary coups, the light rail mass transit system would have been a reality in Lagos by now. He went down memory lane and recalled that beginning from 1978, both civilian and military governments had tinkered with the idea of providing an integrated urban mass transit facility for the Lagos metropolitan area. Successive administrations carried out various preparatory works towards the envisaged mass transit project.

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Modern Light Rail

Dance, jubilation as Gov. Tinubu flags-off N563.6m Majidun/Ipakodo Road Rehabilitation

What could best be described as a precious New Year gift was presented to the people of Ikorodu on December 31, 2004 when the Governor of Lagos State, His Excellency, Asiwaju Bola Ahmed Tinubu, flagged off the rehabilitation of the all-important Oba Sekumade Road, Majidun/Ipakodo in Ikorodu.

The event was greeted with a lot of excitement by the inhabitants who rolled out the drums to add colour and grace to the ceremony.

The 2.5 kilometre by-pass, which links the Ipakodo Lighter Terminal and other settlements in Ikorodu, is critical to the social and economic development of that axis of Lagos State. It was awarded at a cost of N563.65 million with a completion period of nine months.

Its complete redevelopment will reduce travel

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Governor Tinubu Commissions Ikotun/Ijegun Road

• And a sleeping suburb bursts into life

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The road had been abandoned over the years but through the intervention of Governor Tinubu, the Lagos Metropolitan Area Transport Authority, LAMATA, took up its rehabilitation.

A major consideration for the rehabilitation of the

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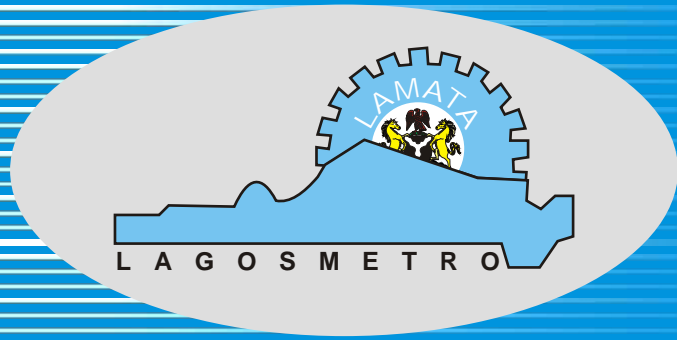
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Lagos State Governor, Asiwaju Bola Ahmed Tinubu (centre), Mr. Viet Nog of LEMNA Inc. (Left) and Lagos State Commissioner for Justice, Prof. Yemi Osibajo (right) at the signing ceremony of the Lagos Light Rail Mass Transit project

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PUBLISHER'S NOTE

PERCEPTIONS ON TRANSPORT

"While the great powers are trying to get to the moon, we are trying to get to the village..."

While the great powers have been to the moon and back and are now even communicating with the stars...

We are still trying to reach the village and the village is getting even more remote..."

Julius Nyerere

Dear stakeholders,

It is my great honour to write to you in this second edition of LAMATA Bulletin.

I wish to emphasize from the onset that the Bulletin is published first for the benefit of all stakeholders, which include us at LAMATA, and all those who stand to gain from or influence our services and activities. LAMATA's approach has been to try in every way possible, to make its policies and programmes acceptable to those they are designed to benefit. Our policy is to ensure the involvement of all stakeholders through information, consultation and participation.

We believe that stakeholder information is key to stakeholder participation. That is where the LAMATA Bulletin comes in. The Bulletin will serve to keep all you our stakeholders constantly informed about LAMATA's operations, services and activities. This is one way we can promote mutual understanding and collaboration between us.

You must have been seeing and feeling the impact of some of our modest achievements so far, especially in the area of road maintenance. LAMATA has carried out routine maintenance on 506 kilometres on its declared road network, 529 kilometres of recurrent maintenance, 26.3 kilometres of periodic maintenance and 3.4 kilometres of rehabilitation.

In the first year, 2004, we completed major repairs on 45 roads, including the reconstruction of Ikotun/Ijegun Road in Igando – Ikotun Local Government Area, and Fatai Atere Street, serving a major industrial area in Mushin Local Government Area.

In 2005, 101 roads, cutting across all the 20 local government and development areas in Lagos State, will be covered under our maintenance and rehabilitation programmes. At this juncture I want to thank the LAMATA Governing Board for their wise guidance, and the LAMATA staff, the contractors and consultants, without whose commitment and diligence these modest achievements would not have been possible.

I would be speaking the obvious to say that without the support, commitment and assistance of the Executive Governor of Lagos State, Asiwaju Ahmed Bola Tinubu, we would have accomplished very little. Our immense gratitude goes to him, on behalf of the 15 million people of Lagos State.

Some of our immediate future plans include the improvement of 53 junctions by next year, commencement of the Light Rail Mass Transit project in 2006, implementation of the Pilot Bus Route by 2006 and that of water-based commuter services by 2007. The Light Rail Mass Transit project, for which a contract agreement was signed in March between the Lagos State Government and LEMNA International Inc. of the United States, will also take off in 2006.

I urge you to continue to cooperate and collaborate with us. Alone, we can only do so much, but together we can do a great deal.

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Lagos Rail Project starts

The most advanced of these efforts was by the first civilian administration that progressed the plan as far as awarding a turnkey contract for the construction of a metroline project to a consortium of French companies. But the succeeding military government terminated the contract in 1984 before execution commenced.

The idea was revisited in 1988 when government started to carry out studies and organise seminars and workshops through funding assistance from the World Bank and Federal Ministry of Transport. These efforts resulted in the identification of a scheme tagged the Lagos Urban Transport Project, LUTP. The project was originally designed to include, as one of five components, a Rapid Light Rail Mass Transit System. This comprises of three major corridors of high commuter traffic demand - the North-South corridor between Alagbado and Iddo along the Nigerian Railway corridor; the West corridor to serve the emerging development along the Lekki to Epe axis; and the Mile 2 – Okokomaiko axis.

These corridors, according to the studies, will ultimately be connected by a circular link so that passengers from all corners of the city can interchange and access these corridors. Rail services along the corridors are expected to cater for up to 18,000 passengers per hour per direction during busy periods.

These areas are being given the first consideration for Rail Mass Transit because, according to the survey, they are the most congested zones of Lagos. The successful operation of the rail system in these areas is

expected to provide the impetus for expansion into other zones of Lagos in future.

Combined with efficient water and bus services, this should take us to our vision of sustainable, rapid, affordable, effective and integrated public transportation for all and sundry in metropolitan Lagos.

The rail project is being implemented against the backdrop of the clumsy transportation system within the Lagos metropolis, which hosts 45 per cent of skilled manpower in the country, a seaport and airport that account for over 60 per cent of goods and people that enter the country. The numerous commercial buses known as 'danfo' and 'molue' that have sprung up as demand for public transport rose sharply always exacerbate the Lagos traffic snarl.

The survey says danfos and molues are not the only solution to the enormous transport challenges that face Lagos today.

It adds: "All economically successful cities across the world that are similarly highly populated have introduced mass transit systems to deal with the need for the efficient movement of commuters. Cities like London, New York and Paris with populations of no more than nine million all have extensive metro systems. Less-populated cities in Asia, for example Singapore and Kuala Lumpur have Light Rapid Transit (LRT) systems in place to support economic activity in these cities. Indeed Lagos is the only mega city without a rail based mass transit system."

Majidun/Ipakodo Road Rehabilitation

◀ Continued from page 1

time to Itoikin, Ijebu-Ode, Ibadan and Sagamu by about 30 minutes, ease traffic congestion in the city and enhance the town's economic activities that have been held down for more than 15 years.

The project is consistent with the administration's commitment to making rapid, affordable, efficient and effective public transportation accessible to all and sundry in Lagos.

Governor Tinubu underscored this during the flag-off ceremony when he said the abandonment of the road had resulted in "constant traffic congestion that forces motorists to avoid traveling to or through Ikorodu and has discouraged people from settling there, especially for economic livelihood."

Consequently, the Governor told the ecstatic and jubilant crowd of Ikorodu sons and daughters that "the story of Ikorodu is about to change with the full redevelopment of this road."

He told the people that LAMATA was established with the technical and financial assistance of the Lagos State Government and the World Bank to execute the Lagos Urban Transport Project, LUTP, designed to ensure that transport system within the Lagos Metropolitan area is sustainably improved and enhance the efficiency of the public transport network such that it contributes to poverty reduction.

Governor Tinubu said that he had to "mandate LAMATA to immediately direct attention to the road because of its strategic importance and the long period over which the road had suffered neglect".

The redevelopment of the road, he said was informed by the need to ensure smooth traffic flow in Ikorodu, serve as a by-pass from Ikorodu, through Majidun, Ipakodo and Lighter Terminal, ease traffic congestion and bring relief to all commuters traveling through and in Ikorodu.

Besides, the by-pass is expected to lead to a decrease in travel cost because turn-around time will be reduced and productivity increased and enhance the town's economic activities that have

been at a standstill for about 15 years. "Ikorodu will begin to throb with vibrant social and economic activities," the Governor said.

While enjoining the people of the area to cooperate with LAMATA, its contractors and consultants working on the road, he stressed the need for them to demonstrate a sense of joint ownership and responsibility for the road and make the social environment conducive for the workers.

In his speech, the Managing Director/Chief Executive Officer of LAMATA, Dr. Dayo Mobereola observed that in 2004 alone, LAMATA had improved the road network in metropolitan Lagos making them smoother and safer, generating employment and empowering beneficiaries of the road projects through participatory processes.

Through this, Dr. Mobereola said LAMATA has started to lay a solid foundation for an effective integrated transportation system that would result in reduced expenditure on transport, increased satisfaction with public transport and decline in time spent by the poor on transport.

He disclosed that LAMATA in 2004 filled potholes, sealed cracks and treated swelling and depressions on over 176 roads. Under its recurrent maintenance programme, 514 kilometres of roads are regularly maintained.

He said all these, apart from improving the aesthetic presentation of the roads, would improve driving safety and reduce the rate at which the roads deteriorate.



A cross section of residents of Ipakodo/Majidun area of Ikorodu dancing at the flag-off of 'Oba Sekumade Road Rehabilitation

Yemi Sawyerr, Pioneer Chairman, LAMATA Board of Directors, passes on

The Chairman, Board of Directors of the Lagos Metropolitan Area Transport Authority, LAMATA, Mr. James Akinyemi Sawyerr, is dead.

Aged 57, Mr. Sawyerr died on Sunday, 28 August 2005 at St. Nicholas Hospital, Lagos after a brief illness.

The deceased was appointed by the Governor of Lagos State, Asiwaju Bola Ahmed Tinubu as the chairman of the Board of Directors of LAMATA in June 2003 to steer the wheel of the new transport authority, charged with midwifing an integrated transportation system for the state.

As the pioneer chairman of the organisation, which is the first of its kind in sub-Saharan Africa, Mr. Sawyerr gave a good account of himself through good guidance and wise counsels.

An accomplished engineer, seasoned banker and administrator, Mr. Sawyerr had his secondary education at Government College, Ughelli, and higher school certificate education at the Comprehensive High School, Aiyetoro in Ogun State. He later gained admission to the Union

College, New York, United States of America in 1969 for his B.Sc. degree in Mechanical Engineering on a full scholarship of the African Scholarship Programme of American Universities.

In 1972, Mr. Sawyerr proceeded to the University of Massachusetts for his M.Sc. Degree, which he obtained in 1974, as well as a Master of Business Administration Degree from the same university in 1978.

Mr. Sawyerr had a track record of outstanding achievements in his working career, especially in the banking industry, rising to become the General Manager, Investment Banking in Ecobank Nigeria Plc in 1992 and Executive Director, Corporate Banking Group in Eko International Bank Plc in 1998.

He is survived by a wife and children.



Late Mr. Yemi Sawyerr

LAMATA to repair 101 roads in 2005

AT THE HEAD of this year's rainy season, the Lagos Metropolitan Area Transport Authority (LAMATA) slated about 101 roads for repairs and rehabilitation to ensure a hassle-free drive during the season.

Since last year, LAMATA started the maintenance of core public transportation routes within Lagos. These roads are chosen on the basis of being primarily transport routes for the general populace.

They are part of the declared road network, which LAMATA is committed to improving thereby ensuring better roads for the populace in metropolitan Lagos.

This year, roads slated for maintenance and rehabilitation will be carried out under a two-phase programme.

Under the first phase of LAMATA's second year programme, extensive work will be done on 63 roads including Bode Thomas and Babs Animasaun Streets in Surulere, Ajele and Boyle Streets on Lagos Island, Town Planning Way, Ilupeju, St. Finbarr's Road, Akoka, Ire-Akari Road, Isolo, Alfa Nla Road, Agege and Alaba International Roads are to be repaired, overlaid or totally rehabilitated.

Others are Gaskiya College Road, Liverpool Road, Igboji College Road, Oshodi/Mafoluku Road, Thomas Salako Street, Ogba, Kirikiri Road and Bishop Oluwole Street, Idejo Street and Kofu Abayomi Street on Victoria Island.

Under the second phase 38 roads are to be

repaired, overlaid or rehabilitated.

These include Burma Road, Marine Road, Creek Road, Warehouse Road, and Park Lane in Apapa, Okeho Street, Okota, Harvey Road, Yaba, among others.

A statement from LAMATA said at the end of March 2005, it had completed asphalt overlay of failed sections on Glover Street, Jagunmolu, Shogbamu Market, Abule Ijesha, Rhodes Crescent and Diya Streets, Shipeolu Street in Somolu, Akanbi Crescent in Yaba, Orogiri, Williams, Upper Street, Phoenix, Freeman and George Streets on Lagos Island.

LAMATA has also completed asphalt overlay on Ladipo Oluwole and Balogun Streets in Ikeja and Tinubu/Oyewole and Majolale Streets in Ilupeju, Idimu Road, while that of Oba Akinjobi Street has reached about 95 per cent completion.

The repairs are consistent with LAMATA's objective of managing the declared road network and improving the transport sector in the Lagos Metropolitan Area thereby ensuring that the public transport sector is sustainably improved and the efficiency of the public transport network enhanced.

The Managing Director and CEO of LAMATA, Dr. Dayo Mobereola had consistently affirmed that the maintenance and rehabilitation of roads were being carried out to ensure that they become more motorable, comfortable and safer and reduce vehicle operating costs.

17 traffic junctions for TSM measures



(Isolo Road), Ilupeju (Agege Motor Road) and Isolo (Apapa-Oshodi Expressway).

Others are Orile (Lagos-Badagry Expressway), Ojuelegba, Agege Motor Road (Palm Avenue), Agege Motor Road (Oyetayo Street), Ojo Road (Lagos-Badagry Expressway, Okokomaiko and Iyana Iba).

The works cover the repair, maintenance of existing medians/kerbs, traffic signs, traffic lights, street lights, lane markings, worded road markings, kerb painting and walkways among others.

As part of measures to ensure traffic flow in the Lagos Metropolis, the Lagos Metropolitan Transport Authority, LAMATA, has commenced work to improve the status and effectiveness of 17 traffic junctions in the metropolis.

The junctions constitute the first of the several groups of junctions LAMATA plans to enhance.

The junctions slated for the Traffic Systems Management (TSM) measures include Ojota/Ogudu, Anthony Interchange, Ikorodu Road/Oregun Road, Mile 12/Alapere, Meran, Ijaye Kollinton, Itire (Apapa-Oshodi Expressway), Mushin

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Tinubu Commissions Ikotun/Ijegan Road

road is the fact that it is the only road serving the over two million people living in Ikotun/Ijegan and other villages bordering the area.

Speaking at the commissioning of the road, Governor Tinubu underscored the primacy of the road, which he said would significantly reduce the perennial traffic jam at Ikotun junction and bring relief to commuters traveling to Ijegan, Abaranje, Isolo and Iba, the university town.

Apart from reducing travel time of commuters, travel cost and vehicle-operating cost, thus resulting in poverty reduction for the people, the Governor said the road would unchain the area from economic stagnation to vibrant commercial and small-scale industrial activities.

Ultimately, he said, the aim of the state government was to shift emphasis from the use of private vehicles and road transportation towards an integrated public transport system worthy of one of the largest mega cities in the world.

"We will achieve this by changing the face of public transportation in Lagos State and thereby improve the standard of living of Lagosians in particular and Nigerians in general. All our current efforts and investments in road development are in preparation for the Mass Transit system, which we intend to develop for the Lagos metropolis.

Our plan is to put in place systems such as the Bus Rapid Transit (BRT), and the Light Rail Transit (LRT), to move large numbers of commuters at the same time," the Governor explained.

He however appealed to property owners in the area not to arbitrarily increase rents just as he warned against breaking the road and drains without seeking the necessary permission from the appropriate quarters.

The governor also appealed to motorists and commercial motorcycle operators to observe traffic rules and not to over speed on the road. In his speech, the Managing Director and Chief Executive Officer, Dr. Dayo Mobereola stated that the construction of the road was a true reflection of Governor Tinubu's policy of alleviating poverty and creating the right environment for business to thrive noting that the effect was already being felt in that fares of buses passing through the road had reduced while old shops and businesses are being resuscitated and new ones started.

Dr. Mobereola recalled that one year before the rehabilitation, residents and visitors to the neighbourhood had to wade through so many rough access roads and added: "We thank God that today, it is a smooth free ride on Ikotun/Ijegan road."

However, he warned, "A good smooth road should not be taken as excuse for speeding or dangerous and unsafe driving. Neither should residents take it upon themselves to construct make-shift access and drains that may damage the road."

Construction work started on the road on May 1, 2004 and was scheduled to be completed by May 30, 2005. The road was designed to have 16 lay-byes, drains on both sides and provide access to adjacent roads hitherto cut off from the main road.

Sekumade Road, Majidun/Ipakodo offers relief to motorists, commuters

The otherwise sleepy communities along the Oba Sekumade Road on the Majidun/Ipakodo axis of Ikorodu came alive early this year following the flag-off of the rehabilitation of the road by His Excellency, Governor of Lagos State, Asiwaju Bola Ahmed Tinubu.

Work on the 2.5kilometre road is about 65% completed, with the earthwork, drains and median already at advanced stages of completion.

Even in its earthwork state, the Oba Sekumade Road has already been offering motorists and commuters relief, as many of them prefer to use the road rather than the Ikorodu Road, which is always caught up in traffic congestion.

Users of the road say they save up to one hour by using the road to link Ikorodu Township.

Indeed they are full of appreciation to the Lagos State Government and the Lagos Metropolitan Transport Authority (LAMATA) for rehabilitating the road saying apart from improving the quality of life around the area, the road would also alleviate poverty as they can now do their businesses without stress.

Semiu Olaitan-Kas, who works in Lagos but resides in Lasore on the way to Ibeshe was ecstatic about the road. "In fact, the road is a big blessing. Many people like me don't have to go through Ikorodu Township anymore to go to Lagos or return to our areas. It used to take me about two hours from my area off Ibeshe Road to my work place in Ikeja. But now I'm there in less than 50 minutes. And the road is not yet completed. After it is completed, it will take less than 30 minutes. The speed at which LAMATA is working on the road is fantastic. It's

... users praise Lagos Government, LAMATA



Mr. Chinedu



Mr. Koledafe



Oba J. O. Ojebiyi



Mr. Ani

unusual."

"We cannot believe the rate at which work is going on here", said Razak Aderibigbe. "I remember that one contractor started work on the road about 15 years ago when I was in the primary school. He abandoned it without doing much. Since then, it has been started and abandoned more than twice. So when LAMATA started, we thought it would be the same story. But work has not stopped since they started. They even work at night".

His Royal Highness, Oba J.O. Ojebiyi, Asajon of Ebute Iga and Owutu land, community located on a side of the road, lent his royal voice to praise LAMATA for the road. "We are very happy indeed. The road is going to open up my people to commercial activities. We are all praying for LAMATA. We are impressed. At this rate, we believe that they will complete work before the end of the year. God bless LAMATA"

Transporters plying the road also said that the road has already increased the number of trips they make per day expressing the hope that when the road is completed they would make more trips and thereby increase their income and improve their standard of living.

"If I am able to make more trips daily, I will have more money in my pocket. What is more, my vehicle will not be breaking down often as is the case now," said Mr. Samson Chinedu a commercial driver. He praised the Lagos State Government and LAMATA for rehabilitating the road, which Mr. Chinedu described as "very important to the economy of Ikorodu."

Another motorist, Mr. Oluwaseun Koledafe burst into effusive prayer for LAMATA and the Lagos State Government, "They have done well. The road is okay. It will sure decongest Ikorodu-Ita-Elewa area."

A commercial motorcycle operator, Mr. Sunday Ani said many residents and those who use the road to eke out a living are rejoicing on the commencement of the rehabilitation of the road.

Though the road rehabilitation has not been completed, Mr. Ani said, "We appreciate what the government is doing. I as a person I have been praying for the governor for having the interest of this place (Sekumade Road) at heart. If this road is good, our business will improve, we will have more money in our pockets and be able to take care of our families."



Razak Aderibigbe



Semiu Olaitan-Kas

LAMATA and Transportation Refo

Transportation within the Metropolitan Area requires special measures. His Excellency Asiwaju Bola Ahmed Tinubu with his establishment of the Lagos Metropolitan Area Transport Authority and development of the Lagos Urban Transport Project, (LUTP), has again proven his mettle as an innovator.

Lagos with its estimated 15 million population and growth rate of 6% must develop a sustainable transportation system that would ensure a better quality of life for all inhabitants. Transport is essential to development and without transport access to jobs, health, education, social services, the quality of life suffers economic growth is minimal and poverty reduction cannot be sustained. It is estimated that the poorest households spend at least 30% of their disposable income on public transportation.

Investment in transport promotes economic

growth, social and political inclusion. With a sustainable public transportation system the growth rate of Lagos, the nation's commercial nerve centre could triple. The World Bank has recognized the need for a sustainable transportation system and is contributing to the first phase of the LUTP which is being implemented by LAMATA. For a transportation system to be sustainable it must have economic, financial, environmental and ecological sustainability. Economic and financial sustainability means that all resources and existing assets are properly maintained. Environmental and ecological sustainability means the external effects of transport are fully taken into account when decisions are made that determine future development.



A modern day Light Rail

Dr. Anthony Ekundayo Mobereola

Obviously, the idea of setting up of the Lagos Metropolitan Transport Authority (LAMATA) is a product of good thinking. Else the relative ease with which motorists now drive on metropolitan Lagos roads would have been absent. This has been achieved howbeit by a co-operative effort of LAMATA and its various stakeholders. Atop of this 'co-operative effort' is the man some have referred to as "The Smooth Guy."

'The Smooth Guy', is Dr. Anthony Ekundayo Mobereola and is the Managing Director and Chief Executive Officer of LAMATA. Under his watch, Lagos motorists now have a new lease of life, a new song. The fresh impetus brought into making Lagos roads motorable all year round is undeniable.

No one, could have been pre-eminently qualified to be the midwife of LAMATA than Dr. Mobereola. The reasons for this are legion.

First are his formidable educational attainments. With a Ph. D. degree in Transport Economics acquired at a young age of 28 years from one of the World's prestigious universities, University of Wales, Cardiff in the United Kingdom, LAMATA is sure in good hands. He had bagged his



Dr. Mobereola

OND in Transport Management and HND in Transport Administration and Master's degree from the same university.

Second, Dr. Mobereola, before being appointed as Special Assistant on Transport by the Lagos State Governor, His Excellency, Asiwaju Bola Ahmed Tinubu, had had 15 years working experience at the senior level with international experience in the United Kingdom, Poland and Morocco.

Third, he has experience in the nation's democratic setting having had dealings with Federal ministers, legislators, state commissioners and technocrats.

And fourth, Dr. Mobereola is experienced in transport planning, project appraisal, best value studies, customer research and marketing fares and ticketing policy.

The string of experiences was indeed nurtured by various assignments he has handled in the past. He had been Transport Finance Analyst for Chase Manhattan Bank, United Kingdom (1987-1989), Senior Economist, Corporate Planning Department of British Petroleum Shipping

Limited, United Kingdom (1990-1995), and Senior Consultant, Ocean Shipping Consultants Limited, United Kingdom (1995-1997).

In 1997, Dr. Mobereola proposed, planned, negotiated and implemented a US\$400 million joint venture container shipping line establishment between Abu Dhabi Investment Company and Norasia Shipping Co., Switzerland.

He was a team member of the Mayor of London study for integration of transport in the year 2000. As a member, he carried out a study on resolving London's transport problems with a view to reducing traffic congestion, overcome backlog of investment on the underground rail system, make radical improvements to bus services, better integration of the National Rail System with London's other transport system, increase overall capacity of London's transport system and improve accessibility.

The string of experiences must have motivated the Lagos State Governor, His Excellency, Asiwaju Bola Ahmed Tinubu to appoint Dr. Mobereola his Special Assistant on Transport and Head, Lagos Urban Transport Project Office (LUTPO). As the head of LUTPO, Dr. Mobereola administered the operations of the project and was responsible for bringing LAMATA into operational effectiveness.

Today, Dr. Mobereola has put in place all management and administrative infrastructure for LAMATA and appropriately documented in the form of manuals of operations, relating to recruitment, training, payment, discipline, welfare, motivation and industrial relations of employees. Besides coordinating the works of departmental directors in the various functional areas of LAMATA, he also leads his team in the implementation of Board of Directors' decisions.

No wonder therefore that in its short time of existence, LAMATA has become part of the people of Lagos State and beyond and they have come to recognize the authority as that organization they need to bring ease to commuting on roads in Lagos metropolitan area. Indeed, LAMATA has become a model, as other states are already copying what it is doing.

An indigene of Lagos State, Dr. Mobereola is married and has children. He is a member of the Chartered Institute of Transport, England and member, Institute of Transport Administration.

Today, Dr. Mobereola has put in place all management and administrative infrastructure for LAMATA and appropriately documented in the form of manuals of operations, relating to recruitment, training, payment, discipline, welfare, motivation and industrial relations of employees.

rm within Metropolitan Lagos



A combination of Bus Rapid Transit and ferry services for Mass Transit will give great relief to Lagos commuters

Within most urban centres there exists an agency that is charged with the development of transportation hence the establishment of

LAMATA. LAMATA is charged with creating an enabling environment for public/private partnership and working with the Ministries to

achieve the transportation system the inhabitants of Lagos deserve. Collaboration is essential to achieve the aim of a mass transit system, regulatory framework for buses and encouragement of water transportation. For the first year concentration has been on the maintenance of roads within the metropolis. As we are all stakeholders in progress we urge you to cooperate with us in the development of Lagos State, as the plan unfold.

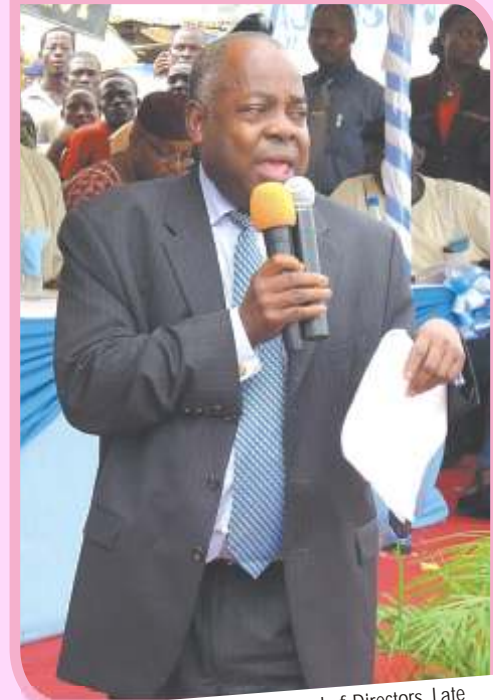
SCENES FROM THE COMMISSIONING OF IKOTUN/IJEGUN



Governor Bola Ahmed Tinubu addressing the people of Igando/Ikotun during the commissioning



Managing Director, LAMATA, Dr. Dayo Mobereola reading his address at the event



Pioneer Chairman, LAMATA Board of Directors, Late Mr. Yemi Sawyerr, moving the vote of thanks at the event



Asiwaju Bola Ahmed Tinubu and some traditional rulers at the event



L-R: Chairman, Alliance for Democracy, Lagos State, Chief Rafiu Ogunleye, Senior Transport Specialist, World Bank, Mr. Justin Runji and Dr. Mobereola



Director of Roads, Engr. Abiodun Fajobi, Director, Corporate and Investment Planning, Mr. Tayo Orekoya and Engr. Gbenga Dairo, Technical Advisor, Public Transport/Traffic Management



Managing Director, LAMATA, Dr. Dayo Mobereola and other directors

Other Events



R-L Governor of Lagos State, His Excellency, Asiwaju Bola Ahmed Tinubu, Managing Director/CEO, LAMATA, Mr. Lanre Balogun, Lagos State Commissioner for Commerce and Industry, Late Mr. Yemi Sawyerr, Pioneer Chairman, LAMATA at the flag-off of Sekumade Road, Majidun/Ipakodo in Ikorodu area of Lagos State



Engr. Gbenga Dairo and Engr. Fajobi applauding the signing of the agreement between LAMATA and LEMNA Inc.

Tinubu Inspects Majidun/Ipakodo Road



Governor of Lagos State, Asiwaju Bola Ahmed Tinubu and Managing Director/CEO, LAMATA, Dr. Dayo Mobereola during the Governor's inspection of Majidun/Ipakodo Road in Ikorodu



Governor of Lagos State, Asiwaju Bola Ahmed Tinubu (standing) flanked by Dr. Mobereola (left) and Hon. Chief Akin Atoloye, Chairman, Ikorodu West Local Government, Lagos addressing the people during the inspection

LAMATA Board Technical Committee Tours Projects



Iganmu Road, one of the roads inspected by the LAMATA Board Technical Monitoring Committee raised to ascertain the quality of work done by LAMATA's consultants and contractors



L-R Late Mr. Yemi Sawyer, Pioneer Chairman, Governing Board of LAMATA, Engr. Oseni, Engr. Ganiyu Johnson, Permanent Secretary, Infrastructure, Engr. Abiodun Fajobi, Director, Roads, LAMATA and the consultant during the inspection.

Farewell FRA!



LAMATA's banner at the open-air valedictory service held at the National Stadium, Surulere, Lagos by the Lagos State Government in honour of 'Timi the Law'



FRA Williams' catafalque



Yemi Adeoba and Jibike Oshodi of the Legal Department of LAMATA at the service



R-L Olukayode Taiwo, Ololade Tinubu, Tunde Longe, Oyewole Afuye, Femi Shitta-Bey and Ramon Oriola at the service

Transport finances transport -effective methods of taxing road users

By Dr. Dayo Mobereola, MD/CEO, LAMATA

An effective and efficient public transportation system is an essential contribution to economic growth as it mobilises human and physical resources. It is common economic sense that to improve and have a sustainable public transportation system in Nigeria, more creative means of financing transport infrastructure and services must be identified and applied directly to the transport sector as done in Germany, Britain, United States, Ghana and Zambia.

In order to assure an effective and efficient management of transport infrastructure and services it is recommended that a separate institution should be established by the State to safeguard the public interest in ensuring that roads be maintained and kept at the highest Level of Service. Such an institution as seen in Germany would work towards the facilitation and the establishment of an intermodal transport facility, which would incorporate other modes of transport services.

This institutional reform is essential and the first prerequisite to a sustainable transportation system essential in a state with over 13 million people. Lagos State under the leadership of Asiwaju Bola Tinubu, the Executive Governor, has taken the bold step of institutional reform by establishing Lagos Metropolitan Area Transport Authority (LAMATA).

LAMATA is the single agency with responsibility for planning and coordination of public transportation in the Lagos Metropolitan Area, with the primary mandate for maintenance of 632 kilometres of declared roads within metropolitan Lagos, enhance bus services, promote water transport and establish a light rail mass transport.

It has become apparent that an effective and efficient cost recovery system is the only means of achieving the improvement of, and a sustainable public transportation system that is required in Lagos State. In most developed countries transport revenue is dedicated to a Transport or Road Fund for the maintenance and improvement of transport service and infrastructures. A country like the United States finances road maintenance and mass transit nearly exclusively out of Fuel taxes paid by road users and managed by a dedicated Fund called Highway Trust Fund, which was

established in 1956.

In Britain, fuel taxation generates US\$34 billion yearly; this amounts to the third largest source of income revenue for the Government budget. Ghana, Zambia, Benin, Kenya and Ethiopia are African countries that have created dedicated funds for transport maintenance with an emphasis on road maintenance. Indeed transport must finance transport.

By contrast in Nigeria, the cost recovery in the transport sector is very low. Lagos as the commercial nerve centre with a high usage of

Lagos State where the transport agency responsible for road maintenance within the Lagos Metropolis is LAMATA, while the State Ministry of Works still remains responsible for other state roads. The Transport Fund would be shared between LAMATA, the State Ministry of Works and any statutory body responsible for road maintenance.

The efficient and effective public transportation system would be an instrument for reduction of poverty. However, it could be argued that an increase in fuel cost would certainly lead to an increase in public transportation fare. No doubt, this will be the case initially. However the stark reality is that it would lower transaction costs, allow economies of scale, widen economic opportunities, expand trade and support effective social and political participation.

Right now an ineffective and inefficient public transportation system is causing high congestion and pollution, high breakdown and low frequency, high accident rate and high queuing time at loading points. All these result in low vehicle

utilization which leads to high vehicle operating cost, high fares, high social cost and it translates to transport services less affordable to the poor.

No doubt that good serviceable road network coupled with regulated passenger bus services and urban rail system would impact positively on the urban poor. It will provide infrastructure for sound economic development and employment, allow for cheap, fast and high-volume transport, reduce congestion, strengthen rural-urban interlinkages, create sound financial basis for public transport and guarantee transport services and access for the poor.

Sustainable public transportation and an economically viable policy should only be based on the user pays principle. The only method to secure an adequate and stable flow of funds is to charge road users a tariff in exchange for the effective and efficient transport services and infrastructure. Transport infrastructure and services maintenance/improvement should be treated as a public service similar to water supply, and electricity services, where users pay for the services received.

“Good serviceable road network coupled with regulated passenger bus services and urban rail system would impact positively on the urban poor”

roads within the Metropolis is particularly affected by this very low cost recovery. In 2002, actual expenditure for the transport sector in Lagos amounted to Naira 4.4 Billion (spent mainly on road construction and rehabilitation work). Annual revenues from all internal transport related sources were Naira 560 million of which Naira 448 million came from vehicle licenses, registration plates and vehicle conditions tests. This amounted to a cost recovery ratio of only 13 percent.

In order to address the imbalance in cost recovery, LAMATA is to manage and administer the Transport revenue collected by the State and also to explore more creative methods needed to increase the revenue for the transport sector. For this purpose, the Transport Fund (TF) has been established within LAMATA by His Excellency Asiwaju Bola Ahmed Tinubu.

To ignore the existence of the newly created Federal Road Maintenance Agency (FERMA) would be a serious oversight in this equation. There should be a sharing formula between the state's transport agency and FERMA and it should be based on the volume of traffic in the area of responsibility of each.

Furthermore, there could exist a situation in

Motivation

Jibike Oshodi

A glance at the Concise Oxford Dictionary meaning of “motivate” gives three different but similar interpretations:

- 1). Supply a motive to; be the motive of;
- 2). Cause (a person) to act in a particular way; and
- 3). Stimulate the interest of (a person in an activity).

The three interpretations illustrate that certain intangibles, positions of influence especially power or material things motivate the individual.

What makes you strive to be successful or at least a better individual? Is it the car, house at a high brow area in Lagos, position, beautiful spouse or children, sense of achievement, happiness, family members, desire to learn? etc the list is endless. In Nigeria the primary motivation factor appears to be money, influence and generally to have more material possessions than your neighbour so you can show him you have arrived and oppress him!!!

In the 21st Century motivation separates the level of performance of each individual. High achievers tend to have higher motivation levels than lower achievers.

Only as high as I reach can I grow, only as far as I seek can I go, only as deep as I look can I see, only as much I dream can I be.

Karen Ravn

Some times your levels vary depending on your mood. So how do you motivate yourself so you can have the best you deserve? Alexander Graham Bell said- A, man, as a general rule, owes little to what he is born with- a man is what he makes of himself.

Decide what you want, really want and set realistic goals to achieve them. You would need to be objective in how prepared you are, perhaps you need extra skills to achieve your goals or a new attitude. Know your self. Visualize your self achieving the goals. After all those that have these things or intangibles are no different just better prepared. Prepare a course of action towards achieving the goals. Surround yourself with achievers, people that motivate you- learn from them. Review your goals and establish a value system that would be your ethical anchor to get to your goals.

How far would you go to get to your goals and get the things that motivate you! It is necessary to have a value system not all is naira and kobo . Motivational factors should include integrity, loyalty, perseverance, honour, professionalism etc. Otherwise you get that position, CLK Mercedes, beautiful spouse and children, house at Park View, managerial position and still you are not happy and wondering why am I not happy after all I have this car , I live in —, I am married to —. Intangibles must be part of what motivates an

individual and you must have a value system.

Do not be distracted and be focused personally. I find it essential not to discuss my goals with people as they judge you by their own self limitations. Are you sure you can do that Jibike, they respond and I am thinking why did I bother to discuss this with X or Y. Reach high, for stars lie hidden in your soul. Dream deep, for every dream precedes the goal-Pamela Vaull Starr.

So now I just set out to achieve my goals and I am motivated by material things that is not my primary focus. Everyday I pray for contentment and happiness otherwise you are caught up with I want X, Y, Z and unless I do not have these things I would not be happy. I am motivated by a sense of accomplishment, developing others, feeling I do make a difference, loyalty to my heritage (I love being a Lagosian) etc and am challenged with things that seem impossible if they interest me that is!

Finally in the words of Winston Churchill –*Never, never, never, never give up. Be motivated to achieve whatever you want, you deserve it!!!*

Visit our website - www.lamata-ng.com Please let us have your comments/observation on LAMATA and its operations. Send your mail to info@lamata-ng.com

How to arrange a meeting

Meetings are arranged everyday at the office between colleagues, with the senior management, between departments and with the various external stakeholders. Even at the domestic level outside, with a spouse or children or extended family. Clearly some meetings are more formal than others. It would be attempted to give a brief outline or A B C D E for meetings. Please note that how you prepare for a meeting is a question of style and the people attending the meeting tend to influence that. Tips for the more formal style of meeting would be addressed here.

As a preliminary step, a notice, agenda and all relevant papers to be discussed should be sent to all participants of the meeting at least seven days before the meeting. In cases where substantial decisions are to be made at the meeting such as appointment of directors, passing of annual budget, the notice should be circulated at least fourteen days to twenty one days before the meeting.

The notice must specify the date, time, and venue of the meeting while the agenda should be specific and clear. The convener of the meeting should sign the notice. Delivery of the notice in time is crucial and all notices should be acknowledged to verify delivery or the delivery

proof of DHL must be kept for this purpose. The convener could call the participants before the meeting to ensure their attendance.

The convener and the Chairman of the meeting must be adequately prepared. Preparation should cover the answers to any relevant questions by participants,



A meeting in session

documentation, additional information, power point presentation or public address system should be ready, venue, food and drinks, sitting allowance if necessary. The primary preparation by the convener is to achieve certain resolutions, agreements, participation or objective of the meeting. Each meeting must have a focus and a follow up if necessary such as next steps to be

taken.

Communication at a meeting is a two-way street and the Chairman must ensure all relevant parties have their say and participate adequately at the meeting. Deliberation and consultation is one of the reasons why meetings are arranged so this two-way communication should be encouraged.

Resolutions and decisions could be taken at the meeting and this could involve voting by hands or ballot this should be done democratically. The Chairman should guide the meeting so it does not become unruly or disjointed and there should always be one meeting.

It is wise that the attendance of participants is taken and the convener takes minutes at the meeting. This remains a brief guide and attempt to state the ABCDE of meetings:

- Advance notice and agenda.
- Be prepared.
- Communicate effectively.
- Decisions and resolutions should be encouraged.
- Educate, inform and learn from those present.

LAMATA staff donate to Boys Remand Home inmates

For the inmates of the Boys Remand Home, Oregun, Ikeja, Friday 8 April 2005 will remain a day they will not forget in a hurry. It was a day the large heartedness of members of staff of Lagos Metropolitan Area Transport Authority, LAMATA, was displayed to them.

The visit by the LAMATA staff was one of the social responsibility initiatives by the Corporate Legal Secretary, Miss Jibike Oshodi and the Financial Accounts Specialist, Mrs. Olurinu Jose. The team was made up of Engr. Gbenga Dairo, Technical Advisor, Public Transport/Traffic Management, Miss Oshodi, Mr. Wole Afuye, Head of Procurement, Mrs Olurinu Jose and Miss Adesola Onafowora.

The Head of the Home, Mr. Idowu Ademosu, and some of the inmates received the team on arrival.

Engr. Dairo in an inspiring speech stressed to the inmates the need to look at the positive side of life. The speech, which focused on the theme "You too can be great," elicited applause from the inmates and staff of the Home.

In order to give the inmates a sense of belonging, the LAMATA delegation had refreshments and danced with the boys while Engr. Dairo and Mr. Afuye played a game of Table Tennis with the inmates.

Items donated to the Home by the LAMATA delegation include 1 Table Tennis Board with bats, 50 sponges, 2 Draft Boards, 50 tubes of toothpaste, two cartons of Caprisone drink, 40 bottles of Dettol, two cartons of bath soap, four cartons of Indomie Noddles, two cartons of biscuits, two cartons of Mortein insecticide, one pack of toilet roll and two dozens of body cream.



LAMATA staff recently presented some items to the Boys Remand Home, Oregun, Ikeja. Photo shows Mrs. Olurinu Jose making the presentation.

Wedding



Yemi Adeoba of the Legal Unit got married to his heartthrob, Abiewense recently. The entire LAMATA family wishes Yemi a happy married life.

Birthday



Mr. Oyewole Afuye
January 12



Mr. Olukayode Taiwo
February 14



Mr. Frederick Olofin
April 9



Mr. Isaiah Mukoro
March 10

Benevolence



Secretary to the Managing Director, Oyinda Badipe recently gave birth to a baby boy. Photo shows Oyinda with baby Zachary

New
Baby



Polish Remover

A Polish man moved to the USA and married an American girl. Although his English was far from perfect, they got along very well until one day he rushed into a lawyer's office and asked him if he could arrange a divorce for him, "very quick."

The lawyer said that the speed for getting a divorce would depend on the circumstances, and asked him the following questions:

LAWYER: "Have you any grounds?"

POLE: "JA, JA, acre and half and nice little home."

LAWYER: "No," I mean what is the foundation of this case?"

POLE: "It's made of concrete."

LAWYER: "Does either of you have a real grudge?"

POLE: "No, we have carport, and not need one."

LAWYER: "I mean, what are your relations like?"

POLE: "All my relations still in Poland."

LAWYER: "Is there any infidelity in your marriage?"

POLE: "Ja, we have hi-fidelity stereo set and good DVD player."

LAWYER: "Does your wife beat you up?"

POLE: "No, I always up before her."

LAWYER: "WHY do you want this divorce?"

POLE: "She going to kill me."

LAWYER: "What makes you think that?"

POLE: "I got proof."

LAWYER: "What kind of proof?"

POLE: "She going to poison me. She buy a bottle at drugstore and put on shelf in bathroom. I can read, and it say, 'Polish Remover'."

The importance of Water Transportation

By Olufadeke Immanuel

Water transport is the movement of people, goods and services from one point to another through water. Although water transport is cheaper, faster, and safer when compared to the other modes, the demand for it in Lagos state is relatively low and the supply is not only low but also erratic. In Lagos State, the mode of transport is under-utilised despite the fact that the city is surrounded by water and the advantages this mode have over the other modes.

major landing spot for the wooden sand boats that provide sand for the construction industry in Lagos and constitute one of the major cargo services (the other being timber). The sand boats are propelled by pole and by sail as well as being towed in groups by the same tugs as are used for the wood trade, and also by outboard motor powered canoes.

By contrast, the grossly underutilised State ferry fleet, which has the potential to contribute



A damaged jetty in one of the riverine areas of Lagos State

Water transport is an environmentally friendly mode of transport because of its low energy consumption, which results in much lower emission of air pollutants in inland navigation as compared to road transport. Inland navigation could take over part of the road transport loads and consequently reduce congestion on motorways.

This mode of transport presently serves both the formal and informal sector

In the informal sector there are both passenger and cargo transportation services. The informal sector is made up of low-income communities on the barrier islands of Lagos. The waterways provide the only means of travel and access to these communities. The informal sector operators find it difficult, if not impossible to secure access to established landing facilities at their origins and destinations in metropolitan Lagos.

They have no option than to use impromptu and often dangerous alternatives. Some of the terminals are makeshift; the jetties used are damaged and/or almost collapsing, while most of them have no railings, therefore making them unsafe. This informal sector relies on small boats, which ranges from dugout or plank built varieties to fibreglass open speedboats propelled by outboard motors, for many of their transport and livelihood needs.

The cargo operation in this sector is basically the carriage of timber and sand. The transportation of timber by water is not only energy efficient and a technique that stops the wood from drying out after felling, but it reduces the demand for trucks that would have to bring the large logs into very congested mainland.

The north side of Tin Can Island provides a

to commuter and other travels, has preferential access to well located and serviceable landing stages. The fleet contains a number of vessels, but due to their poor state of repairs, they only manage to provide erratic, slow and unattractive services. Despite this, the Marina-Apapa, Mile Two-Marina and Ebute Ero-Oyingbo services still operate but rather erratically.

It is noticeable that as the trips increased, so did the number of passengers, suggesting that the capacity of the service was limited by the availability of ferries rather than demand.

The development of water transport will depend very much on how it is integrated with other modes and the demand patterns of users. Lagos Metropolitan Area Transport Authority, LAMATA, the body with the overall responsibility for transport management in Lagos has a special role in promoting the advantages and importance of water transport. In order to make water transport an attractive and convenient alternative, LAMATA is carrying out the following activities:

- Encouragement of private sector participation in the provision of water transport services, especially water taxis;

- Repairs to existing terminal facilities and waterways and

- Repairs to small landings/ jetties.

Water transport is an important part of our state's transportation system. With thoughtful planning and management, it can meet our economic and environmental needs.

Dairo on Lagos City New Mass Transit Initiative

Continued from page 12 >

private sector partners, we are looking at the scope for LRT along the Mile 2 to Ojo corridor and we are working hard at promoting water transportation using the inland waterways with which Lagos is blessed.

Reform of Bus Services

Existing bus services are chaotic and their current ways of operation add significantly to traffic congestion. Reform is essential therefore to arrest the adverse effects of bus services whilst taking full advantage of the benefits of mini bus transport services.

An essential aspect of the reform is to create an environment where the numbers of operators are reduced to a manageable size. Currently there are potentially 50,000 operators, each running his or her own bus within a totally deregulated market. We are working towards establishing viable, definitive routes that will be franchised to licensed corporate operators on a competitive tender basis. Each route may have 2 or 3 operators assigned to it and all together, the numbers of operators on our roads will reduce to no more than 100. We are expecting to pilot this approach on the Iyana Ipaja - Ikotun route in the next 12 months.

Bus Rapid Transit

We are currently planning for the introduction of a BRT system along the Ikorodu Road – Western Avenue – CMS axis. We are at pre-feasibility stage, but the signs are that the infrastructure needed for BRT along the chosen corridor can be delivered at acceptable costs.

Rail Mass Transit

We have the vision of a network of urban rail based systems that includes a north-south line based on the existing Agege to Iddo railway corridor, Western Line between Mile 2 and Ojo area, an eastern line along the Lekki axis and central ring on the island that connects the north-south, western and eastern lines.

Efforts are currently geared towards realizing the vision for the north to south line, which would rely on the current NRC corridor between Agege and Iddo. We are working towards its realization in the next 3 to 5 years. We are working in partnership with the federal agencies towards realizing this project and I take this opportunity to acknowledge the support of the Federal Ministry of Transport.

We are also working with a private sector concern, LEMNA International Inc. of the USA, to develop the eastern line to the Ojo area. A contract agreement was signed between the company & the Lagos State Government in March this year for the project construction. Implementation should start by 2006.

Water Transport

Water transport in Lagos metropolis is currently under utilized, however it has the potential to become an attractive mode of transport. We are looking at ways of enhancing current commuter ferry services between Mile 2, Apapa and Marina. We are looking at services to and from the Lekki area and we see potential for services from the Ikorodu area to Lagos.

We also have a special focus on the water transport needs of communities, such as those around Snake Island, who are exclusively dependent on water transportation for transport. The LSG is keen to address this and consequently we are looking at developing jetties and landings appropriate for the types of crafts they use and to develop accessible interchanges (to other forms of transport) at strategically located points.

Engr. Olugbenga Dairo, the Technical Advisor, Public Transport/Traffic Management, LAMATA, presented this paper at the Safeway Africa Transport Development Conference in Lagos.



Dairo on Lagos City New Mass Transit Initiative

Those of us who live and work in Lagos need no reminding of the great difficulty people have in moving around the city. The movement of goods and merchandise is equally severely handicapped, making the cost of doing business excessive.

The population of Lagos now stands between 12 and 15 million inhabitants. This compares with 8-9 million in London, 8 million in New York and 7 million in Paris. Lagos is easily the most populous city in Africa and its population far exceeds the entire population of some countries.

And, the population of Lagos continues to rise. The current estimated growth rate is 6% per annum. Hence by 2015 or so, the population is expected to hit 25 million people.

Why this incredible rise? Despite the relocation of the federal capital to Abuja, Lagos remains the commercial nerve centre of the country. It harbours the largest manufacturing sector in the country, providing employment for over 45% of its skilled manpower. It is served by two major ports at Apapa and Tin Can Island from where goods and freight are hauled to the various nooks and crannies of the country. The vast population itself generates a great amount of service needs, which in turn create employment opportunities, further attracting more inflow of people into a vastly spreading city. The geographical spread of the city is such that the boundary of Lagos State and Ogun State has for all intents and purposes disappeared.

At the moment, movement is mainly road-based, either by private car or by use of buses. The strategic road network in Lagos - the major primary, distributor and collector roads - covers no more than around 650km. There are currently some 200,000 vehicles registered annually in Lagos. Nationally there are 11 vehicles to every kilometer of road, whereas in Lagos there are 222 vehicles to every kilometer. It is hardly surprising therefore that traffic congestion is a common experience in Lagos.

Nowadays during morning and evening peak periods, on a good day when there are no accidents or multiple vehicle breakdowns, it takes an excess of one and a half hours to travel the 18 kilometre distance between Maryland on the Mainland and CMS on the Island.

The density of the Lagos population, the inadequate level of road space, the land - use characteristics and the absence of a mass transit system are factors contributing to high congestion on Lagos roads. Congestion, however, is exacerbated by another phenomenon, danfos and molues. There is an increasing need for road based public transport to serve the ever-growing population and this gap has been filled by the informal private sector. The number of mini-buses has increased tremendously in the last few years to the extent that there are now around 75,000 mini-buses registered in Lagos. Unfortunately these vehicles now constitute the greater cause of congestion on Lagos roads.

Let us contrast Lagos to a city like London with which some of us are familiar. It has a population of 8 million spread over a wider

area than Lagos. It has a strategic road network that exceeds ours in terms of length and the number of traffic lanes provided. In addition to this, it has an underground system with an excess of 200 stations. It has a light metro system, a tram system and a well coordinated bus network, sub urban rail services and river transport system. All these to serve a population of 8 million inhabitants in comparison to the 12-15 million people of Lagos.

Mass Transit Options

The phrase 'mass transit' refers to the movement, usually of people, en-masse. Traditionally this is achieved by use of bus-based or rail technology. There are other forms of technology that can be used for mass transit systems. An example applicable to Lagos is the use of ferries for public transport purposes.

Mass transit systems, whether roadway or railway, run on fixed tracks. They enjoy high

traffic. The bus has a good reliability and it is best suited to high demand corridors in medium to low-density areas. Bus ways will cater for up to 6,000 passengers per hour per direction of flow.

Bus Rapid Transit (BRT): BRT is an enhanced bus way system and is similar to light rail except that BRT is bus based.

BRT operates to a specific timetable or high frequency 'turn up and go' services.

They operate on fully segregated alignments and this ensures the reliability of scheduled services and predictable journey times.

They operate in a fully or near fully enclosed environment where access is greatly restricted. They are 'self-enforcing', self-regulated and encroachment by other vehicles is non-existent.

They provide appropriate capacity to meet expected passenger demand through out operational hours

Typically they carry 10,000 to 30,000 passengers per hour per direction of service.

They provide a consistent service quality in terms of vehicle and service standards

BRT is cheaper than comparative rail based systems.

Trams/LRT: Trams are Light Rail systems common in many European cities. They have a mixed running and on-road tram lanes and where available, the road space is totally segregated. They share similar operational characteristics with BRT systems, can carry up to 30,000 passengers per hour and operate to headways of 4-6 minutes. The tram is best suited to higher densities of development, or connecting denser urban centers. Trams can be fragile and are perhaps not well suited to Lagos needs.

Light Metro: Light Metros share similar characteristics with LRT. However, unlike Light Rail systems, Light metros run exclusively on segregated alignments. The example in London, the Docklands Light Railway, runs in an elevated alignment.

Metro: Metros are heavy rail systems, robust and have passenger carrying capacity in excess of 30,000 passengers per hour. Headway could be as low as 2 minutes. Metros are fully segregated, may be elevated, at grade or underground, as is the case in London.

What is LSG Doing?

Lagos State Government, through its policy making arm, the Ministry of Transport, and its executing agency LAMATA and with the assistance of the World Bank, is currently considering a combination of some of the mass transit options for easing the transport problems in the Metropolis.

We have plans to reform the bus services sector. We are considering the implementation of a BRT system. We have plans to develop the existing rail corridor between Iddo and Agege to include a metro system. Working with

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levels of segregation from other forms of traffic and are characterized by the fact that they operate to pre-determined time-tables.

The potential options for mass transit in Lagos are -

- Bus priority measures: common in the U.K.
- Bus ways/Bus Rapid Transit (BRT): Examples in Columbia and Brazil
- Light Rail Transit/TRAMS - common in Europe
- Light Metro - example in London
- Metro - e.g. London underground, New York Subway
- Ferry Services - New York, Sydney, Thailand

Bus Priority: Buses enjoy priority over other forms of traffic. They will usually have traffic lanes dedicated for their use. Bus priority is best suited to low-density dispersed areas and in the context of Lagos one might suggest such a system in emerging areas, perhaps in the east Lekki area. Typically bus priority will cater for up to 4,000 passengers per hour per direction of travel.

Bus Ways: Bus services are operated on dedicated roadways known as bus ways. There is little or no interaction with other

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