



FEDERAL REPUBLIC OF NIGERIA

NATIONAL LAND TRANSPORT POLICY

AUGUST, 2026



**· INTEGRATED · SAFE · EFFICIENT · SUSTAINABLE MOBILITY
FOR NATIONAL DEVELOPMENT**



FEDERAL REPUBLIC OF NIGERIA

NATIONAL LAND TRANSPORT POLICY



AUGUST, 2026

TABLE OF CONTENT

Foreword by the Honourable Minister

Acknowledgement by the Permanent Secretary

Table of Content

Appendix

Abbreviations

Executive Summary

PART ONE: POLICY FUNDAMENTALS.....1

1.0 INTRODUCTION2-10

2.0 CONTEXT OF POLICY11-14

3.0 POLICY DIRECTIONS TO ADDRESS IDENTIFIED ISSUES15-17

PART TWO: MODAL ISSUES.....18

4.0 RAIL TRANSPORT SUB-SECTOR19-23

4.1 Existing Situation

4.2 Policy Statement

4.3 Policy Goal

4.4 Policy Objectives

4.5 Policy Strategy

5.0 ROAD TRANSPORT ADMINISTRATION24-27

5.1 Existing Situation

5.2 Policy Statement

5.3 Policy Goal

5.4 Policy Objectives

5.5 Policy Strategy

6.0 INTERSTATE PASSENGER TRANSPORTATION28-31

6.1 Existing Situation

6.2 Policy Statement

6.3 Policy Goal

6.4 Policy Objectives

6.5 Policy Strategy

7.0 FREIGHT TRANSPORTATION	32-36
7.1 Existing Situation	
7.2 Policy Statement	
7.3 Policy Goal	
7.4 Policy Objectives	
7.5 Policy Strategy	
PART THREE: MULTI-MODAL ISSUES	37
8.0 LAND TRANSPORTATION SAFETY AND SECURITY	38-41
8.1 Existing Situation	
8.2 Policy Statement	
8.3 Policy Goal	
8.4 Policy Objectives	
8.5 Policy Strategy	
9.0 URBAN TRANSPORTATION	42-46
9.1 Existing Situation	
9.2 Policy Statement	
9.3 Policy Goal	
9.4 Policy Objectives	
9.5 Policy Strategy	
10.0 RURAL TRANSPORTATION	47-49
10.1 Existing Situation	
10.2 Policy Statement	
10.3 Policy Goal	
10.4 Policy Objectives	
10.5 Policy Strategy	
11.0 NON-MOTORIZED TRANSPORTATION	50-52
11.1 Existing Situation	
11.2 Policy Statement	
11.3 Policy Goal	
11.4 Policy Objectives	
11.5 Policy Strategy	

12.0 INCLUSIVE TRANSPORTATION	53-55
12.1 Existing Situation	
12.2 Policy Statement	
12.3 Policy Goal	
12.4 Policy Objectives	
12.5 Policy Strategy	
PART FOUR: CROSS-CUTTING ISSUES	56
13.0 PLANNING, RESEARCH AND DEVELOPMENT	57-59
13.1 Existing Situation	
13.2 Policy Statement	
13.3 Policy Goal	
13.4 Policy Objectives	
13.5 Policy Strategy	
14.0 CAPACITY BUILDING & KNOWLEDGE GENERATION MANAGEMENT.....	60-63
14.1 Existing Situation	
14.2 Policy Statement	
14.3 Policy Goal	
14.4 Policy Objectives	
14.5 Policy Strategy	
15.0 ENVIRONMENT AND CLIMATE CHANGE	64-66
15.1 Existing Situation	
15.2 Policy Statement	
15.3 Policy Goal	
15.4 Policy Objectives	
15.5 Policy Strategy	
16.0 HUMAN RESOURCE AND PROFESSIONALISM.....	67-69
16.1 Existing Situation	
16.2 Policy Statement	
16.3 Policy Goal	
16.4 Policy Objectives	
16.5 Policy Strategy	

17.0 FUNDING AND INVESTMENT	70-73
17.1 Existing Situation	
17.2 Policy Statement	
17.3 Policy Goal	
17.4 Policy Objectives	
17.5 Policy Strategy	
PART FIVE: IMPLEMENTATION STRATEGY.....	74
18.0 INSTITUTIONAL FRAMEWORK	75-79
18.1 Preamble	
18.2 The National Council on Transportation	
18.3 Federal MDAs	
18.3.2.1 Federal Ministry of Transportation	
18.3.2.2 Federal Ministry of Marine and Blue Economy	
18.3.2.3 Federal Ministry of Aviation and Aerospace	
18.3.2.4 Federal Ministry of Works	
18.3.2.5 Federal Ministry of Petroleum Resource	
18.3.2.6 Federal Ministry of Environment	
18.3.2.7 Federal Ministry of Agriculture and Food Security	
18.3.2.8 Federal Ministry of Industry, Trade and Investment	
18.3.2.9 Office of the Secretary to Government	
18.3.2.10 Office of the National Security Adviser	
18.4 States and FCT	
18.5 Local Government and Area Councils	
18.6 Professional Bodies	
18.7 Organized Unions, NGOs and Civil Society Groups	
18.8 Private Sector Operators	
18.9 Citizens and Users	
19.0 IMPLEMENTATION ARRANGMENT	80-97
19.1 Preamble	
19.2 Implementation Plan and Timeline	
19.3 Monitoring and Evaluation Arrangement	
19.4 Legal Framework of the Policy	
19.5 Review of the Policy	
19.6 Conclusion	

APPENDIX PAGES

Appendix I: Definition of Terms (2 Pages)

Appendix II: NLTP Members of Inter-Ministerial Committee and
Resource Persons

Appendix III: Stakeholders' Consultative and Validation Forum
Attendance

FOREWORD

The National Land Transport Policy is the first of its kind in the Transport Sector in Nigeria since its independence. It aligns with the Eight Priorities of President Bola Ahmed Tinubu, *GCFR* led administration and Ministry's mandate to ensure fast, safe, efficient, affordable, convenient, integrated and inter-modal transport system that facilitates Nigeria's socio-economic developmental needs and enhance the quality of life of the citizens. It is in line with this that a technical committee was constituted in January 2024 to develop a sustainable policy framework for the land transport system in the country. The committee comprised technocrats, academics, other professionals, and seasoned Resource Persons from both the public and private sectors who were tasked to formulate a precise policy that properly aligned with the present administration's goals, objectives, and priorities.

The policy development processes were religiously followed, and the draft was presented to a larger stakeholder's forum of the 18th National Council on Transportation in Abeokuta, Ogun State, from 13th - 16th February 2024. Similarly, the policy was further securitized and validated at a National Stakeholders' Validation Forum in Abuja, FCT, on 20th March 2024. The present Administration sees the need to come up with a robust Land Transport Policy in order to take corrective measures, considering that the Sector has witnessed various challenges ranging from the disconnect and lack of multi-modalism, free entry, and free exit, lack of professionalism which is the bane on safety, lack of any known pricing mechanism, lack of development of non-motorized transport, overburden due to lack of serviceable pipelines, lack of use of weighbridges which trucks enter anywhere notwithstanding its tonnage, etc.

The main objectives of the policy are to develop a land transport system that will make Nigeria globally competitive and connected, build capacity to meet the high demand in the transport sector in Nigeria and promote strategic objectives as enablers of economic growth and development of the Nation.

Furthermore, proper management of the land transport sector is envisaged to facilitate other sectors of the economy and soon become a significant revenue earner contributing to the GDP. The resultant

effect will manifest in the overall development of the country, where every sector is able to perform optimally. The policy has clear and concise implementation strategies.

The policy provides guiding principles toward achieving the deliverables in line with the Ministry's mandate, the National Development Plan, and the Nigerian Agenda 2050. It is my hope that proper monitoring and evaluation at all facets of this policy implementation will place Nigeria as the real giant in the Subregion and African countries.

A welcome development is the alteration of the 1999 constitution that moved the Railway from the Exclusive Legislative List to the Concurrent List of the Constitution, thereby empowering the State Governments to build and operate railways within their jurisdictions to boost intra-state mass transport services. This development will be in consultation with the Nigerian Railway Cooperation (NRC), which remains the Technical Regulator for safety and inter-state connectivity.

In conclusion, the National Land Transport Policy (NLTP) set out a new approach to land transport and embodies new thinking on integrating transport with other aspects of Government policies. It is acknowledged that States have different transportation needs and priorities, but the guiding principles in this document apply throughout the country. It is hereby presented for effective implementation to all the Stakeholders in Nigeria.

Sen. Said A. Alkali

Former Honourable Minister of Transportation

ACKNOWLEDGEMENT

The Federal Ministry of Transportation appreciates the various supports and commitments of stakeholders (corporate and individuals) towards the formulation of the National Land Transport Policy (NLTP). Worthy of mention is the leadership and supervisory role provided by the Honorable. Minister of Transportation, Sen. Said A. Alkali from the point of inaugurating the Inter-Ministerial Technical Committee throughout the Policy development and approval stages. Similarly, we also appreciate the Chairman of the Inter-Ministerial Technical Committee, the Permanent Secretary, Federal Ministry of Marine and Blue Economy, Tpl. Oluruntola Olufemi who was deputized by the then Director, Transport Planning and Coordination, Dr. (Mrs.) Mercy Olanike Ilori, *FInstTA*, the members of the Committee and resource persons. This document came out of the mills in such a timely manner because of the industrious and focus of the team who took the document to the 18th National Council on Transportation and also to the National Stakeholders' Validation Forum in Abeokuta and Abuja respectively. Also, we wish to appreciate the Director, Legal Services of the Ministry, Mr. Pius Oteh who led the bilateral meeting with the Federal Ministry of Works when he stood in as the Director Overseeing the Office of the Permanent Secretary (DOOPS), Transportation before my assumption of duty.

2. The Ministry also acknowledges the Honourable. Minister of Budget and Economic Planning, Abubakar Atiku Bagudu and Honourable. Minister of Works, Engr. Dave Umahi, their Permanent Secretaries and Management Staff for hosting the Ministry during the official consultation on the Policy to ensure that the Policy is within its jurisdiction and coherence with other national plans.

3. Specifically, we wish to thank all organizations, including FMBEP, FMW, CIOTA, CILT, FRSC, NCPWD, Nigerian Army, NTCF, AfCFTA

Coordinating Office, and FEDAN, who sent in memoranda. Their input and constructive criticisms are the reasons we have this policy today.

4. Furthermore, our gratitude goes to the various Resource Persons who came in handy for the Ministry at various phases of the developmental journey: Prof. S.G. Odewumi, Prof. Aminu Umar, Dr. Tayo Kayode, Dr. George Banjo and the SA Technical to the HMT, Prof Shuaibu A. Danwanka; Other members of the Committee and the diligent, articulating and smart secretariat from the Transport Planning and Coordination Department of the Ministry, (*see List on Annex III of this Policy*).

5. Finally, our ultimate appreciation goes to the Almighty God for the privilege given to the Ministry and the team to birth the first National Land Transport Policy for the Country. God Bless Nigeria.

Engr. Olufunso O. Adebisi, FNSE
Permanent Secretary
Federal Ministry of Transportation

August, 2026

ABBREVIATIONS

- i. AfCFTA - African Continental Free Trade Area
- ii. BOO - Build-Own-Operate
- iii. BOT - Build-Operate-Transfer
- iv. CBD - Central Business District
- v. CILT - Chartered Institute of Logistics and Transport
- vi. CIOTA - Chartered Institute of Transport Administration of Nigeria
- vii. CNG - Compressed Natural Gas
- viii. COP26 - 26th Conference of Parties,
- ix. DB - Design-Build
- x. DBFM - Design-Build-Finance-Maintain
- xi. DBFMO - Design-Build-Finance-Maintain-Operate
- xii. DIA - Defence Intelligence Agency
- xiii. ECOWAS - Economic Community of West Africa States
- xiv. EFCC - Economic and Financial Crimes Commission
- xv. EoDB - Ease of Doing Business
- xvi. FAAN - Federal Airports Authority of Nigeria
- xvii. FCT - Federal Capital Territory
- xviii. FEC - Federal Executive Council
- xix. FEDAN - Female Drivers Association of Nigeria
- xx. FMAA - Federal Ministry of Aviation and Aerospace

xxi.	FMAFS	-	Federal Ministry of Agriculture and Food Security
xxii.	FMBEP	-	Federal Ministry of Budget and Economic Planning
xxiii.	FMF	-	Federal Ministry of Finance
xxiv.	FMMBE	-	Federal Ministry of Marine and Blue Economy
xxv.	FMT	-	Federal Ministry of Transportation
xxvi.	FMW	-	Federal Ministry of Works
xxvii.	FO	-	Finance-Only
xxviii.	FRSC	-	Federal Road Safety Commission
xxix.	FUMT	-	Federal Urban Mass Transit
xxx.	GDP	-	Gross Domestic Product
xxxi.	HDMI	-	Highway Development and Management Initiative
xxxii.	IMT	-	Intermediate Modes of Transport
xxxiii.	ITS	-	Intelligent Transport System
xxxiv.	JBP	-	Joint Border Post
xxxv.	JTB	-	Joint Tax Board
xxxvi.	LGA	-	Local Government Area
xxxvii.	LNG	-	Liquefied Natural Gas
xxxviii.	MDAs	-	Ministries, Departments and Agencies
xxxix.	MoU	-	Memorandum of Understanding
xl.	MT	-	Mass Transit

xli.	MVA	-	Motor Vehicle Administration
xlii.	NADDC	-	National Automotive Design and Development Council
xliii.	NBRRI	-	Nigeria Building and Road Research Institute
xliv.	NBS	-	National Bureau of Statistics
xliv.	NBTE	-	National Board for Technical Education
xlvi.	NCCE	-	National Commission for Colleges of Education
xlvi.	NCSDC	-	Nigeria Security and Civil Defence Corps
xlvi.	NCPWD	-	National Commission for People With Disabilities
xlix.	NCT	-	National Council on Transportation
I.	NDC	-	Nationally Determined Contribution
li.	NDLEA	-	Nigerian Drug Law Enforcement Agency
lii.	NFIU	-	Nigerian Financial Intelligence Unit
liii.	NIWA	-	National Inland Waterways Authority
liv.	NLTP	-	National Land Transport Policy
lv.	NMT	-	Non-Motorized Transport
lvi.	NPF	-	Nigeria Police Force
lvii.	NRC	-	Nigerian Railway Corporation
lviii.	NRSS	-	National Road Safety Strategy
lix.	NUC	-	National Universities Commission
lx.	O & M	-	Operation and Maintenance Control
lxi.	ONSA	-	Office of National Security Adviser

- lxii.

OSGF -

Office of the Secretary to the Government of the Federation
- lxiii.

OHCSF -

Office of the Head Civil Service of the Federation
- lxiv.

PMS -

Premium Motor Spirit
- lxv.

PCNG-I -

Presidential Initiative on Compressed Natural Gas
- lxvi.

PPP -

Public Private Partnership
- lxvii.

RAAMP -

Rural Access and Agricultural Marketing Project
- lxviii.

SDG -

Sustainable Development Goals
- lxix.

VIOs -

Vehicle Inspection Offices
- lxx.

WB -

World Bank
- lxxi.

WTO -

World Trade Organization

EXECUTIVE SUMMARY

1. Transportation facilitates industrialization and development. It enables the creation of wealth and socio-economic opportunities for society. Additionally, it assures the sustained, efficient, and effective movement of persons, goods, and services, thereby meeting the needs of the citizenry.

2. It is because of the foregoing and in compliance with the Ministry's mandate to ensure a safe, efficient, affordable, convenient, integrated and inter-modal transport system that will enhance the quality of life of Nigerians that the Honourable Minister of Transportation, Senator, Said Ahmed Alkali inaugurated an Inter-Ministerial Technical Committee on the 31st January 2024 to develop a sustainable and holistic National Land Transport Policy for Nigeria.

3. Delivering a National Land Transport Policy that addresses the existing situation in the Nigerian Transport Sector is one of the heartbeats of the Presidency and consequently the foremost deliverable of the Presidential Priority that the Honourable Minister of Transportation is mandated to provide for Nigerians.

4. The National Land Transport Policy was birthed through comparative analysis of transport system in other climes, collation and review of relevant literatures, inputs of stakeholders at different levels and fora, X-ray of existing situations in the Nigerian Transport system and sourcing of current data from relevant authorities. The aim of developing this policy amongst others is to create an integrated and sustainable multimodal transport system where people, freight and services could be conveyed from origin to destination at affordable cost, reduced travel time and improved quality of service.

5. The vision behind the formulation of this Policy is to deliver for the nation an organized, efficient, competitive, integrated, private sector driven, safe, secure and sustainable world class Land Transportation System that will meet the needs of a growing economy and the people. At the end of the day, the goal to provide a framework that will regulate the Land Transport Sector with an organized, professionally administered, good regulated and governed transport system. This will result into an effective coordination among various Government regulatory agencies with responsibility for harmonisation of national actions in relation to the national resources.

6. The Scope of the Policy covers the mandate areas of the Ministry of Transportation, which are Road Transport & Mass Transit Administration, Provision of Joint Border Post (JBP) Infrastructure, Provision of Railway Infrastructure, Regulations and Operations, Intermodal & Multimodal Coordination and development of emerging and crosscutting concerns such as gender and inclusive transport development, urban, rural and non-motorized transportation realities. The Policy also covers introduction of technology and innovation and use of clean energy (Electric Vehicle, Lack of standardized guidelines, and policies to guide the current efforts in the development of alternative energy sources such as Autogas conversion, equipment need and processing Lack of standardized guidelines, and policies to guide the current efforts in the development of alternative energy sources such as Autogas conversion, equipment need and processing to reduce pollution and protect the operating environment.

7. The National Land Transport Policy direction covers identified modal issues, multimodal and cross cutting areas which is strategically located from Chapters 4-17 of the document for ease of reference; they are:

7.1 Modal Chapters: Rail Transport Subsector; Road Transport Administration; Interstate Passenger Transportation; Freight Transportation; Land Transport Safety and Security.

7.2 Multi-Modal Chapters: Urban Transportation; Rural Transportation; Non-Motorized Transport; and Inclusive Transport.

7.3 Cross-Cutting Chapters: Planning, Research and Development; Capacity Building and Knowledge Generation Management; Human Resource & Professionalism; Environment and Climate Change; and Funding and Investment. The last two Chapters is Institutional Arrangement and Implementation Arrangement.

8. Under the aforementioned topics, variables such as: Existing Situation, Policy Goal, Objective, Strategy and Statements are extensively discussed. On the existing Situation, the policy exposes the current challenges and Gaps that are obtainable in the various Land Transport subsectors and other cross cutting issues. Accordingly, the Policy Goals deals resultant impact that the policy expected to achieve in the sub-sector while the Policy Objective exposes the factors and forces that prompts the development of the policy statements and strategies. In addition, the Policy Strategy reveals the processes, mechanisms and actions that will be put in place to address the existing situations, and the Policy statements reveals what the Government will do with respect to the specific subsector under discuss.

9. Generally, the National Land Transport Policy has sufficiently addressed factors and forces that are inhibiting the Land transport sector in Nigeria and has simply revealed the mindset of the Government and its intentions in addressing these issues with the hope

of transforming the Nigerian transport system into a World class Standard.

10. In accordance to the guiding principles of Policy development, the National Land Transport Policy has been subjected to the scrutiny of 18th National Council on Transportation and a National Stakeholders' validation Forum. Other strategic consultations were held relevant government authorities such as the Federal Ministry of Budget and Economic Planning.

PART ONE

POLICY FUNDAMENTAL



CHAPTER ONE

INTRODUCTION

Nigeria has formulated a long-term national plan, the Nigeria Agenda 2050. The Plan is designed to transform the Country from a developing country to an Upper-Middle Income Country (UMIC). This progress is expected to be achieved through the implementation of six (6) five (5) Medium Term Plans of which the first, the National Development Plan (NDP) 2021 - 2025 was already being implemented by Government. The remaining five are: NDP 2026 - 2030, NDP 2031 - 2035, 2036 - 2040, 2041 - 2045 and 2046 – 2050, each Medium-Term Plan will benefit from the implementation of their respective preceding plans.

The transportation sector generally which is made up of land, air, pipeline and sea modes of transport play significant and catalytic roles in the economic and social development of nations. The sector enables movement of goods, services and factors of production across locations. While other modes are very significant in driving economic growth and development, the land transport plays most significant role, contributing more than 60% of transportation sector contribution to Gross Domestic Product (GDP). It does not only catalyze the growth of industrialization and development but also facilitates the creation of economic and social opportunities and assures sustained, efficient and effective economic and social development by assisting adequately in meeting existing and future needs.

The policy thrust of government in the National Land Transport Policy (NLTP) is to provide a system where land transport can serve as an integral and sustainable multimodal transport system where people, freight and services could be conveyed from origin to destination at reduced costs, travel time and improved quality of service.

1.1 Overview of Nigeria's Transport System

1.1.1 The origin of Nigeria's transport system dates to the colonial period, when exports of domestic resources mainly cash crops (groundnuts, cocoa, and palm oil products etc) and imports of mass-produced consumer goods dictated the type of infrastructure and services to be provided. Thus, emphasis was on the provision of railway services which commenced from 1898, followed by the establishment of water transportation, as well as the construction of the first inter-

regional roads in 1906. These initial investments were made with the minimum possible resources, resulting in roads and rail alignments which in the present era were no longer adequate for higher traffic volumes generated by multiple economic activities.

1.1.2 The second phase in the development of Nigeria's transport system came after independence which resulted in re-positioning of the sector as an important instrument for the social and economic development. The reposition was amplified by the discovery of oil which brought about accelerated social and economic growth that fueled the need for reliable and affordable mass transportation.

1.1.3 The third phase was a period of initial considerable investment in pipeline transportation meant to convey crude oil products into the hinterlands which was followed by further investment in roads and seaports, mainly during the 1970s and 1980s. This investment resulted in the existence of significant infrastructure assets, comprising about 189,000 kilometers of paved and unpaved roads, ports facilities and about 9,000 kilometers of pipelines, 3,000 kilometers of navigable inland waterways and a narrow-gauge rail network of 3,500 kilometers. Unfortunately, the assets value of the pipeline and inland waterway investments have depreciated significantly due to the neglect of their maintenance over several decades. As a result, they play less roles than they should in meeting the transport needs of the country. The road network, which remain the backbone of the Nigerian Transportation system had deteriorated; however, it is still the predominant mode carrying about 90% of the country's goods, services and passengers' movements.

1.1.4 Many elements of the transport system have suffered from the effects of shortages of resources reflected in inadequate maintenance of infrastructure and operative platforms. In the road sub-sector, lack of effective maintenance has led to poor vehicular conditions reflective in the presence of substandard vehicles which contribute to high transport operating costs and pollution. In the railways sub-sector, there is inadequate resources to maintain tracks, rolling stocks, communication and other supportive facilities leading to low contribution to haulage of freight and carriage of passenger. The monopoly status of the Nigerian Railway Corporation (NRC) over rail

operations contributed to the crowding out of private sector participation.

1.1.5 Against this background, the Nigerian transport system had been depicted as operating below capacity largely because of the imbalance between the needs of the Nigerian society and economy for adequate transport services and the inability of the sector to meet such demands. The imbalance has two dimensions: the first being between absolute demand and supply, and the second, between the nature of the existing demand and supply (demand for good quality and affordable services as against provision of services that are costly, unsafe, unreliable and environmentally unfriendly, among others). There is the need for a policy to redress the imbalances in the land transport sector to make it a catalyst for the achievement of the Government's macro-economic and social objectives.

1.1.6 To this end, NLTP is designed to support social and economic growth in the country to enable it to compete favorably in the international market. The Policy, acknowledges the need to develop a transport system that sets standards, ensures national security, opens access to all areas and serves the well-being of the people.

1.1.7 The policy therefore draws its strength from the national aspiration of transforming from a developing country to an upper-middle income country as encapsulated in the Perspective Plan, Nigerian Agenda (NA) 2050. Nigeria has great potential in the land transport sub-sector which are yet to be fully harnessed to further contribute to achieving the national aspiration. The size of the country, population and huge economic resources offers several growth and development opportunities.

1.1.8 Nigeria has a land mass of about 924,000 km sq and a population of approximately 220 million people, which according to the National Bureau of Statistics (NBS) is growing at about 2.4 percent annually. Also, the United Nations projected that Nigeria will be the third most populous country in the world by 2050, behind India and China. Along the same trajectory, Nigeria's urban population is rapidly increasing between 3 and 6 per cent per annual. The country is well-endowed with natural resources including petroleum, gas, solid mineral

resources as well as abundant and variety of agricultural and forestry resources in the three ecological zones of the country.

1.1.9 Nigeria is endowed with a coastline which stretches about 850 km bordering the Atlantic Ocean in the South, Chad and Niger Republic to the North, Benin Republic and Cameroun in the West and East respectively. Furthermore, its location gives it the advantage of being a natural hub for transshipment of freight to landlocked countries in the West and Central African sub-regions. The vast land mass makes land transportation critical in promoting social cohesion, integration and unity of the country. Its large and growing population implies high demand for movement while transport is key to the exploitation of the natural resources, thus, the demand for transport is high and growing.

1.1.10 To this end, NLTP is designed to support social and economic growth in the country to enable it to compete favorably in the international market. The Policy, therefore, acknowledges the need to develop a transport system that sets standards, ensures national security, opens access to all areas and serves the well-being of the people.

1.2 The Land Transportation Sub-sector

1.2.1 Land Transportation is the closest mode of transport to the people. It plays a pivotal role in the economic growth and development of nations all over the world as it is the only mode that serves the last-mile needs of the population. It is also the only mode of transportation that serves the travel origin and destination needs for commuters, goods and services. The land transport sector caters for over 90 percent of the transportation needs in Nigeria. More importantly, it is the mode that impacts on the daily transportation needs of the people as it grants them access to education, markets, health services, among other activities. In addition, land transportation plays crucial role in the smooth administration of the country and plays significant role in the production process through the facilitation of free movement of goods and persons within the country.

1.2.2 Land transportation and national development cannot be separated since the sustainable development of an economy is directly

linked to an efficient land transport system that will among others, stimulate national development, enhance the quality of life for all and support the efficient operation of markets by connecting people, goods and services. Land transport provides vital links between spatially separated communities, enables social contact and interaction; increases access to markets and links local, regional, national and international markets, alleviates regional inequality and fosters national integration. It provides access to employment, health, education and services. An organized land transportation system facilitates the maximization of a country's competitive advantages especially where the different modes (Road, Rail, Marine, Air and Pipeline) are integrated.

1.2.3 Road transport operations in the country are dominated by private sector operators. The removal of petroleum subsidy in 2023 led to an increase in the pump price of Premium Motor Spirit (PMS) used as fuel for vehicles resulting in fare increases by transport operators which further constrained public transport operations. The increase in the pump price of PMS also made the use of private vehicles expensive for vehicle owners. The increase in the cost of fuel and fare resulted in a shift in demand for public transport, with some private vehicle owners preferring to use public transport while some public transport users who are unable to afford the new fares became pedestrians.

1.2.4 In response to the adverse impacts of the above macro-economic policies on transportation, the Federal Government announced significant policy initiatives to increase the fleet of buses available for public transportation in the country. First is the setup of Infrastructure Fund to encourage improved provision of infrastructure including road. The Fund is expected to be funded from savings accruing to the government from the removal of fuel subsidy. The second is the promotion of a shift from the use of Premium Motor Spirit (PMS) for vehicle propulsion to more energy mix which includes electric and natural gas vehicle.

1.2.5 It has been underscored that Nigeria is witnessing rapid urbanisation. There are several cities in the country with high population such as Lagos, Kano, Kaduna, Port Harcourt, Abuja, Ibadan, Warri, Enugu etc. Public transport in these cities is generally provided by the private sector using minibuses often in poor condition and

minimally regulated. While some of the cities have public services, they have little impact on the overall supply of public transport. However, the need for a mass transit system is growing nationally and given experiences from the removal of fuel subsidy and other macro-economic trends the Federal and State governments will need to devise a means to meet growing needs.

1.2.6 In the 1990s, the Federal Government of Nigeria (FGN) sought to address urban transport challenges when it procured buses for distribution to States and corporate organizations. Subsequently it introduced the the Federal Urban Mass Transit (FUMT) programme which, unfortunately, did not have sustainable impact on urban transport supply and demand in the country as it could not holistically address urban mobility related issues. This suggested a future path for a national response to the need to improve urban transport services in Nigeria.

1.2.7 Generally, the challenges for Nigeria's land transport system are numerous and longstanding, includes:

- i. Unregulated (free entry and exit) small operators with limited capacity and capability.
- ii. Most Public Mass Transit vehicle and Haulage Trucks/Tankers are dilapidated, create road hazards and poor travel and business experiences, which invariably impact road safety.
- iii. Absence of long-term funds for fleet renewal, available funds are short-term with high cost of credit, hence financing model is still heavily dependent on public sector budget.
- iv. Informal and casualization of employment for large scale population of workers.
- v. Expensive unregulated public transport fare regime to the detriment of the citizens.
- vi. Poor driver skills and conduct.
- vii. High cost of logistics and movement of produce, goods and services.

- viii. Non implementation of the Axle load regime to stem overload by high-capacity truck.
- ix. Growing demand for land transport services because of increasing population, and increased e-commerce activities and growth of cities.
- x. Over-dependence on private cars has contributed to urban traffic congestion and created significant adverse environmental issues and pollution.
- xi. Low utilization of modern technology and innovations in the provision of transport services in both road and rail modes.
- xii. Financing model heavily dependent on public sector budget.
- xiii. Inadequate application of appropriate business module that encourage 'user pays principles' that is competitive, transparent and fair for would be investor to recoup their investment.
- xiv. Inadequate access to available land transport services by people living with disabilities and the vulnerable e.g. women, the elderly and children.
- xv. Imbalance in the carriage of available traffic by the most appropriate mode of transport, the pipeline and inland Waterways are not being leveraged sufficiently in the locations where they have comparative advantage of carriage; and
- xvi. inadequate Planning, Research and Data Management, Coordinated Development among tiers of government, professionalizing human resource in the sector, safe carriage of dangerous goods, and dealing with security issues along land transport corridors, etc

1.3 The Need for a Land Transport Policy

1.3.1 Nigeria is the most populous country in Africa with the second largest land mass. To meet the current and future travel needs of the people, a well-developed and vibrant land transport system is required to facilitate the actualization of the economic and social development of the country.

1.3.2 The land transport system is the predominant mode for movement of persons, goods and services in the country. However, this system of transportation is inadequately regulated, uncoordinated and fully explored, hence limiting the efficiency of the sub-sector, and negatively impacting on the socioeconomic well-being of the society. The land transport infrastructure in Nigeria is deficient in non-motorized transport facilities, environmental sustainability and inclusivity, hence the need for a policy to address the gaps in line with global best practice.

1.3.3 Absence of a NLTP has affected investment in infrastructure and maintenance as poor road management at the Federal and State levels continue to lead to costly and ineffective provision and maintenance of roads. The present arrangement has reduced opportunities for private sector involvement in the management, financing of roads and stifle innovation and competitiveness. The existing inadequate provision of public transport services has led to heavy reliance on private car usage. The country's vehicle fleet is, in the virtual absence of local manufacturing and/or assembling, typified by imported pre-owned vehicles. The model of the vehicles and inadequate maintenance contributes to high social costs in terms of frequency and severity of road crashes, air pollution and operating costs. In the same vein, the sole ownership and operation of railways transportation by the Nigeria Railway Corporation has also impacted on the investment, maintenance and expansion of infrastructure and services in the country.

1.3.4 The NLTP will create enabling environment to attract private sector investments, funding and increase contribution of land transport sub-sector to economic growth. The Policy is therefore intended to provide direction on how Nigeria could leverage on global conventions, regional agreements and protocols such as World Trade Organization

(WTO), African Continental Free Trade Area (AfCFTA), Economic Community of West Africa States (ECOWAS) in connecting multiple production clusters with infrastructure to ensure access to market, domestic consumption areas or ports for export or import.

1.3.5 The need for the Federal Ministry of Transportation (FMT) to squarely deliver on its assigned mandate to oversee land transportation matters, mainly in the road transport and Mass Transit Administration and the rail sub-sectors, brought about the need to develop appropriate policy framework to lead their development. The emerging sub-sectoral areas such as Urban, Rural and Non-Motorized Transportation, though multi-modal and inter-modal, require policy directions to achieve effective and sustainable development. The important factors of the environment, investment and funding needs would also require guidance as policies explain government guidelines on the sector. The Policy would also provide guidelines on integrated issues such as management, regulation, taxes and tariffs which will interface in the sector. Consequently, the Land Transport Policy became extremely necessary to explain government opinions, advise and approvals in the development of the sector.

CHAPTER TWO

CONTEXT OF THE POLICY

2.0 Land Transport which handles the core of public transportation is crucial for economic development, productivity and prosperity of any nation and should not be left without minimum regulation and coordination, while also observing the fact that the operators in that sub-sector are transacting in a perfect market space which permits free entry and free exit for all without discrimination. Furthermore, Nigeria is strategically located with over twenty (20) official international land and sea borders which makes it a business destination also facilitate easy integration and border transactions within the international border communities. The issue of globalization through advancement in internet services, regional and sub-regional treaties and agreements such as ECOWAS, African Continental Free Trade Agreement (AfCFTA), etc that supports free movement of people and goods across borders are potential and fundamental triggers to high demand for land transport, thus necessitating articulating a national stance for the Nigeria's massive land transportation value chain in order to optimize the benefits that comes with these treaties and agreements.

2.1 Vision of the Policy

The Vision of the Policy "is to achieve an organized, professionalized, efficient, competitive, integrated, private sector driven, safe, secure and sustainable world class Land Transportation System that will meet the needs of the economy and the people".

2.2 Mission of the Policy

The Mission is "to drive the development of a land transportation regime that is regulated, safe, secured, efficient, effective, affordable, multi-modal, with seamless connectivity that is self-sustainable and pivotal to the socioeconomic growth of the nation".

2.3 Purpose of the Policy

The purpose of the National Land Transport Policy is to serve the socioeconomic needs of the nation and all stakeholders to provide an organized, professionally administered, good regulated and governed system. The policy will serve as the basis for effective coordination

among various Government regulatory agencies with responsibility for harmonisation of national actions in relation to the national resources. The purposes of the Policy could be summarily stated as follows:

- i. to establish a framework to guide developments in the Land Transportation sector.
- ii. to provide basis for relationship between Government and Private Sector Partners for regulations, investment and operation in the sector.
- iii. to provide guarantee for investment and development partnership in the sector.
- iv. to provide platform for the mobilisation of Sub-nationals and Stakeholders to participate in the aims and objectives enunciated for the sector; and
- v. to enumerate responsibilities and roles for collaboration which is the bedrock of a seamless multi-modal {road, rail, marine (inland waterways, Dry and Seaports) and pipeline} system.

2.4 Scope of the Policy

2.4.1 The National Land Transport Policy is designed to cover the mandate areas of the Federal Ministry of Transportation, which are Road Transport & Mass Transit Administration, Provision of Joint Border Post (JBP) Infrastructure, Provision of Railway Infrastructure, Regulations and Operations, Intermodal & Multimodal Coordination through the instrumentality of the National Council on Transportation (NCT) and encourage the development of emerging and cross cutting issues such as gender, inclusive transport development, urban, rural and non-motorized transportation realities. The Policy would also cover introduction of technology and innovation including the use of Intelligent Transport System (ITS), and use of clean energy mix (Electric and Natural Gas Vehicles,) to reduce pollution and protect the operating environment.

2.4.2 The Policy acknowledges the issues of constitutional jurisdiction in relation to the sub-sectors of land transportation such as the ownership and management of Road administration by States/FCT and Local Governments Areas (LGAs). The Policy will assist States develop and manage rail transportation and develop multi-modal, integrated, urban transportation, alongside non-motorized facilities with inclusive transportation principles.

2.4.3 The Policy will provide the framework for inter-modal and multi-modal connectivity with other transportation modes such as Aviation, Inland Waterways Ports and Jetties, Inland Dry Ports (IDP) and Seaport Terminals for a national cohesion and improved productivity.

2.4.4 The Federal Government will be responsible for standards and regulations in all its allotted areas on interstate transportation of persons and goods while on the other hand, the States and FCT shall be responsible for intrastate and rural mobility matters.

2.4.5 The Policy will add to the professionalism and skill component of Managers, Operators; auxiliary operators, and activities in the land transport ecosystem (motor vehicle repairs, vulcanizer operators, all third-Party Agents and Contractors, etc).

2.4.6 It also deals with additional sector specific issues including: security, tourism, carriage of dangerous goods, education, training, research and development, among others; in recognition of their significance to the overall socioeconomic development of the transportation sector.

2.5 Key Guiding Principles of the Policy

The policy shall be implemented based on the following principles to guide planning, administration, operation, management, regulation, monitoring, enforcement and decision making. Furthermore, the system shall be regulated and made to stimulate competition, made transparent and open to attract private sector investment. The entry and exit shall be restricted to registered and licenced stakeholders' who

are informed and skilled to operate in their area of interest. The land transport policy is underpinned by the following key principles:

- i. Competition and market forces to ensure efficient, affordable and responsive services based on equitable competition between different operators providing various services within the sector.
- ii. Cost Recovery: User charges shall apply to encourage appropriate pricing of services.
- iii. Support economic development, social cohesion and technological transformation.
- iv. Enable private sector participation.
- v. Environmental protection, including consideration of social costs.
- vi. Equal access to transport services without gender discrimination.
- vii. Efficiency in the use of energy with emphasis on clean and cost effectiveness.
- viii. Assure safety and security of users and providers of services; and
- ix. Sustainability and local content development shall be given prime place.

CHAPTER THREE

POLICY DIRECTIONS TO ADDRESS IDENTIFIED ISSUES

3.1 Preamble

3.1.1 This section contains a brief outline of the characteristics of a policy that will be responsive in dealing with the existing problems of the land transportation sector and establish a foundation for it to meet future travel needs of the country. This is effectively the first National Land Transport Policy (NLTP) following the establishment of the Ministry of Transportation in 2023. By the nature of the Constitutional provisions, activities related to land transport infrastructure and services are largely on the Concurrent List after the recent removal of railways from the Exclusive List. In orientation therefore, the Policy outline contains specific directives where the issue majorly being addressed has overriding national implications and advisory in nature where the issue requires intervention at the State and or Local Governments. In the latter case, the policy instruments include provision of incentives, and or the development at the Federal level of best practices for adoption by States and Local Governments of recommended policy directions. It is hoped that this approach will encourage good practice at the different levels of government and assist in coordinating actions by different agencies to assure seamless delivery of essential land transport infrastructure and services.

3.1.2 It is acknowledged that States/FCT and Local Governments in the Federation will have different land transport needs and priorities. The expectation is that the framework and guiding principles in this document will help them articulate land transport policies/initiatives which will contribute and complement service delivery in their respective jurisdictions. It is expected that all relevant Government Agencies in the Federal, State/FCT and Local Governments will adopt and reflect the broad principles in this policy document into each of their respective land transport policies and plans as appropriate. The emphasis is to modernize and harmonize the way in which land transport is planned nationally and locally.

3.1.3 At the National level, the policy promotes wide consultation with critical stakeholders including transport operators and users in setting priorities for improving land transport infrastructure and services. States, the Federal Capital Territory and Local Governments, when preparing their land transport plans, are expected to consult widely, involve their communities and operators in setting priorities for improving land transport infrastructure and services.

3.2 Broad Framework for Formulation and Implementation

Below are the outlined broad framework and guiding principles for land transport system and services on which detailed policies are to be developed by the different jurisdiction. Some of the proposals will require legislation to be enacted by the National and State Assemblies:

- i. Support achievement of the economic and social policies of the Government
- ii. Be practical and well-targeted, not promote compilation of a wish list of projects for implementation
- iii. Be supportive of key social and economic policies of Government, particularly those related to poverty alleviation
- iv. Consider key regional and global trends, particularly relating to the environment, security and trade
- v. Provide a framework for creating and strengthening the institutional arrangements for the sector
- vi. Promote adoption of new technologies and innovative practices that lead to efficient delivery of services
- vii. Promote cost effective availability of transport infrastructure and services that are safe and environmentally friendly
- viii. Provide a framework for the development of an integrated transport system

- ix. Promote an enabling environment for private sector investment and profitability in the provision of needed infrastructure and services
- x. Provide clear institutional and regulatory arrangements for the provision and delivery of transport infrastructure and services
- xi. Promote inclusive transportation to ensure non-discriminatory access to services
- xii. Promote frameworks for financing and fleet renewal to ensure sustainability
- xiii. Outline clearly defined planning and budgeting process
- xiv. Promote the introduction of alternative/clean energy fuels
- xv. Promote stakeholders' consultation and advocacy
- xvi. Provide for a responsive and accountable implementation arrangements
- xvii. Monitor and evaluate the impacts of its implementation.
- xviii. Promote professionalism, ethics, code of conduct and practice

PART TWO

MODAL ISSUES



CHAPTER FOUR

RAIL TRANSPORT SUB-SECTOR

4.1 Existing Situation:

4.1.1 Railways development and investment were known to have commenced in the country by the British colonial administration which led emphasis on the exports of domestic resources mainly cash crops such as groundnuts, cocoa, and palm oil products and imports of mass-produced consumer goods which dictated the type of infrastructure and services to be provided. The provision of railway services commenced from 1898 and by the period of independence and a little after, Nigeria had developed a rail network of 3,500 kilometers of mainly narrow-gauge line. Nigeria had since commenced the development of Standard gauge lines across the country to complement the narrow-gauge routes with the Lagos-Kano line, called the Western Line, segment at Lagos-Ibadan completed and operational. The Central Line, Itakpe-Ajaokuta-Warri segment had also been completed and operational as well as the Abuja-Kaduna segment. Government is carrying out limited rehabilitation of the narrow gauges, especially the Port Harcourt-Enugu-Kafanchan-Jos-Maiduguri line, known as Eastern Line, to facilitate trade and transit. The Federal Government also planned to establish a Coastal line, Lagos-Calabar, which would ensure that major geo-economic sections were effectively connected.

4.1.2 The Nigerian railway network comprises of: (a) about 3,500 km long narrow-gauge single-track railway network including 715km branch lines; (b) 827km of narrow-gauge sidings and loops; (c) about 670 km of standard gauge rail line; (d) 280 railway stations and 267 railway outstations; and (e) 353 narrow- and standard-gauge bridges. The large sections of the narrow-gauge track are characterized by tight curves, and steep gradients (historically to avoid expensive deep cuttings and long bridges) resulting in low operating speeds leading to high travel times for cargo and passengers. The rail tracks are divided

into two sections: (a) a western corridor running from Lagos via Kaduna to Kaura Namoda and Nguru including all branch lines; (b) an eastern corridor running from Port Harcourt via Kafanchan to Maiduguri including branch lines. The two corridors interchange at Kafanchan. There has been identified a third section, Central Corridor, to link Warri Port with Itakpe and later with Baro and Abuja. Lagos Port Complex has been linked with the Western Corridor and the plans to link the Onne Ports to the Eastern Corridor. The standard gauge line between Lagos and Ibadan has commenced operations providing regular passenger services. Other standard gauge lines have not started operations.

4.1.3 Until now (when the Railway was moved to the concurrent list in the constitution), NRC exercised monopoly in railway development and operation which has limited the injection of private sector financing and expertise, and adoption of innovations. It has led to over reliance on public resources with attendant implications for other demands on the public purse. The result is a rail system that is both inefficient and underused, failing to play its role in the social and economic development of the country. Its freight carriage is very low compared with that of road transport even in the carriage of those goods for which it has comparative advantage, viz. heavy, long-haul traffic such as petroleum products and containerized goods. Its carriage of passengers is significantly lower when compared with road travel. With the removal of the NRC monopoly and the provision of rail services on the concurrent legislative list of the Nigerian Constitution, an opportunity has been created for the States and private investors to participate in rail development and operation which the land transport policy will encourage.

4.1.4 Government had been implementing a 25-Year Railway Development Plan, 2002-2027, a key aspect of which includes rail coverage of all State Capitals in the country, big cities and agricultural mineral and technological hubs. The Plan intends the modernization of Nigerian Railway networks and concession them to private sector for management and operations while the NRC focus on regulation.

4.2 Policy Statement

The Government will:

- i. Unbundle the NRC into three entities (Rail Authority, Railway Operations, Railway Property Company);
- ii. Safeguard existing rail tracks and properties.
- iii. Rehabilitation of existing corridors
- iv. Complete the Central Corridor (Itakpe – Baro – Abuja);
- v. Complete the Western and Eastern Rail Corridors.
- vi. Convene a National Consultative Forum on Impact of Railway being on Concurrent List of the Constitution.
- vii. Carryout a market study of potential rail freight traffic.

4.3 Policy Goal

To develop into a modernized, dynamic, efficient and competitive railway system that provides transport options for industry, commerce and travelers, fitting seamlessly as a key component of an integrated transport network.

4.4 Policy Objectives

The Policy Objectives include to:

- i. Promote global best practices in the development and operations of the Nigerian railway system which will transform the system into an efficient, modern and competitive mode.
- ii. Strengthen multimodal and inter-modal capacity and capability to carry out haulage activities thereby effectively complimenting other modes;
- iii. Boost the activities of major industries leveraging the railways.
- iv. Foster partnership among Federal, States/FCT and Local Governments in railway development.

- v. Provide a conducive environment where the rights, interests of operators, customers and other relevant stakeholders in the railway business converge and are protected.
- vi. Create adequate rail transport services to meet the social, economic and political integration needs of the country.
- vii. Concession the existing rail lines to enhance efficiency and improve service delivery.
- viii. Institute mechanisms for effective and sustainable Health, Safety, Security and Environment management in all facets of railway operations in Nigeria.
- ix. Collaborate with neighboring countries on rail linkages to ensure regional integration in line with African Continental Free Trade Area (AfCFTA) agreement to promote more bilateral business relationships.
- x. Deploy appropriate technology to facilitate operational needs of the railways system such as user-friendly ticketing system, and passengers' management system; and
- xi. Secure alternative and reliable energy source for the operation of railways and related services.

4.5 Policy Strategy

- i. Develop a unified standard in infrastructure and operations
- ii. Promote the inter-connectivity of the railway by encouraging other modes and establishments to develop railway sidelines to improve its capacity for haulage
- iii. Establish Stakeholders forum for the Ministry/NRC to share information with Sub-Nationals on innovations, build the technical capacities of managers, exchange ideas on the interests of operators, investors and customers in the railway
- iv. Develop appropriate criteria to attract private sector investment including Concession and other Public Private Partnership (PPP)

arrangements to ensure sustainable funding and operation of the railway

- v. Improve on the smart ticketing system of the Nigerian Railway System
- vi. Collaborate with other energy sector institutions to achieve alternative and clean energy source for the operation of railways and related services.

CHAPTER FIVE

ROAD TRANSPORT ADMINISTRATION

5.1 Existing Situation

The road transport system is the predominant mode for movement of goods and services in the country. It consists of intrastate, inter-state and regional/cross-country transport services for carriage of persons, goods and services. It involves the use of privately owned cars, middle size and high-capacity buses owned by individuals and companies, as well as trucks for haulage of livestock, liquid and bulk cargoes. The road transport industry is largely dominated by non-standardized privately-owned vehicles.

The Challenges of Road Sub-sector are as follows:

- i. Dominance of informal and unprofessional providers of transport services;
- ii. Over reliance on the road mode for freight haulage.
- iii. Insufficient deployment of technology such as Intelligent Transport System (ITS);
- iv. Encroachment on the road right of ways by markets, illegal motor parks, mechanic workshops, dumping of refuse and other illegal structures.
- v. Inadequate signage/road markings along the existing highways and cities to guide road users.
- vi. Misuse of the road due to axle overload and inadequate functional weigh bridges to enforce applicable regulations.
- vii. Inadequate funding for development of organized public transport system and management.
- viii. Inadequate road facilities like truck transit areas, organized motor parks for trucks and trailers, bus stops and rest areas for road users.

- ix. Large number of small-scale operators of goods and passenger vehicles, with limited professional and business capacity, resulting in inefficient and unsafe services.
- x. Limited and conflicting jurisdictional regulations administered by Motor Vehicle Administrations.
- xi. Inadequate enforcement of traffic regulation and deterrent measures against violators.
- xii. Inadequate complementary infrastructure for women, children, aged and physically impaired persons; and
- xiii. Inadequate dedicated walking and cycling lanes, that is, Non-motorized Transport facilities.

5.2 Policy Statement

The Government will:

- i. Encourage the establishment of a distinct State/FCT Ministries for Transportation and Departments of Transportation at the Local Government Areas.
- ii. Convene a road safety and security forum to enhance safe travels and transportation.
- iii. Delineate regulatory jurisdictions to avoid unnecessary duplication of harmonized rules and regulations.
- iv. Implement decisions on common data bank to ensure that decisions on transportation were data driven.
- v. Prepare Local Transport Plans for improved transport provisions at the local level by the LGAs.
- vi. Promote the implementation of Non-Motorized Transportation (NMT);
- vii. Educate and Sensitize Road Operators and Users on the Road Signs;
- viii. Support the installation and use of weighbridges on the roads corridors; and
- ix. Encourage the undertaking of Road Safety Audit (RSA) during design and construction phases of road project.

5.3 Policy Goal

To develop a safe, secure, efficient, organized, integrated, environmentally friendly, and sustainable road transport system.

5.4 Policy Objectives

- i. Coordinate, support, and provide an enabling environment for a road transport system that encourages the participation of the private sector and adequately meet the mobility needs of the country;
- ii. Deploy Intelligent Transport System (ITS) technologies in road administration and traffic management like provision of CCTV camera to check traffic violators, other security gargets, computerized roadworthiness devices among others.
- iii. Develop, establish and disseminate a national road transport data management system.
- iv. Provide new sources of funding to close the resource gap for road transport administration, mass transit development and safety management.
- v. Promote collaboration among stakeholders.
- vi. Achieve efficient, effective and harmonized Transport policy management and Motor Vehicle Administration at all levels.
- vii. Provide efficient and reliable environment required by transport businesses to deliver goods and services around cities and markets.
- viii. Provide signage, road markings and signalization along Nigerian roads.
- ix. Develop strategies for prompt clearing of obstruction, debris and other materials that constitute hazards to traffic on Nigerian roads at all levels.

- x. Encourage institutions for safety and security (FRSC, VIO, Police) to make provision for facilities that prevent accidents on the roads; and
- xi. Create an efficient road maintenance/ management system at all levels of Government for prompt maintenance of the highways, roads as applicable.

5.5 **Policy Strategy**

- i. Implement standards for entry and exit of operators
- ii. Deploy Intelligent Transport System (ITS) technologies in road administration and traffic management Ensure the provision of signage, road markings and signalization on the roads
- iii. Develop strategies for prompt clearing of obstruction, debris and other materials that constitute hazards to traffic on Nigerian roads at all levels
- iv. Establish and disseminate a national road transport data management system
- v. Encourage and liaise with Stakeholders to develop framework for funding and fleet renewal to close the resource gap in mass transit fleet deficiencies
- vi. Institutionalize a harmonized Transport Policy management and Motor Vehicle Administration in the country
- vii. Provide efficient and reliable environment for transport businesses to thrive by the harmonization of taxes and all motor vehicle payments through the Joint Tax Board
- viii. Encourage institutions for safety and security (FRSC, VIO, Police) to make provision for facilities that prevent accidents on the roads
- ix. Formalise and Digitalise the payment of fines by traffic violators on Nigerian Roads.
- x. Promote training and research through the existing Institutions
- xi. Implement the National Professional Cadre for Transport Operations (Drivers, Managers, Administrators etc.)

CHAPTER SIX

INTERSTATE ROAD PASSENGER TRANSPORTATION

6.1 Existing Situation

6.1.1 Interstate transportation involves mobility between and among State Capitals or Major cities as well as the use of major highways across the country. Intercity transportation is important because it strengthens trade, distributes resources and other exchanges across the major economic zones and regions of the country. Intercity transportation is dominated by the use of motor vehicles, with very limited contribution by railway and inland waterways except for the aviation platforms. The dominant of motor vehicle requires that there should be some standard and entry requirement for investors both Public and Private entities who want to play in this sub-sector. Similarly, Mass Transit (MT)/Motor Vehicle Administration (MVA) concerns and route development management should be developed and harmonized across the Federation to reduce constraints that impede Ease of Doing Business (EoDB). The Private Sector dominates this level of transport service in the country using various types of vehicles: High-Capacity Buses (Luxury Buses), Midi Buses (25-30) sitting capacity, and space buses (nevertheless, the principles and ideal standard for Public Transport and Mass Transit Operation has not been put in place and implemented.

6.1.2 The challenge was that road mobility is not well organised and harmonized across State jurisdictions as well as dominated by informal operators who are inadequately trained. There is no prescribed life span for vehicles that are used for operations, hence these vehicles are kept on the road until they are no longer road worthy. Similarly, the level of deployment of technology and innovation in the operations is inadequate and unable to address safety and security needs of the times. The vehicle types deployed are also not appropriate for use by people with disabilities, the elderly and children.

6.2 **Policy Statement**

Government will:

- i. Develop Clear Operating Standards and Guidelines
- ii. Streamline and promote seamless levying and licensing assessment and payment regime for interstate transport operators thereby, improving Ease of Doing Business
- iii. Harmonize regulations among various levels of transport administrations and jurisdiction (National and Subnational levels)
- iv. Promote effective provision of transshipment services to neighboring countries
- v. Support the FRSC's implementation of the Nigeria Road Safety Strategy (NRSS) to ensure a seamless achievement of the policy goal
- vi. promote the use of Waterway wherever they have a comparative advantage for interstate passenger transport as necessary.

6.3 **Policy Goal**

Institutionalize a regulated and standardized safe, reliable, innovative interstate passenger transportation system that will be attractive to citizens and preferred by tourist

6.4 **Policy Objectives**

The Policy Objectives include:

- i. ensure safe, effective, efficient, secure and harmonized regulation of intercity transportation across the country that would facilitate trade and increase the Ease of Doing Business (EoDB) as directed from time to time by the National Council on Transportation (NCT)
- ii. enhance safety and security by achieving harmonized services with security agencies at critical flashpoints on the road corridors
- iii. encourage improvement in the quality of services with competitive pricing through coordinated inter-modal operations and service delivery by providers

- iv. encourage acquisition of modern vehicles with appropriate technologies and use of clean energy fuels to reduce environmental pollution
- v. facilitate adoption of innovations and technologies to align with international best practices
- vi. improve compliance by service providers with extant laws and regulations as stipulated in NLTP, approved by the National Council on Transportation (NCT) and other bodies with regulations that impact on transportation
- vii. facilitate the provision of critical land border trade facilitation infrastructure for passenger movement in line with ECOWAS and AfCFTA protocols
- viii. encourage professional management of transportation agencies that deliver passenger and freight services, regulatory institutions for Motor Vehicle Administration (MVA) and Ministries of Transportation at the National and Subnational.

6.5 **Policy Strategy**

- i. develop a standard for Interstate Passenger Transportation and register operators
- ii. carry out a research on the Safety Audit Reports with a view to identifying flash points and other causes for road accident and seek for remedy and reduction
- iii. collaborate with Office of the National Security Adviser (ONSA) in respect to security of the road corridor in Nigeria and building synergy among Security Agencies at critical flashpoints on the road corridors
- iv. increase awareness and enforcement of the implementation of passenger manifest due to its obvious safety and accountability advantages especially during road emergencies

- v. encourage improvement in the quality of services with competitive pricing through coordinated inter-modal operations and service delivery by providers
- vi. set standards in line with Sustainable Development Goals (SDGs) and other international conventions on clean environment and emission respectively to reduce environmental pollution
- vii. improve compliance by service providers with extant laws and regulations as stipulated in NLTP, approved by the National Council on Transportation (NCT) and other bodies with regulations that impact transportation
- viii. facilitate the provision of critical land border trade facilitation infrastructure for passenger movement in line with ECOWAS and AfCFTA protocols
- ix. encourage professional management of transportation agencies that deliver passenger and freight services, regulatory institutions for MVA and Ministries of Transportation at the National and Subnational

CHAPTER SEVEN

FREIGHT TRANSPORTATION

7.1 Existing Situation

7.1.1 Freight transportation is integral to Nigeria's economic framework, forming the backbone of goods movement across domestic, regional, and international markets. Its efficient functioning drives trade facilitation, links industrial and commercial hubs to global supply chains, and supports the delivery of raw materials and finished goods. Freight transport underpins critical sectors such as agriculture, manufacturing, and mining, ensuring these industries contribute effectively to national GDP growth. Additionally, the sector strengthens Nigeria's competitiveness in regional trade agreements like the African Continental Free Trade Area (AfCFTA) by enabling seamless cross-border movement of goods. Beyond commerce, freight transportation bridges rural-urban divides, fostering equitable development by connecting underdeveloped regions to larger markets and socio-economic opportunities.

7.1.2 Despite its importance, Nigeria's freight transportation sector is plagued by inefficiencies and systemic challenges. The overreliance on road transport has resulted in significant congestion, accelerated road infrastructure decay, and elevated greenhouse gas emissions. Meanwhile, alternative modes such as railways, inland waterways, and pipelines are underdeveloped and inadequately utilised, limiting the sector's capacity to diversify and optimize logistics. Furthermore, the fleet of freight vehicles is predominantly outdated, poorly maintained, and lacking modern technological advancements, leading to increased operational risks, high emissions, and frequent breakdowns. These issues are compounded by fragmented regulatory oversight, where inconsistencies in freight standards across states disrupt operations and inflate logistics costs. Multimodal integration remains a critical gap, as inadequate infrastructure prevents seamless connections between road, rail, and waterway networks.

7.1.3 Furthermore, unreliable data systems are a critical challenge in Nigeria's freight transportation sector, hindering efficient planning,

monitoring, and decision-making. Without accurate and real-time data, policymakers and operators struggle to identify bottlenecks such as congestion hotspots, infrastructure gaps, and inefficiencies in cargo movement. This data gap prevents targeted interventions to address inefficiencies and optimize freight flows, resulting in higher logistics costs, delays, and underutilization of alternative transport modes like railways and waterways. Furthermore, the lack of data-driven strategies impedes demand forecasting, resource allocation, and the integration of sustainability measures such as emissions tracking. A robust data infrastructure is essential for improving operational efficiency, facilitating trade, and enhancing Nigeria's regional and global supply chain competitiveness. Addressing this data deficiency is vital to transforming freight transportation into a driver of economic growth and development.

7.1.4 To overcome these challenges and harness the full potential of the freight transportation sector, there is a pressing need for a well-defined freight transportation policy in the NLTP. Such a policy must prioritise multimodal integration to diversify freight movement, harmonise regulatory frameworks for consistency across jurisdictions, and foster investment in sustainable and technology-driven logistics solutions. Additionally, the policy should incorporate strategies for fleet modernisation, green energy adoption, enhanced security measures, and the development of reliable data systems to guide evidence-based planning and monitoring. Addressing these gaps through a comprehensive freight policy will position Nigeria to reduce logistics costs, facilitate efficient trade, and meet global standards for sustainable and competitive freight transportation, ultimately supporting its broader economic aspirations.

7.2 Policy Statement

The government will:

- i. encourage timely fleet renewal framework by promoting a financing platform for fleet renewal and maintenance for sustainable intercity transportation of goods;

- ii. promote adequate provision of trans-shipment services to neighbouring countries. This is not only to fulfill international obligations of Nigeria such as under the Almaty Declaration of 2003 on Land-lock countries and Economic Community of West African States (ECOWAS) Protocols.;
- iii. encourage the manning of the Fleet Organizations by professionals and improve the training and retraining of operators;
- iv. promote the use of the waterways for the interstate movement of bulk and liquid freight where applicable;
- v. restore the National Pipeline Network for the carriage of Petroleum Products as to reduce tonnage/carnage on the road corridor.

7.3 Policy Goal

Achieve safe, reliable, efficient, multi-modal and integrated freight services across States, including harmonised Motor Vehicle Haulage Administration standards that facilitate trade and improve the Ease of Doing Business.

7.4 Policy Objectives

The Policy Objectives are to:

- i. ensure safe, effective, efficient and harmonised regulated intercity transportation across the country that will facilitate trade and increase the Ease of Doing Business
- ii. enhance safety and security by achieving harmonised services with security agencies at critical flash-points on the road corridors;
- iii. ensure that haulage operations are routinely regulated
- iv. encourage improvement in the quality of services with competitive pricing through coordinated inter-modal operations and service delivery by providers;

- v. encourage the acquisition of modern vehicles with appropriate technologies and the use of clean energy fuels to reduce environmental pollution;
- vi. encourage service providers to improve compliance with extant laws and regulations as stipulated in the NLTP,
- vii. facilitate the provision of critical land border trade facilitation infrastructure such as National Freight Offices (NFOs) for freight movement in line with ECOWAS and AfCFTA protocols, and
- viii. encourage professional management of transportation companies and agencies that deliver passenger and freight services, regulatory institutions for MVA and Ministries of Transportation at the National and Subnational levels.

7.5 Policy Strategy

- i. regulate haulage/freight operations
- ii. encourage the acquisition of modern vehicles with appropriate technologies and use of clean energy fuels to reduce environmental pollution through the establishment of financing framework in the transportation sector
- iii. improve compliance of service providers to extant laws and regulations as stipulated in the NLTP
- iv. encourage the provision of critical land border trade facilitation infrastructure such as National Freight Offices (NFOs) for freight movement in line with ECOWAS and AfCFTA protocols
- v. formalize professional management of transportation companies and agencies that deliver passenger and freight services, regulatory institutions for MVA and Ministries of Transportation at the Federal and State levels in collaboration with the NCT and professional bodies

- vi. encourage the establishment of transit parks and trans-shipment areas in strategic locations
- vii. Enforce the use of weigh bridges to control axle load
- viii. encourage standardisation of billing and payment system
- ix. promote professionalism, education and certification across the value chain

PART THREE

MULTI-MODAL ISSUES



CHAPTER EIGHT

LAND TRANSPORTATION SAFETY AND SECURITY

8.1 Existing Situation

8.1.1 Safety and Security is at the core of the National Land Transport Policy (NLTP). Transport safety simply means that mobility was concluded without injuries or death to the passengers and the equipment used for conveying the passenger. On the other hand, security also means that passenger movements were without fear of threats and attacks by none transport actors. So, it is very important that the carriage of passengers, goods and services were achieved without harm, injuries, losses, damages and deaths on the roads and rail corridors. Safety on the road had been attributed to the three conditions: State of the Vehicle (Equipment); infrastructure (Road or Rail line) and Operator (Drivers). Other causes include sometimes force majeure which might arise from social and environmental conditions such as communal clashes, heavy rains and torrential winds, flooding and fire. However, it had been acknowledged that the condition of the driver, vehicle and infrastructure could greatly determine safety and security under such conditions.

8.1.2 Road crashes have been found worldwide to be the result of speed violation (the most important factor), loss of control of vehicle, dangerous driving, tyre burst, wrongful overtaking, brake failure and route violation. International best practice in addressing road safety matters comprises five pillars: (i) road safety management; (ii) safer roads and mobility; (iii) safer vehicles; (iv) safer road users; and (v) post-crash responses. These areas are inter-connected and require the existence of appropriate regulations, their enforcement and use of appropriate technology. Many of the policy measures under road transport administration section which provides for, traffic management, vehicle maintenance, collaboration for security, and safety on all road and rail corridor, etc are driven by this commitment as they will all contribute to reducing road crashes and rail accident. User education is also important.

8.1.3 However, the management of safety on road in Nigeria had been the mandate of the FRSC who shares aspect of the function with the Vehicle Inspection Offices (VIOs) and other State-owned Road Traffic Directorate at the State levels. Motor Vehicle Administrations have greatly defined regulations to ensure safety of passengers and freight in the country with close support from the National Council on Transportation (NCT), the highest national stakeholders decision-making body on transport administration in the country.

8.1.4 In respect to security, the Nigeria Police Force (NPF) had played key roles in securing passengers and freight in the country. NPF has established institutions like the Highway and Traffic Police Unit in the Road Transport Mode and Railway Police in the railway domain, just as it has other specialized Police formations like the National Inland Waterways (NIWA) Police and the Marine Police. These institutions have assisted in safety and security matters with deployments that had secured freight and passengers at train stations, routes and motor terminal stations. Though many aspects of safety are being handled by the FRSC and VIOs, they were pioneered by the Police and still retained the aspect of security in full. The Policy would continue to encourage expansion in the relationship between the Police and the Transport sector in order to achieve secured mobility in the country.

8.1.5 The Policy would also explore and deepen relationships with other arms of safety and security institutions such as the Nigerian Security and Civil Defence Corps (NSCDC) which has a mandate to safeguard critical government infrastructure & properties, the Federal and State Fire Services, and the Nigerian Drug Law Enforcement Agency (NDLEA) as well as the Intelligence and Anti-Terrorism Agencies such as the Nigerian Financial Intelligence Unit (NFIU), the Economic and Financial Crime Commission (EFCC), the Defence Intelligence Agency (DIA), coordinated by the Office of the National Security Adviser (NSA).

8.2 **Policy Statement**

The Government will:

- i. encourage the implementation of the Road safety standards as adopted in the National Road Safety Strategy (NRSS) approved by the National Economic Council; and
- ii. develop a robust platform for Inter-Agency collaboration and supporting working environment for the different Security Agencies under the headship of the ONSA for the benefit of the Land Transport Ecosystem.

8.3 **Policy Goal**

encourage the institutionalisation of collaborative security and safety planning, enforcement measures and seamless sharing of information on terminals and routes to achieve safe and secured land transportation regime that breed confidence to citizens, investors and their investments.

8.4 **Policy Objectives**

The Policy Objectives are to:

- i. ensure the setup of an effective Inspectorate function by the Rail Authority
- ii. encourage the implementation of the of the National Road Safety Strategy (NRSS)
- iii. encourage the safety mandate of the Federal Road Safety Commission (FRSC) and Vehicle Inspection Offices (VIOs)
- iv. ensure compliance with minimum standards for all railway components (track, rolling stock, signaling and equipment, etc)
- v. regulate and enforce access to nationally owned rail tracks:
 - a. promote improvement in rail safety
 - b. influences the attitude and behavior of persons whose actions may have adverse impacts on rail safety

- c. periodically conducts Safety Audit of rail operations as part of a process of ensuring safe operation by rail service providers
- vi. establish procedures for Accident Investigation and a robust emergency response system based on international best practice
- vii. revitalise and encourage expansion in the existing relationship between the Police and the Transport sector in order to achieve secured mobility in the country
- viii. deepen security relationship with other arms of safety and security institutions such as the Nigerian Security and Civil Defence Corps (NCSDC), the Federal and State Fire Services, Nigerian Drug Law Enforcement Agency (NDLEA), and the Intelligence and Anti-Terrorists Agencies such as the Nigerian Financial Intelligence Unit (NFIU), Economic and Financial Crime Commission (EFCC), the Defence Intelligence Agency (DIA), coordinated by the Office of the National Security Adviser (ONSA)
- ix. encourage the safety mandate of the FRSC and VIOs

8.5 **Policy Strategy**

- i. facilitate inter-agency collaboration in enforcement of safety regulations for road operations and ensure compliance by operators and commuters
- ii. integrate the locals and farmers along transport corridors as role players in the Security Value Chain
- iii. explore relationships with security Agencies to ensure sustained security operations on the roads and railway corridors

CHAPTER NINE

URBAN TRANSPORTATION

9.1 Existing Situation

9.1.1 Urban transportation is vital for societal development, enabling economic activities, social inclusion, and environmental sustainability. Efficient systems facilitate access to essential services such as jobs, education, and healthcare while reducing congestion and environmental impacts. As urban populations grow, transportation systems must evolve to meet increasing demands for mobility. Sustainable policies that align with long-term development goals are crucial for enhancing economic competitiveness and quality of life in cities.

9.1.2 In Nigeria, urban transportation struggles to cope with rapid urbanization, population growth and insecurity. Cities like Lagos, Kano, Abuja, and Port Harcourt face surging human and vehicular traffic, exacerbated by increased private vehicle ownership and informal public transport dominated by minibuses, motorcycles, and tricycles. Poor planning, sprawling cities, and inadequate road infrastructure worsen congestion and mobility gaps, particularly for low-income residents on urban peripheries. Vulnerable groups, such as women, children, and persons living with disabilities, face significant barriers to access public transport, while environmental challenges like air pollution and climate risks compound urban transport issues.

9.1.3 The challenges of Nigeria's urban transport are rooted in inadequate institutional capacity, insufficient funding, and the reliance on outdated, inefficient systems. Public transport vehicles are often old, individually owned, and fossil-fuel-powered, with little incentive or means for operators to upgrade fleets. Weak enforcement of route licensing, coupled with strong union control, limits operational efficiency. Urban sprawl and the lack of integrated planning create long travel distances, further straining the system and amplifying social inequities. These inefficiencies demand urgent, coordinated intervention.

9.1.4 A comprehensive and standard urban transport policy integrated into the National Land Transport Policy is urgently needed to address these challenges. Such a policy must focus on improving institutional capacity, promoting sustainable practices, and ensuring equitable access for all. It should encourage private sector participation, enforce regulatory measures, and prioritize investments in modern, climate-smart infrastructure. Aligning urban transport planning with broader national development strategies will not only enhance mobility but also foster economic growth, social inclusion, and environmental resilience across Nigeria's rapidly growing urban centers

9.2 Policy Statement

The government will:

- i. Provide financial incentives and tax holidays for investors by encouraging private sector participation in urban transport systems through targeted measures such as tax exemptions, subsidies, and low-interest loans for infrastructure and fleet modernization.
- ii. Undertake pilot projects to promote innovation by launching trial initiatives to test solutions like electric buses, smart ticketing systems, and integrated transport technologies, evaluating their scalability and efficiency.
- iii. Enhance the ease of doing business in line with global best practices by streamlining regulatory and licensing processes to attract private sector participation and facilitate smooth operations within the urban transport sector.
- iv. Create an attractive enabling environment for private sector participation by developing Public-Private Partnership (PPP) frameworks
- v. Facilitate information-sharing among Federal, State/FCT, and Local governments by establishing platforms for data and knowledge exchange to ensure coordinated urban transport planning and policy implementation.
- vi. Convene a National Urban Transport Stakeholders' Forum involving States/FCT, LGAs, organized transport unions, professional bodies, vehicle manufacturers, and other stakeholders to address challenges, share insights, and align strategies.

- vii. Establish intrastate and interstate mass transit standards by developing and enforcing benchmarks for organized, regulated, safe, efficient, and environmentally sustainable urban transport services across States and the FCT.
- viii. Encourage the establishment of Metropolitan Transport Authorities in States and the FCT to manage effective institutional arrangements for urban transport regulation and oversight.
- ix. Strengthen the linkage between urban transport and urban development by collaborating with the Federal Ministry of Housing and Urban Development to integrate transport systems into broader urban planning initiatives, emphasizing transit-oriented development.
- x. Promote pedestrian and non-motorized transport (NMT) infrastructure by advocating for the development of walkways, cycle paths, and other NMT linkages to improve access and sustainability within urban transport systems.

9.3 Policy Goal

To provide an organized, standardised, safe, secure, efficient, and sustainable urban transport system in Nigerian cities that ensures equitable access to economic and social opportunities for all, including women, children, the elderly, and persons living with disabilities, while fostering inclusivity, environmental sustainability, and social cohesion.

9.4 Policy Objectives

The policy objectives are to:

- i. Modernize and expand the vehicle fleet used for urban transport services, transitioning from fossil fuels to alternative energy sources such as electric and hybrid vehicles to improve environmental sustainability and operational efficiency.
- ii. Seek better alignment between urban transport and urban development by explicitly using transport systems to achieve urban planning goals, with a focus on developing important public transport nodes around transit-oriented development models.
- iii. Encourage state-wide institutional capacity to effectively manage urban transport systems, particularly in organizing public

transport services and enhancing the productivity of road networks to meet current and future demand.

- iv. Create a sustainable arrangement for financing investments in urban transport infrastructure and services through mechanisms such as dedicated funds, bonds, and public-private partnerships to ensure long-term viability.
- v. Develop strategies to integrate non-motorized transport, including cycling and walking, as feeder systems to larger urban transport networks, ensuring seamless multimodal connectivity and accessibility.
- vi. Discourage the need for private car usage in urban areas by promoting shared mobility solutions, including carpooling and efficient public transport services, to reduce congestion and pollution.
- vii. Improve connectivity between various transport modes such as inland waterways, airports, seaports, and rail systems to create an integrated and seamless multimodal transport network that enhances urban mobility.
- viii. Strengthen data-driven decision-making in urban transport by establishing comprehensive data collection and analysis frameworks to support planning, monitoring, and policy adjustments.
- ix. Encourage community engagement and public participation in urban transport planning to ensure that transport systems reflect the needs and priorities of diverse user groups, particularly vulnerable populations.

9.5 Policy Strategy

The policy strategy are to:

- i. Develop appropriate standards for urban transport systems, including fleet type and age, that prioritize comfort, energy efficiency, and technology that caters to the needs of vulnerable travelers such as persons with disabilities and the elderly.
- ii. Promote a nationwide institutional capacity for urban transport managers to ensure the efficient organization of public transport systems and improve the productivity and operability of an

- integrated intermodal network spanning road, rail, and waterways.
- iii. Increase funding for transport infrastructure development and support critical investments in urban transport infrastructure and services.
 - iv. Encourage the development of non-motorized transport systems, such as cycling and pedestrian infrastructure, and integrate them as feeders to larger urban transport networks to enhance accessibility and environmental sustainability.
 - v. Incentivize the use of carpooling and other shared mobility arrangements to discourage private vehicle use, thereby reducing congestion, emissions, and dependency on personal vehicles for urban travel.
 - vi. Collaborate with the Federal Airport Authority of Nigeria (FAAN) to improve connectivity between air transport and other urban transport modes, ensuring seamless multimodal linkages.
 - vii. Promote the adoption of smart transport systems, including real-time passenger information, automated fare collection, and traffic management technologies, to improve efficiency and user experience across urban transport networks.
 - viii. Strengthen environmental compliance by encouraging the adoption of cleaner technologies, enforcing emission standards, and promoting eco-friendly practices across all urban transport systems.
 - ix. Facilitate public-private partnerships (PPPs) to drive innovation and investment in urban transport infrastructure, leveraging private sector expertise and resources to complement government initiatives.
 - x. Promote a monitoring and evaluation framework to track the performance of urban transport systems, identify gaps, and adapt strategies to ensure the continuous improvement of service delivery and sustainability.

CHAPTER TEN

RURAL TRANSPORTATION

10.1 Existing Situation

10.1.1 Nigeria is rich in agricultural and mineral resources that provide employment, food security, inputs/raw materials to industries, and major foreign exchange earners to the economy, respectively. It is estimated that about 70% of the population lives in rural areas, historically agriculture-based and employs about 90% of the rural labour force who engage in crop production, animal husbandry, forestry, fisheries, etc. Disturbingly, the rural areas are characterised by poor infrastructure, extreme poverty, rural-urban migration, eroded footpaths, overcrowded narrow pavements, and trespassing, to mention but a few.

10.1.2 In recognition of this, the federal government, through its Federal Ministry of Agriculture and Rural Development (now Federal Ministry of Agriculture and Food Security – FMAFS), formulated and approved a Rural Travel and Transport Policy in 2006. Based on the policy, since 2010, the FMAFS has been implementing a Rural Access and Mobility Project (RAMP) with the assistance of its development partners (World Bank, African Development Bank, and the French Development Agency). Housed in the FMAFS, the project is now in its third phase with an expanded fourth phase under preparation by the World Bank.

10.1.3 Through the above projects, some progress has been recorded in improving rural roads in participating states, and some have established (or are in the process of) a State Rural Road Agency and a State Road Fund to ensure sustainable maintenance of the improved roads. These significant achievements notwithstanding, there is still much that needs to be done, particularly in improving rural mobility, with available rural transport services still below demand, costly, unreliable, and unsafe. Often, much of the available rural transport services is focused on movement to destinations outside of the rural area rather than within the rural area. This speaks to the need for a wider range of transport available in rural areas, from those

appropriate to relatively short distances of a few kilometres to those needed for longer journeys.

10.1.4 The assumption is often made that rural roads are meant only for the evacuation of raw materials and supply of finished goods rather than considering the rural dwellers' socioeconomic needs. Rural poverty is higher than urban poverty, contributing to the country's observed high rate of urbanisation. Improving rural access and mobility to enhance rural livelihood and access to education, health services, etc is critical to reducing rural poverty. This requires using approaches that provide income-earning opportunities for rural dwellers in interventions to improve rural access and mobility. Women are significantly involved in agricultural activities and marketing but often in a disadvantaged position socially, and this can often reduce their access to some income-earning opportunities. Thus, efforts to improve rural access and mobility also has a gender dimension.

10.2 **Policy Statements**

Government will:

- i. Intensify efforts to improve rural access, mobility and agricultural productivity and access to marketing
- ii. Encourage States/FCT to establish effective State Rural Road Agency responsible for the management and maintenance of the rural road network in the State
- iii. Develop a Strategy for Promoting Rural Mobility using RAAMP and its successor project

10.3 **Policy Goal**

To develop an adequate, safe, environmentally sound, economically efficient, and sustainable rural travel and transport system that will ensure all-season basic access in rural areas. This will facilitate integrated rural development and poverty reduction and empower rural dwellers to become more economically productive.

10.4 Policy Objectives

- i. Develop sustainable, cost-effective and efficient rural transport services to enhance the capacity of all rural dwellers to improve their livelihoods
- ii. Provide livable and productive socioeconomic activities in the rural areas
- iii. Facilitate the evacuation of raw materials to industries and food products to urban markets
- iv. Facilitate the development and rehabilitation of social amenities like Schools, health centres, etc
- v. Promote rural-rural and rural-urban interaction and the exchange of goods and services
- vi. Improve access to the rural areas

10.5 Policy Strategy

- i. Support ongoing efforts with development partners to improve rural access through the Federal Ministry of Agriculture and Food Security and other relevant agencies
- ii. Encourage other States that were not captured in the RAAMP pilot to liaise with their LGAs and create an Agency to understudy the template and develop their Rural Roads
- iii. Encourage LGAs to establish an efficient Transport Department in collaboration with State and Federal Ministry of Transportation
- iv. Establish a sustainable institutional framework for rural road construction, maintenance operation and financing

CHAPTER ELEVEN

NON-MOTORIZED TRANSPORTATION (NMT)

11.1 Existing Situation

Non-Motorised Transportation (NMT) constitutes a critical component of the mobility landscape in Nigeria, especially for low-income populations who rely heavily on walking and cycling due to limited access to motorised transport and affordable public transportation systems. Despite its significance, NMT infrastructure and policies have often been underdeveloped or neglected, leading to challenges that affect mobility, safety, and equitable access. Strengthening NMT in Nigeria is essential to achieve inclusive and sustainable mobility systems.

Integrating Non-Motorized Transportation (NMT) infrastructure in the cities has become essential. It should be embraced by all tiers of government when engaging with public or private road construction work. The existing road infrastructure does not allow safe pedestrians, cyclists, wheelchairs, scooters, and handcart usage. There is an erroneous perception that sees walking and cycling as meant for the poor. Other NMT challenges include:

- i. Lack of road maintenance resulting in closure or encroachment of the already existing pedestrian walkway;
- ii. Non-enforcement of the thirty-kilometre speed limit recommended for areas dedicated for non-motorized users in Urban Cities;
- iii. Nonexistence of bike-sharing and parking centres;
- iv. Non-compliance with the best practice of provision of Walkway for all urban roads; and
- v. Cultural challenges which attribute the use of non-motorized transportation to poverty.

11.2 Policy Statement

Government will:

- i. Foster sustainable, healthy and inclusive modes of travel with a focus on NMT by developing a strategy

- ii. Provide an alternative transportation that is environmentally friendly and less reliant on fossil fuel
- iii. Host regular NMT Stakeholders Forum to increase awareness

11.3 **Policy Goal**

To create an eco-friendly, healthy lifestyle and cost-effective transportation system for urban residents.

11.4 **Policy Objectives**

- i. Develop a national Non-Motorized Transport Policy and Strategy
- ii. Create a high-quality NMT infrastructure and environment including the following: pedestrian walkways, bicycle segregated lanes, cycle parts on urban roads, and bicycle parking facilities in transport terminals and stops and bike share centres in public buildings and terminals
- iii. Provide pedestrian and cycling traffic lights, audible signals for visually impaired users
- iv. Incorporate NMT infrastructure into the planning and implementation of organised public transport systems such as BRT, Metro/Light Rail and Tram to serve as last-mile connectivity
- v. Facilitate the inclusion of bicycle parking facilities into building codes
- vi. Provide infrastructure for the comfort and convenience of people living with disabilities
- vii. Institute an effective insurance scheme to protect the injured incapacitated and to compensate in case of death
- viii. Enforce the observance of 30KM Urban speed reduction of urban speed. where speed must be higher, and design must comply with principles of universal designs to ensure that non-detoured, more convenient and accessible alternate routes are provided for NMT users; this should include level crossing, intersection designs that prioritises cyclists and pedestrians, raised medians
- ix. Implement traffic calming measures such as speed bumps, raised speed tables, zebra crossings, etc.
- x. Pursue the demarcation of car-free zones, enabling NMT and public transport only in such areas, especially at city centres
- xi. Promote cycling as a dominant means of transportation in areas such as campuses, residential estates and barracks while pursuing city-wide bike share

11.5 Policy Strategy

- i. Convene a forum to develop a Non-Motorised Transport Policy and Strategy
- ii. Advocate for the inclusion of pedestrian walkways, bicycle segregated lanes, cycle parts on urban roads, and bicycle parking facilities in new land transport infrastructure designs and bike-share centers in public buildings and terminals
- iii. Encourage relevant Agencies to provide pedestrian and cycling traffic lights, audible signals for visual impaired users and enforce zebra crossing road signs
- iv. Incorporate NMT infrastructure into the planning and implementation of organised public transport systems such as Bus Rapid Transit (BRT), Metro/Light Rail and Tram to serve as last-mile connectivity
- v. Facilitate the inclusion of bicycle parking facilities into building codes, including infrastructure for the comfort and convenience of physically challenged persons
- vi. Institutionalise an effective insurance scheme to protect the injured and incapacitated and to compensate in case of death
- vii. Ensure enforcement of the 30km/h observance Urban speed reduction of urban speed limit.
- viii. Initiate pilot NMT projects in collaboration with relevant institutions

CHAPTER TWELVE

INCLUSIVE TRANSPORTATION

12.1 Existing Situation

12.1.1 An inclusive transportation system involves putting in place measures that allow vulnerable groups such as women, persons living with disabilities, children, and the elderly to move with ease, no matter their circumstances. The two essential elements of inclusion are affordability and equitable physical access. These elements are inadequate in Nigeria's transportation system. Gender differences in travel behaviour, attitudes, and preferences have not been reflected in Nigeria's transportation system.

12.1.2 Inclusive Transportation has become very important, especially in the urban system, as the affected categories should be encouraged to participate in the economy. Opinions have suggested that emphasis should be placed on providing bus stops, footbridges with ramps and buses with special entry aids to assist disadvantaged groups.

12.1.3 The existing situation of inclusive transportation in Nigeria is typified by:

- i. There is no policy on school bus operations in the country.
- ii. Little or no regard for gender differences in travel behaviour,
- iii. Inadequacy of specially designed vehicles and infrastructure,
- iv. Under-representation of women in decision-making, project development value chain and general employment in the sector,
- v. Women are at higher risk in terms of safety and personal security in the use of public transport services and facilities, being prone to sexual and other gender-based violence,
- vi. There is low awareness and understanding of the gender and need gaps for vulnerable populations among actors in the urban mobility value chain, and

- vii. The platform for reporting security violations to enable timely intervention is not adequate
- viii. Insufficient investment in inclusive transport infrastructure for the vulnerable group

12.3 Policy Statement

Government will advocate, sensitize and monitor all land transport infrastructure providers to include inclusive transportation ancillary facilities from the design stage and also encourage the rehabilitation of existing land transport furniture to close existing gaps in line with globally acceptable standards.

12.4 Policy Goal

To build a transportation ecosystem that is friendly and accessible to all without discrimination against the commuting public and vulnerable groups.

12.5 Policy Objectives

- i. Promote awareness on special needs gaps, design and implement solutions for the vulnerable group
- ii. Promote the design of special vehicles and appropriate road furniture and transport practices.,
- iii. Encourage the representation of women in decision making, and project development value chain
- iv. Strengthen the platforms for reporting violence for security interventions to protect vulnerable groups

12.6 Policy Strategy

- i. Encourage stakeholders to establish special needs and put in place facilities for vulnerable groups to ease their access to transportation services
- ii. Encourage the purchase of special needs vehicles and provision of infrastructure to assist the vulnerable group
- iii. Promote the participation of women in decision-making and project development value chain

- iv. Develop initiatives to strengthen the platforms for reporting violence and security breaches for t vulnerable group
- v. Ensure periodic inspection of school buses to conform with laid down regulations and standards

PART FOUR

CROSS-CUTTING ISSUES



CHAPTER THIRTEEN

PLANNING, RESEARCH AND DEVELOPMENT

13.1 Existing Situation

Rapid and explosive population growth is evident in the sporadic changes in land use patterns and city morphology and the attendant stress on transport infrastructural facilities. In a Land Transport environment, where this scenario is manifest, meaningful research and planning provide the tools and guidance for managing and planning such rapid change.

13.1.2 It is also worth noting that comprehensive transportation planning is inadequate in many jurisdictions. Consequently, a substantial gap exists in transport research in Nigeria. These are gaps that need to be filled. Unfortunately, finance is a significant constraint to transport research in Nigeria. Even for the few researches conducted, relevant findings and recommendations are often not implemented, rendering the research's purpose useless. Transport is highly data dependent, and the sector faces challenges which require improved analytical tools and supporting data for research and planning issues that require attention in a land transport policy document

13.2 Policy Statement

The government will mobilise, partner with the private sector, and engage with industry captains to raise a special purse for the funding of sustainable research themes and designate some faculties and institutions as Transport Research Centers.

13.3 Policy Goal

To put in place the machinery for the conduct of a properly coordinated, well-focused, fundamental, and problem-solving-oriented research regime that will provide the basis for transport planning, coordination, and development.

13.4 Policy Objectives

- i. Conduct periodic problem-solving-oriented research on the land transportation;
- ii. Encourage the universities, polytechnics and transport institutions in the execution of basic and applied research;
- iii. Propose strategies for the dissemination and professional use of land transport research results in solving problems in the sector and beyond;
- iv. Encourage coordinated study tours to other parts of the globe to learn how they overcome similar challenges faced by Nigeria in the Land Transport Ecosystem.

13.5 Policy Strategy

- i. Conduct regular research and study tours on land transportation issues;
- ii. Encourage relevant research institutions to research land transportation issues;
- iii. Create and institutionalise an appropriate interface between the Government, Academia and the industry players to collaborate in initiating needed research and the application of research results.
- iv. Periodically identify land transport problems with the view to determining their broad research and planning needs;
- v. Produce a comprehensive land transport research agenda to the identified issues in the sector;
- vi. Designate relevant institutions in the transport industry, such as the Nigerian Institute of Transport Technology (NITT), Nigeria

Building and Road Research Institute (NBRRI), the Specialized Universities and Faculties as Centers of excellence in transport research and provide sustainable research themes with appropriate funding; and

- vii. Develop an appropriate Transport Data Bank.

CHAPTER FOURTEEN

CAPACITY BUILDING AND KNOWLEDGE GENERATION MANAGEMENT

14.1 Existing Situation

14.1.1 There is a manpower shortage in the Public Sector management of the Land Transport Sector due to the increase in population, rapid urbanisation, climate change, and emission challenges, among other things.

14.1.2 The current institutional capacity for the land Transport Subsector to accomplish the goal and objectives of this policy depends on the adequacy and quality of available manpower for implementation. It also depends on the accuracy of the information/knowledge base on which the policy is based. In both cases, the existing situation is inadequate in quantitative and qualitative terms. Indeed, many of the issues identified for the sector are traceable to historical and ongoing weaknesses in these two areas.

14.1.3 human resource capacity development in the Nigeria Road Sector commenced with establishing some specialised institutions, managed mainly by the Ministry of Works. These are:

- i. Mechanical and Electrical Training School located at Ijora, Lagos. The school was established to train Junior and middle cadre staff;
- ii. Highway Training Schools located at Ugoneki (Edo State), Kaduna (Kaduna State) and Badagry (Lagos State) also for Junior Civil Service Staff and
- iii. Federal School of Draftsmanship, Victoria Island, Lagos. The School trains junior and middle cadre staff.

14.1.4 Regarding developing high-level professional manpower, many Polytechnics, Universities and Specialized Schools offer courses in surveying and geodetic development, geography and urban planning, civil, mechanical and other engineering courses, from Diploma, Higher Diploma, Professional Diploma and bachelor's degrees. By establishing

the Nigerian Institute of Transport Technology (NITT), Zaria also greatly assisted in producing mid-level professional manpower for management and operations. Furthermore, the necessity for developing specialised manpower in the land transportation sector led to the establishment of the Federal University of Transportation, Daura. However, there is still a dearth of professional manpower in the Public Sector management of the Land Transport Sector, as the urban population increases and climate change and emission challenges are threatened.

14.1.5 Historically, the Public Service has been seen more as a body discharging administrative tasks than the highly technical functions it carries out. The Head of Service of the Federation (OHCSF) through the National Council on Establishment (NCE) in 2019 approved the Transport Officer Cadre in the Nigerian Civil Service (Federal, State/FCT and LGAs). The implementation of the approved cadre by recruiting appropriate officers into the appropriate positions in the Federal and State Transportation Ministries, Departments and Agencies (MDAs), as well as Local Government Departments of Transport, is a basic requirement that the government and professional bodies should monitor and implement.

14.1.6 The National Bureau of Statistics (NBS) has limited transport data on travel behaviour and little on the use of transport infrastructure and services. We need the right professionals in suitable offices to generate these critical statistics for planning and development. However, professional bodies such as the Chartered Institute of Transport Administration of Nigeria (CIOTA) and the Chartered Institute of Logistics and Transport (CILT) provide competencies and professional support in the relevant areas.

14.2 **Policy Statement**

Government will:

- i. Partner with statutory professional bodies to handle capacity building
- ii. prioritise the creation of a sector database
- iii. Undertake a National Travel Survey

- iv. Undertake Yearly Traffic Survey on Federal, State and Local Government Roads
- v. Develop and Implement a Strategy for the Conduct and Coordination of Research on Land Transport Matters
- vi. Establish Centers for Transport Studies in Existing Tertiary Institutions
- vii. Organize Stakeholders' Forum, Workshops, Symposia and other events for Knowledge Sharing in the Sector

14.3 Policy Goal

Training of an adequate number of professionals (Managers, Officers and Technicians) to man and operate all aspects of the land transport system in all jurisdictions (Federal, Sub-national and Private Sector).

14.4 Policy Objectives

- i. Train and certify sufficient manpower to enable skilled professionals to administer, manage and operate the sector;
- ii. Establish well-equipped institutions to carry out required education on transport and conduct relevant basic and applied research;
- iii. Develop a knowledge management system for the sector; and
- iv. Improve the information base for decision-making and implementation of matters relating to the land transport system.

14.5 Policy Strategy

- Institutionalize the national audit of transport professionals to fill capacity gaps,
- Promote interagency collaboration in the implementation of the National Transport Database
 - i. Encourage employees' Mandatory Capacity Development training
 - ii. Encourage the production of professional manpower to administer and manage the sector
 - iii. Encourage the establishment of education, research and professional institutes that implement manpower development in the sector

- iv. Strengthen NITT, FUTD, and other relevant institutions' continuous improvement in their capacity to produce professional manpower for the sector.
- v. Collaborate with private, professional institutions to institutionalise professional administration and management of transportation operations in the country
- vi. Ensure Transport Cadre officers were absorbed into the relevant positions and departments in the Ministry and its Parastatals

CHAPTER FIFTEEN

ENVIRONMENT AND CLIMATE CHANGE

15.1 Existing Situation

15.1.1 Climate Change is a serious global phenomenon, and activities in the transport sector negatively impact the environment. The land transport sub-sector in Nigeria, where preowned private and commercial vehicles are the primary means of transport, brings about congestion and other environmental hazards. The myriad of challenges ranges from pressing environmental concerns to glaring infrastructural inadequacies and the complex dynamics of traffic management, including the impact of vehicular emissions, noise, particulate matter, and road construction.

15.1.2 The multifaceted nature of these challenges necessitates a strategic and comprehensive approach to managing them. This policy document stands as a transformative road map, recognising the pivotal role of Environmental Management in sculpting a sustainable and resilient land transport ecosystem.

15.1.3 The existing situation and challenges include:

- i. Limited availability of alternative and cleaner transport energy options in the market, restricting choices for consumers
- ii. A shortage of technically skilled manpower is required to successfully adopt and domesticate alternative transportation energy sources.
- iii. Limited awareness among stakeholders regarding the benefits and drawbacks of alternative transport energy sources
- iv. Inconsistencies in existing policies related to alternative transportation energy sources, leading to uncertainties
- v. Ineffective guidelines and policies to guide the current efforts in the development of alternative energy sources such as Auto-gas conversion, equipment need and processing
- vi. Ineffective regulatory oversight to ensure adherence to standards and compliance in implementing alternative energy solutions.

- vii. Weak enforcement of penalties for non-compliance with sustainable energy standards
- viii. Inadequate investment in research and development on alternative energy and exploration of new innovative technologies
- ix. High initial costs associated with the adoption of alternative energy sources acting as a financial barrier
- x. Inadequate support and financial incentives such as tax breaks and subsidies to offset the upfront expenses to support private sector investment in alternative source of energy
- xi. Compatibility issues between existing infrastructure, vehicles, and alternative energy technologies, hindering seamless integration.

15.2 Policy Statement

- i. Facilitate land transport involvement in the current government project on the development of alternative sources that focus on the utilisation of the abundant gas resources in the country
- ii. Collaborate with international partners and organisations to exchange knowledge and best practices in sustainable transportation energy solutions
- iii. Monitor and evaluate the effectiveness of implemented policies, adjusting as necessary to ensure continuous improvement in the transportation energy sector
- iv. collaborate with the Federal Ministry of Environment to pursue and achieve the Nationally Determined Contribution (NDC) signed by the nation

15.3 Policy Goal

To attain the minimum standard on Climate and Environment as prescribed by the charter on the Sustainable Development Goals by:

- i. minimising cost and time of adaptation of the existing vehicle fleet towards the use of renewable energy as opposed to fossil fuel
- ii. reduce operating costs related to the provision of transport services and contribute to fare reduction and stability
- iii. foster skill development among transport operators in the use of the new transportation energy mix

15.4 Policy Objectives

- i. Develop and sensitise citizens on a diversified and sustainable transportation energy mix
- ii. Facilitate the widespread and efficient use of Nigeria's abundant natural gas across all modes of land transportation
- iii. Implement measures to minimise transportation costs, reduce travel times, and enhance overall efficiency in the transport sector through the use of better energy mix
- iv. Promote alternative energy sources to reduce the environmental impact of transportation activities, mainly focusing on lowering pollution levels
- v. Encourage research and development initiatives for continuous improvement in alternative energy technologies for transportation and the exploration of other potential areas yet to be harnessed
- vi. Support the integration of diverse energy sources and ensure compliance within the transportation sector
- vii. Create incentives for the adoption of sustainable energy practices in transportation, encouraging innovation and investment in cleaner technologies
- viii. Sensitize the sector about the Environment and Climate Change realities in line with the Sustainable Development Goals (SDGs)

15.5 Policy Strategy

- i. Promote Inter-Agency Collaboration with relevant Stakeholders in the Energy Sector in the development of Alternative Energy
- ii. Sensitize Nigerians on the safety of the usage of Auto-gas
- iii. Provide incentives to enable certain categories of high-capacity public transport buses convert and use cheap and cleaner energy
- iv. Strengthen the institutional arrangement for quality assurance in the Autogas conversion and training

CHAPTER SIXTEEN

HUMAN RESOURCE AND PROFESSIONALISM

16.1 Existing Situation

16.1.1 The importance of professional training and certification in the Land Transport Sector in this age of Knowledge Economy cannot be overemphasised. As such, the sector needs a technically equipped workforce in the land transport sub-sectors to be efficient and effective to compete globally. Therefore, there will be a need to provide the right manpower in the right fields at the right time, which is very important, as well as making investments in research and development, among others.

16.1.2 The ability to accomplish these tasks depends entirely on the adequacy and quality of manpower available. Ironically, even while the country has an abnormal record of high unemployment, manpower in the transport sector is inadequate, both quantitatively and qualitatively. This inadequacy is particularly noticeable in the professional and technical areas.

The existing means being used to meet this shortage include:

- i. Specialized Transport Universities
- ii. Other Universities and Polytechnics with relevant Faculties
- iii. Other Federal, State and Local Government agencies and Private Institutions engaged in traffic management
- iv. Training organised by NITT and other relevant urban transport coordinating agencies in all states of the Federation
- v. Training by statutory professional bodies like Chartered Institute of Transport Administration and Chartered Institute of Transport and Logistics
- vi. Apprenticeship training of artisans and technicians

16.2 Policy Statement

The Government will:

- i. encourage the creation of appropriate transportation Ministries, Departments and Agencies (MDAs), with relevant establishment framework in liaison with the Professional bodies and monitor their appropriate manning and staffing to purpose
- ii. Sensitize the sub-national on the creation of the Transport Officers Cadre in the Scheme of Service
- iii. ~~Procure~~ Obtain waiver for the employment of appropriate professional officers into the technical officer Cadre

16.3 Policy Goal

Adequately staff all relevant MDAs at National and Subnational Levels playing roles in the Land Transport Ecosystem with the right officers who complied with the appropriate transport professional qualifications and certifications.

16.4 Policy Objectives

The policy will promote the following objectives:

- i. To identify the training needs in the land transport sub-sector and highlight the gaps;
- ii. promote manpower development for the improvement of management and sustenance of the sub-sector
- iii. streamline training programs of the relevant institutions like NITT, Universities, and Polytechnics and make them more relevant and representative of the country's land transport needs
- iv. create an enabling environment for transport parastatals and other related establishments to evolve a training programme that will increase and improve the skills of existing manpower in the sub-sector

- v. emphasise the training and retraining of Mass Transit Vehicles Operatives in the sub-sector
- vi. Sensitize stakeholders and support the implementation of the Transport Officers Cadre at the Federal and State/FCT Civil Service levels

16.5 **Policy Strategy**

- i. Leverage relevant institutions to provide adequate practical training facilities in existing fields of transport
- ii. Institutionalise collaborations between the regulatory Institutions and Professional bodies to accredit relevant courses in all Transport Programmes
- iii. Create extension services targeted at practicing artisan/technicians to enable them to acquire the requisite improved skills to execute their work, especially modern vehicles and other ITS solutions and technology
- iv. Inculcate a proper skill acquisition, identification and management framework for all artisans working in the land transport value chain and eliminate quackery in all its forms

CHAPTER SEVENTEEN

FUNDING AND INVESTMENT

17.1 Existing Situation

17.1.1 Finance is an essential determinant of the demand-supply imbalance and financing issue relating to activities that have been and will continue to be funded in transportation, such as:

- i. Transit Services: road, rail, ferry;
- ii. Human resource development;
- iii. Economic Regulations regime
- iv. Research and Planning; and
- v. Coordination, Supervision, Monitoring and Evaluation.

17.1.2 In meeting the above-listed areas responsibilities, the Federal Government has been hamstrung by several factors, including competition for scarce resources by various sectors of the economy. State and Local Government finances are characterised by dwindling appropriation in real terms from the Federation Account, low internally generated revenue, uninspiring performance of state-owned mass transit agencies and inadequate use of the opportunities provided by the Nigerian Capital market.

17.1.3 The private and public sectors have been highly dependent on foreign inputs, technology and Government, making them vulnerable to shocks such as the devaluation of the Naira and the removal of subsidies. However, the private sector is less able to cope with these shocks. Industry has also not made adequate use of the opportunities the capital market provides. Other funding sources are domestic/foreign loans, pension equity funds and mechanisms for ownership through equity participation by communities, Export Credit Agencies (ECAs), sovereign bond issues (e.g. Eurobonds) funds etc

17.1.4 The movement of Rail from the exclusive to the concurrent list permits the state government to invest in the mode.

17.2 Policy Statement

Government will:

- i. Create an Economic Regulatory framework for land transport to address volatile pricing regimes and extortion, especially on the road. An agency such as the Road Authority, as in all other modes, will be able to deal with these challenges
- ii. Improve the financing of research and human resource development and facilitate international or local opportunities by vehicle manufacturers for leasing arrangement and fleet renewal for operators
- iii. Strengthen the adoption of the global practice of Public-Private-Partnership (PPP) and encourage the sub-nationals to develop State specific frameworks for their mobility systems based on their peculiarity and
- iv. Leverage the Investment Framework outlined in the National Integrated Infrastructure Master Plan (NIIMP) for the development of Land Transportation

17.3 Policy Goal

Collaborate with the private sector, pursue veritable and sustainable avenues for long-term funding, and establish a prompt investment recovery system through a market-driven and competitive economic regulatory regime.

17.4 Policy Objectives

- i. Develop an economic regulatory mechanism for competitive pricing in the Sector
- ii. mobilise sufficient funds to institute a veritable mobility regime in all ramifications for all land transport projects, provision of infrastructural facilities and transit services, human resource development and transport coordination, supervision, monitoring and evaluation

- iii. foster a sound financial base and the proper management of funds allocated to all public agencies and parastatals in the land transport sub-sector
- iv. encourage more cost-effective modes/means of urban movement
- v. develop a framework and business case that will attract private-sector investment and international grants
- vi. encourage the use of high-capacity modes and means to make fares affordable
- vii. Support the relevant authorities in securing international funds from international agencies to develop multi-modal transport, like the Lagos State example.

17.5 Policy Strategy

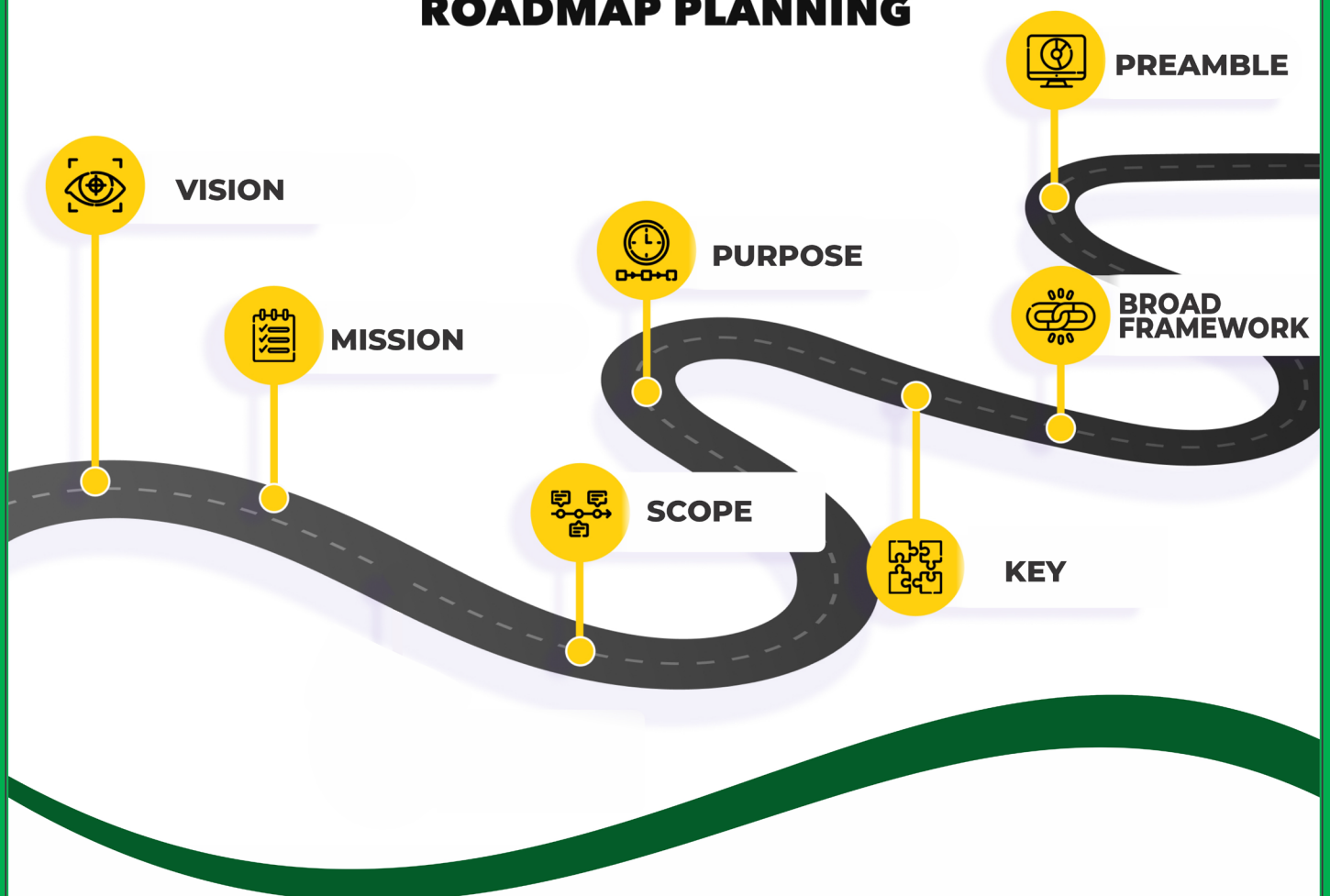
- i. Implement an economic regulatory mechanism for competitive pricing in the Land Transport Sector
- ii. mobilise for a long-term funding regime for investors to leverage on to launch their new fleet
- iii. foster a sound financial base and the proper management of funds allocated to all public agencies and parastatals in the land transport sub-sector
- iv. encourage more cost-effective modes/means of urban Transport
- v. develop a framework and business case that will attract private-sector investment and international grants
- vi. encourage the use of high-capacity modes and means to make fares affordable
- vii. Support urban transport authorities in securing international funding from international agencies to develop multi-modal urban transport.

- viii. Provide waivers and bank guarantees to encourage private sector participation in critical Government projects such as the development of alternative energy and supply of essential consumables
- ix. Foster collaboration with the private sector to establish and resuscitate vehicle Manufacturing and Assembly Plants
- x. Foster collaboration with International Development partners to further develop land transportation

PART FIVE

IMPLEMENTATION ARRANGEMENTS

ROADMAP PLANNING



CHAPTER EIGHTEEN

INSTITUTIONAL FRAMEWORK

18.1 Preamble

18.1.1 The responsibility for planning, developing, and maintaining the nation's transport infrastructure is shared among the three tiers of Government. To this end, intra-state roads are the responsibility of State/FCT Governments. In contrast, the local government areas and area councils are required to cater to intra-urban and rural feeder roads, which account for over 60% of the existing road network. The Federal Government is responsible for the national highways, constituting 17% of the existing road network. In addition, the federal government, through its relevant MDAs, is accountable for rail, seaports, inland waterways, airports, inland dry ports, and national pipelines.

18.2 The **National Council on Transportation (NCT)**: The Council is the highest stakeholder forum in making advisory decisions for the Federal Executive Council (FEC) in the Transportation Sector. The Council comprises federal and state transport MDAs, security agencies, professional bodies, academic institutions, industry players, investors/donors, organised unions, non-governmental organisations, private operators, and users meeting annually. Nevertheless, the Council can convene an emergency as the need arises. The NCT makes recommendations on frameworks necessary to monitor and evaluate the implementation of NLTP and other relevant Policies in the Transport sector and proposes a review of some or all of the chapters; other functions include:

- i. Ensure the inter-ministerial exchange of information and ideas to benefit the transport sector, particularly the land transport Sector.
- ii. Advocate regularly for maintaining the existing transportation networks and infrastructure.
- iii. Optimize strategies for efficient modal split.
- iv. Minimise the impact of measures on Climate Change on the Environment at a multi-modal level.

- v. Support decisions from time to time regarding the development of other sectors in the economy, such as Smart cities, Smart vehicles, Alternative fuels, and other Digital Economy strides.

18.3 **Federal MDAs**

18.3.1 Land Transport, and indeed the whole Transportation Sector, is derived demand, which speaks volumes regarding its numerous stakeholders. The sector's supervision is brought under several ministerial entities'-Jurisdiction at the Federal Level.

18.3.2 Under the current dispensation, the transport sector is being supervised by various cabinet Ministers whose mandates shall be enumerated below for a seamless implementation arrangement of this Policy:

18.3.2.1 **The Federal Ministry of Transportation (FMT):** The Policy shall be domiciled in the Ministry because of its mandate for convening the National Council on Transportation (NCT), which includes engendering Safe and Secure Transportation, Driving of Economic Development, Facilitating Connectivity (Intermodal and Multimodal), Developing Local Capacity (Professionalism), Ensuring Sustainability, Furthermore, the Ministry is responsible for road transport and Mass Transit Administration, management and development of Joint Border Post (JBP) infrastructure under the ECOWAS Protocol, sectoral research and data management as well as inter-modal and multi-modal policy and plans coordination. The Ministry also oversees railway infrastructure development, management and operations. The ministry oversees the implementation of the professionalisation of the industry.

18.3.2.2 **The Federal Ministry of Marine and Blue Economy (FMMBE):** responsible for maritime transportation, Inland Waterways infrastructure development, management and operation, Inland Container Depot, Inland Dry Ports and Truck Transit Areas infrastructure development in partnership with the Private Sectors. The Ministry is also responsible ~~with~~ for Seaport Development and Management and Blue Economy resource management of the nation. It supervises the intermodal connectivity of these terminals by rail and provides a coherent administration of freight transport operators.

18.3.2.3 The **Federal Ministry of Aviation and Aerospace Development (FMAAD)**: The Aviation and Aerospace Ministry is in charge of the construction, management, certification, and operation of all Aviation infrastructure and manpower development in the aviation value chain. Meanwhile, the multimodal connectivity of the International and Local Airports by rail and seamless transport services to and from the Airport requires an interface between stakeholders.

18.3.2.4 **The Federal Ministry of Works (FMW)** is responsible for the designing, building, rehabilitation and maintenance of Federal Highways corridors and Bridges, providing them with road furniture, signage and appropriate markings for safe movement of persons, goods and services.

18.3.2.5 The **Federal Ministry of Petroleum Resources (Oil and Gas)** is in charge of National Pipeline development and management for the distribution of crude oil and refined petroleum products. The current investment in the initiative to use Auto Gas (LNG and CNG) for transportation purposes is a development being midwife under the Ministry.

18.3.2.6 The **Federal Ministry of Environment** is another very important stakeholder in the transportation Value Chain. It oversees the Nation's Climate Change response and its effect on the activities of the transport operating environment, carriage of dangerous goods, etc.

18.3.2.7 The **Federal Ministry of Agriculture and Food Security** has several intervention Programmes that impact the Transport Sector, particularly as it relates to rural access and mobility, such as the Rural Access and Agriculture Marketing Project (RAAMP).

18.3.2.8 The **Federal Ministry of Industry, Trade and Investment** is another strategic partner and stakeholder, especially in the alternative energy drive. The Ministry also impacts the transportation sector through its Agencies, such as the National Automotive Design and Development Center (NADDC), which researches Electric Vehicles,

and the Standard Organization of Nigeria, which oversees the continuous maintenance of standards for LNG/CNG vehicle conversion kits and other innovations in the sector.

18.3.2.9 Office of the Secretary to the Government of the Federation (OSGF): plays a strategic role through the Federal Road Safety Corps (FRSC), which maintains safety on Federal roads.

18.3.2.10: Office of the National Security Adviser (ONSA): The ONSA plays a crucial role and is an essential stakeholder in delivering safe and secure transportation services in the country.

18.4 States and Federal Capital Territory (FCT)

At the State level, transport matters are usually the responsibility of relevant Ministries and Agencies. This practice is best because it allows for the establishment of the appropriate establishments, departments, and professionals to man the department with the proper skills and human resources.

18.5 Local Government Areas (LGAs) and FCT Area Councils

Local governments have constitutionally defined functions such as managing markets, motor parks, and land use planning. However, the LGAs/ACs appear not to have a well-developed structure for dealing with transport matters, with overt reliance on state agencies or the use of ad-hoc arrangements for revenue collection in motor parks. The use of non-state actors as third-party agents by local governments and area councils is a practice that must be discouraged to achieve the laudable objectives of this policy.

18.6 Professional Bodies: Professional bodies such as the Chartered Institute of Transport Administration of Nigeria (CIOTA) and the Chartered Institute of Logistics and Transport (CILT) shall be encouraged to deliver on their mandates to facilitate the development of the Transportation Sector

18.7 Organized Unions, NGOs, and Civil Society Groups: Organized Unions, NGOs, and CSOs play collaborative roles in the Land

Transportation Sector. We will always partner and collaborate with this group as necessary-

18.8 Private Sector Investors and Operators: Private sector investors and operators also play significant roles in the land transport Sector.

18.9 Citizens and Users: The citizens are the end users of the Land Transport System and, therefore, play critical roles in the sustainability of the industry.

CHAPTER NINETEEN

IMPLEMENTATION ARRANGEMENT

19.1 Preamble

The implementation plan serves as a strategic guide to operationalise and transforms the NLTP into a structured, actionable roadmap. It provides a detailed timeline, activities, responsibilities, and resource requirements to achieve policy goals. This plan outlines the phased approach for executing the policy's priorities to address Nigeria's immediate, medium-term, and long-term land transport challenges while ensuring sustainable and inclusive growth in the sector.

19.2 Objectives of the Implementation Plan.

- To operationalise the NLTP through targeted programs and projects.
- To prioritize and sequence activities for efficient policy execution.
- To define clear roles and responsibilities for stakeholders.
- To ensure resource allocation aligns with national and sectoral priorities.
- To establish clear milestones and performance indicators for monitoring and evaluation.
- To align resources with transport sector needs.
- To ensure accountability and transparency in policy implementation.
- To foster collaboration among stakeholders.

19.3 Strategic Phases of the Implementation Plan

The implementation action plan is structured into three phases to ensure systematic execution. Each phase focuses on specific goals, ensuring a progressive build-up of capacity and infrastructure to meet the policy's objectives. The three time phases are as follows:

- a. Short Term (ST) Activities: This constitute activities that need to be immediately initiated after the approval of the policy to about 24 months (2 years) timeline, in order to address immediate priorities and setting foundational systems;
- b. Medium Term (MT) Activities: Actions to be completed within five (5) years, for scaling up projects and implementing major reforms; and
- c. Long Term (LT) Activities: These activities are essentially to achieve full-scale integration and sustainability of the transport system, which also include a review and update of the policy. It could be timed to be between five (5) to ten (10) years.

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT(Above 5 Yrs)
1.0	GENERAL ACTIVITIES					
1.1	Produce copies of the approved NLTP and distribute to relevant MDAs	Production and distribution of 1000 copies of the approved Policy to partners MDAs and relevant stakeholders within the timeline.	FMT			
1.2	Conduct stakeholders engagement and sensitisation campaign on the approved National Land Transport Policy.	Completion of sensitisation workshop/ of Stakeholders engagement on the approved Policy in each of the Geopolitical Zones of the Nation and the FCT	FMT, NCT in collaboration with relevant Stakeholder			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT(Above 5 Yrs)
2.0	RAIL TRANSPORT SUBSECTOR					
2.1	GOAL: To develop a modernized, dynamic, efficient and competitive railway system that provides transport options for industry, commerce and travelers, fitting seamlessly as a key component of an integrated transport network.					
2.2	Unbundle the Nigerian Railway Corporation into three entities: Regulatory Authority, Railway Operation and Railway Property Company.	No. Bills of new Railway entities created by Act of the NASS	FMT, NRC, FMJ, NASS			
2.3	Safeguard existing national railway track network track.	No. of safety and security initiatives implemented to improve safety and security	FMT, NRC, ONSA (Joint Security Team)			
2.4	Pursue the completion of ongoing railway projects: i. Western Corridor (Kaduna – Kano – Maradi); ii. Eastern Corridor (Port Harcourt–Maiduguri); iii. Central Corridor (linking Itakpe to Abuja) iv. Concession them after completion in line with the 25-Years Railway Strategic Vision.	Km of new rail-line completed and concession to State or private operations.	FMT, NRC			
2.5	Convene Consultative Forum on Impact of Rail being on Concurrent List of the Constitution	No of stakeholders’ forum or workshop organized to discuss rail penetration in the subnational	FMT/NRC/ All State & FCT			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
2.6	Conduct a Market Study of Potential Rail Freight Traffic.	No. of Study conducted in respect of rail freight traffic	FMT & NRC			
3.0	ROAD TRANSPORT (MOBILITY) ADMINISTRATION					
3.1	GOAL: To develop a safe, secure, efficient, organized, integrated, environmental friendly, and sustainable road transport system.					
3.2	Encourage the establishment of a distinct State Ministries for Transportation and Departments of Transportation at the Local Government Areas	No. of States that has a distinct Ministry of Transport No. of LGAs/ACs with Departments of Transport	FMT, NCT, States and FCT, NTCF, etc			
3.3	Convene a road safety and security forum to enhance safe travels and transportation	No. of safety and security forum held	FMT, ONSA, FRSC, etc			
3.4	Delineate regulatory jurisdictions to avoid unnecessary duplication of harmonised rules and regulations	No. of policy, resolution or initiative passed by the NCT.	FMT, NCT, FRSC, VIOs, NTCF			
3.5	Implement decisions on common data bank to ensure that decisions on transportation were data driven	No. of stakeholders that collaborates with the NITT on the SNTDB.	FMT, NITT, States & FCT			
3.6	Promote the implementation of Non-Motorized Transportation (NMT)	No. of NMT initiatives implemented	FMT, FRSC, States & FCT			
3.7	Prepare Local Transport Plans for improved transport provisions at	No. of workshop held for LGAs/ACs transport officers	FMT, NITT, States & FCT, ALGON			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
	the local level by the LGAs					
3.8	Educate and Sensitise Road Operators and Users on the Road Signs	No. of road users enlightenment campaign held	FMT, FMW, NITT, States & FCT			
3.9	Support the installation and use of weighbridges on the roads corridors	No. of weighbridges built and commission for use	FMT, FMW, FRSC, States & FCT			
3.10	Encourage the undertaking of Road Safety Audit (RSA) during design and construction phases of road project.	No. of audit undertaken and shared with relevant MDAs	FMT, FMW, FRSC, DRTS etc			
4.0	INTERSTATE ROAD PASSENGER TRANSPORTATION					
4.1	GOAL: Institutionalise a regulated and standardised safe, reliable, innovative interstate passenger transportation system that will be attractive to citizens and preferred by tourist					
4.2	Develop Clear Operating Standards and Guidelines	No. of consultative meeting held	FMT, FRSC, NITT,			
4.3	Streamline and promote seamless levy and licensing assessment and payment regime for interstate transport operators to improve the Ease of Doing Business	No. of initiatives or MOU agreed on	FMT, FMF, JTB, NTCF, ALGON,			
4.4	Harmonize regulations among various levels of transport administrations and jurisdiction	No. of resolution implemented (No of Regulations harmonised)	FMT, NCT			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
4.6	Promote effective provision of transshipment services to neighboring countries	No. of NFOs (National Freight Offices) built, furnished and put to use.	FMT, NCS, NIS, ECOWAS			
4.7	Support the FRSC's implementation of the Nigeria Road Safety Strategy (NRSS) to ensure a seamless achievement of the policy goals	No. of monitoring and evaluation carried out and report documented	FMT, NCT, OSGF, FRSC, NTCF			
4.8	Engage and advocate the use of the waterways wherever it has a comparative advantage for interstate passenger transport	No. of survey and advocacy carried out on use of waterway transport	NCT, FMMBE, NIWA			
5.0	FREIGHT TRANSPORTATION					
5.1	GOAL: Achieve safe, reliable, efficient, multi-modal and integrated freight services across States including a harmonised Motor Vehicle Haulage Administration standards that would achieve trade facilitation and increase the Ease of Doing Business.					
5.2	Encourage timely fleet renewal framework by promoting a financing platform for fleet renewal and maintenance for sustainable intercity transportation	No. of MOUs or financing initiatives launched	FMT, FMF, FMBEP, CBN, Infrastructure Bank,			
5.3	Promote effective provision of transshipment services to neighboring countries. .	No. of NFOs built, furnished and put to use	FMT, FMF, NCS, Shippers' Council, NIS, AfCFTA			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
			Office, Transport Organised Unions.			
5.4	Encourage the manning of the Fleet Organizations by professionals and the improve the training and retraining operators	% of fleet organisations headed by professionals	FMT, Professional Bodies, Transport Organized Unions			
5.5	Collaborate with the National Inland Waterways Authority to use the waterways for the interstate movement of bulk and liquid freight where applicable	No. of initiatives developed	FMT, FMMBE, NIWA,			
5.6	Advocate the restoration of the National Pipeline Network for the carriage of Petroleum Products as a measure to reduce tonnage/carnage on the road corridor	Km of pipeline resuscitated and new one constructed for the carriage of petroleum products	FMT, MPR, NNPC,			
6.0	LAND TRANSPORT SAFETY AND SECURITY					
6.1	GOAL: Support and encourage the institutionalization of collaborative security and safety planning, enforcement measures and seamless sharing of information on terminals and routes to achieve safe and secured land transportation regime that breed confidence to citizens, investors and their investments.					
6.2	Advocate the implementation of the Road Safety Standards as adopted in the National Road Safety Strategy (NRSS)	No. of monitoring review meeting held	FMT, OSGF, ONSA, FRSC, States & FCT, VIOs			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
	approved by the National Economic Council;		and (DRTS)			
6.3	Develop a robust platform for Inter-Agency collaboration and supporting working environment for the different Security Agencies under the headship of the ONSA for the benefit the Land Transport Ecosystem.	No. of Workshops held	FMT, ONSA, Stakeholders			
7.0	URBAN TRANSPORTATION					
7.1	GOAL: To provide an organized and standardised safe, secure, efficient, sustainable urban transport system in Nigerian cities that promotes equal access to economic and social opportunities by all including women, children, the elderly, and people with disabilities.					
7.2	Provide financial incentives and tax holidays for investors	No. of incentives announced	FMT, FMF, FIRS, NCS			
7.3	Undertake pilot projects to promote innovation	No. of pilot projects launched	FMT, States & FCT			
7.4	Uphold Ease of Doing Business in line with global best practice	No. of users who tick satisfied in a survey	All Service Providers			
7.5	Provision of other attractive enabling environment for private sector participation	No. of initiatives developed	FMT, BPE, ICRC			
7.6	Promote information sharing between relevant actors at Federal, State and Local government levels as appropriate	No. of collaborative forums organised across the nation	FMT, NITT, NTCF, etc			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
7.7	Convene a National Urban Transport (Mass Transit) Stakeholders' Forum in conjunction with States/FCT, LGA, Organised Transport Unions, Professional Bodies, Vehicle Manufacturers etc;	No. of resolution agreed at the forum for stakeholders' implementation	FMT, NITT, NRC, NTCTF, ALGON, etc			
7.8	Create an Intrastate Mass Transit Standards for an organized, regulated, safe, adequate, efficient, and environmentally sustainable movement of people within the State/FCT	No. of intrastate operators registered /licensed	FMT			
7.9	Encourage States/FCT to create the appropriate Urban Transport Metropolitan Authority to oversee effective institutional arrangements for Urban Transport Regulations	No. of State with appropriate law backing its Transport Metropolitan Authority	FMT, States, FCT, State Assemblies			
7.10	Promote a better linkage between urban transport and urban development by collaborating with Federal Ministry of Housing and Urban Development	No. of collaborative meetings with the FMHUD	FMT, FMH&UD, etc			
7.11	Advocate for the inclusion of good pedestrian and NMT	No. of urban centers with NMT provision	FMT, States/FCT , LGAs			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
	linkages & infrastructure to serve in the urban transport space					
8.0	RURAL TRANSPORTATION					
8.1	GOAL: To develop an adequate, safe, environmentally sound and economically efficient and sustainable rural travel and transport system that will ensure all season basic access in the rural areas to facilitate integrated rural development and poverty reduction as well as empower rural dwellers to become more economically productive.					
8.2	Intensify efforts to improve rural access, agricultural produce marketing and productivity	No. of Agriculture Cooperative bodies registered	FMT, NCT, States/FCT , ALGON			
8.3	Advocate and encourage States to establish effective State Rural Road Agency responsible for the management and maintenance of the rural road network in the State	No. of State that has created Rural Road Agency	FMT, NCT, States/FCT , ALGON, WB, etc			
8.4	Develop strategy for promoting rural mobility using RAAMP and its successor project.	No. of States implementing rural road initiative	FMT, NITT, NUC, NBTE			
9.0	NON-MOTORIZED TRANSPORTATION (NMT)					
9.1	GOAL: To create an eco-friendly, healthy lifestyle and cost-effective transportation system for urban residents.					
9.2	Foster sustainable, healthy and inclusive mode of travel with focus on walking and cycling by developing a strategy	No. of strategy adopted by Stakeholders	FMT, WB, States/FCT , NUC, CIOT A, CILT, etc			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
9.3	Provide an alternative transportation that is environmentally friendly and less reliant on fossil fuel	No. of last mile paved access created	FMT, WB, States/FCT, CIOTA, CILT			
9.4	Host an NMT National Stakeholders Forum	No. of Stakeholders'	FMT, WB, FRSC, etc			
10.0	INCLUSIVE TRANSPORTATION					
10.1	GOAL: To build a transportation ecosystem that is friendly, accessible to all and without any discrimination to the commuting public, persons with special needs and the vulnerable group like women, the physically impaired, children and the aged.					
10.2	Advocate, sensitize and monitor all land transport infrastructure providers to include inclusive transportation ancillary facilities on their designs	No. new transport facilities with adequate aids for vulnerable groups	FMT, SMoT, LGAs			
10.3	Encourage the rehabilitation of existing land transport furniture to close this gaps where they exist in line with globally acceptable standards.	No. of existing infrastructure rehabilitated	FMT, States/FCT, LGAs			
11.0	PLANNING, RESEARCH AND DEVELOPMENT					
11.1	GOAL: To put in place, the machineries for the conduct of a properly coordinated, well focused, fundamental and problem-solving oriented research regime that will provide the basis for transport planning, coordination and development.					
11.2	Mobilize, partner the private sector and captain of industries to raise a special purse for the funding of sustainable research	No. of academic faculties designated Amount of fund raised to research	FMT, NITT, NUC, CBN, NBTE, TETFUNDS			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
	themes and designate some faculties and institutions as Transport Research Centers.					
12.0	CAPACITY BUILDING AND KNOWLEDGE GENERATION MANAGEMENT					
12.1	GOAL: Develop adequate number of professionals (Managers, Officers and Technicians) to man and operate land transport system in all the jurisdiction (Federal and Sub-nationals and the private sector).					
12.2	Partner with the professional bodies to handle capacity building	No. of customised trainings held	FMT, NITT & all Certified Professional bodies			
12.3	prioritize the creation of a sector database	No of sensitisation forum held	FMT, NITT			
12.4	Undertake a National Travel Survey	No. of States covered in the survey	FMT, NITT			
12.5	Undertake Yearly Traffic Survey on Federal, State and Local Government Roads	No. of traffic report undertaken per year	FMT, NITT, States/FCT, LGAs			
12.6	Develop and Implement a Strategy for the Conduct and Coordination of Research on Land Transport Matters	No. of strategy developed	FMT, NITT			
12.7	Establish Centers for Transport Studies in Existing Universities	No. of MOUs signed	FMT, NITT, NRC, NUC			
12.8	Organize Stakeholder's Forum, Workshops, other Events for	No. of forum or workshop held	FMT, NCT, Training Institutions, etc			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
	Knowledge Sharing on the Sector					
13.0	ENVIRONMENT AND CLIMATE CHANGE					
13.1	GOAL: i. Minimizing cost and time of adaptation of the existing vehicle fleet towards use of renewable energy as opposed to fossil fuel ii. Reduce operating cost related to the provision of transport services and contribute to fare reduction and stability iii. Foster skill development among transport operators in the use of the new transportation energy mix					
13.2	Facilitate land transport involvement in the current government project on the development of alternative source of energy	No. of collaboration	FMT, MPR, PiCNG, etc			
13.3	Collaborate with international partners and organizations to exchange knowledge and best practices in sustainable transportation energy solutions	No. of collaborations and partnerships signed	FMT, NITT, States/FCT, etc			
13.4	Monitor and evaluate the effectiveness of implemented policies, adjusting as necessary to ensure continuous improvement in the transportation energy sector	No. of report published	FMT, PiCNG, NADDC, SON, ECN, etc			
13.5	Collaborate with the Federal Ministry of Environment to pursue	% reduction in the emission level in the sector	FMT, FMEEnv, FMB&EP,			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
	and achieve the Nationally Determined Contribution (NDC) signed by the nation		NCCC, etc			
14.0	HUMAN RESOURCE AND PROFESSIONALISM					
14.1	GOAL: Adequately staff all relevant MDAs playing roles in the Land Transport Ecosystem with the right officers who complied with the appropriate transport professional qualifications and certifications.					
14.2	encourage the creation of appropriate transportation Ministries, Departments and Agencies (MDAs), with relevant establishment framework in liaison with the Professional bodies and monitor their fit for purpose manning and staffing	No. of States that has created the State Ministry of Transport (Transportation)	FMT, NCT, States/FCT & certified Professional bodies			
14.3	Sensitize the sub-national on the creation of the Transport Officers Cadre in the Scheme of Service	No. of State that has implemented the Transport Officer Cadre	FMT, NCT & Certified Professional Bodies			
14.4	Advocate and procure waiver for the employment of appropriate professionals officers to man Transport MDAs at all levels	No. of professionals employed in the Federal and State public services.	FMT, FCSC, OHCSF, Professional bodies			
15.0	FUNDING AND INVESTMENT					
15.1	GOAL: To collaborate with the private sector and pursue veritable and sustainable avenues for long term funding as well as prompt investment recovering system through a market driven and competitive economic regulation regime.					

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
15.2	Create an Economic Regulatory framework for the land transport Sector	% of Bill developed	FMT, FEC, NASS			
15.3	contribute more actively to the financing of research and human resource development and facilitate international or local opportunities by vehicle manufacturers for vehicle leasing arrangement for fleet renewal for operators	No. of MOUs signed	FMT, NITT, NUC, CBN, Private Sector, etc			
15.4	adopt the global practice of Public-Private-Partnership (PPP) under the following models: Design-Build (DB), Finance-Only (FO), Operation and Maintenance Control (O & M), Design-Build-Finance-Maintain (DBFM), Design-Build-Finance-Maintain-Operate (DBFMO), Build-Own-Operate (BOO), Build-Operate-Transfer (BOT) and Concession as applicable	No. of PPP deal signed in the sector	FMT, NRC, States/FCT , LGAs			
15.5	encourage the sub-nationals to develop State specific framework	No. of joint forum held	NCT, FMT, States/FCT , etc			

S/N	POLICY ACTION	PERFORMANCE MEASURE	ACTION BY: MDAs & RELEVANT STAKEHOLDER	TIMELINE		
				ST (0-2 yrs)	MT (3-5 Yrs)	LT (Above 5 Yrs)
	for urban mobility based on their peculiarity.					
16.0	Policy Implementation and Project Monitoring and Evaluation	No. M&E engagements held	FMT, NCT, WB, NGOs			
17.0	Policy Review Processes		FMT, NCT			

	Short Term (ST)
	Medium Term (MT)
	Long Term (LT)

19.4 The implementation plan provides a structured approach to realizing the goals of the Nigeria Land Transport Policy. By adopting phased actions, ensuring stakeholder collaboration, and leveraging innovative funding mechanisms, Nigeria can develop a modern, sustainable, and inclusive transport system that drives economic growth and improves quality of life for all citizens.

19.5 Monitoring and Evaluation Arrangement

19.5.1 For the implementation of this Policy, MDAs in the sector are expected to formulate detailed implementation schedules linked to the Implementation Plan and Timelines and integrated with appropriate monitoring schedules. Details of the different aspects to be monitored should be identified and monitoring exercises undertaken along this line. Each monitoring must consist of a complement of experts and specialists (mostly from among officers) on the identified aspects of policy programmes and projects to be monitored. It is important to note that monitoring can also take place on a remote or desk-based

constant basis. It is important that adequate funding is provided for the monitoring activities. Timeline for monitoring must cover every phase of the Policy initiatives. Data and information gathered from the various monitoring exercises must be promptly processed and documented as reports, with appropriate indication of the challenges faced by programmes and projects and recommendations for immediate adjustment or corrective actions either already undertaken or needing to be undertaken to ensure the successful implementation of the Policy.

During implementation of this Policy, executing Departments/Units must submit copies of their regular monitoring reports to the appropriate authorities for review and further directives.

19.5.2 Mid-term and long-term evaluation of the implementation of the Policy should be undertaken by the component of the Ministry responsible for Monitoring and Evaluation. The Evaluation Reports will be submitted to the appropriate authorities as applicable.

19.5.3 To facilitate the implementation of the Monitoring and Evaluation of this Policy, every implementation Unit must ensure that indicators are clearly identified at impact, outcome, and output levels, baseline data are established and that targets are realistic and achievable. Milestones must equally be set to measure progress towards the achievement of targets. A reporting format should also be created to facilitate the monitoring and evaluation exercises.

19.5.4 It is important to note that monitoring, evaluation and reporting at all levels is mandatory during the implementation of this Policy.

19.5.5 An Implementation Communication Strategy will be prepared. This will provide for copies of this Policy document being made available to stakeholders via publication on the website of the FMT. Hard copies will also be made available in abridged brochure forms to reach grassroots market women, artisanal road transport workers, transport owners, and other relevant stakeholders. This in addition to newsletters, reports on activities and events which will be disseminated to stakeholders via newspapers and the electronic news media. Information brochures on the Policy will be made available at the

entrance to the Ministries Offices nationwide, at the outward and inward bound post of movement into and out of Nigeria through various modes of transportation. They will also be available at the information desks of Nigeria's various Embassies abroad.

19.6 Regulatory Framework of the Policy

The policy framework is intended to guide the co-ordination and management of land transport activities, while all levels of government retain respective legislative and jurisdictional responsibilities and authorities. All relevant National Legislations, Regional convention and treaties which Nigeria is a party to shall be respected. The Policy attains legal position after approval by the Federal Executive Council (FEC).

19.7 Review of the Policy

Transportation is a dynamic field and an enabler to other sectors. Therefore, change in the economy and other variables will definitely lead to changes in demand and supply, taste of citizens, innovation and technology among others. These variable will automatically result in change of priorities and require new strategies and policy initiatives. Consequently, upon approval, the National Land Transport Policy (NLTP) will be reviewed every Five (5) years consistent with new economic conditions, emerging trends and technology. The Policy review will undertake the consultative approach with all relevant stakeholders as projected in this Policy.

19.8 Conclusion

Nigeria is an emerging economy and its position in the sub-region and the continent has given it a vintage position in the West, Central and North Africa especially in the Africa Continental Free Trade Area (AfCFTA) regime. Also within the country land Transport is a burden bearer sector. Therefore, the Policy if well implemented, monitored and evaluated in line with the Guiding Principles, Goals, Objectives, Strategies and Statements as well as institutional and implementation arrangement will meet Nigerians' expectation.

APPENDIX

ANNEX I

DEFINITION OF TERMS

An “**adequate transport system**” means that available transport infrastructure and services meet the demand of all Nigerians for access to the market, place of employment and to basic social services.

A “**safe transport system**” means that all reasonable safety standards are set and actions taken to prevent accidents and reduce the risk to life and property. Effective safety measures should protect transport operators and their employees, users of transport services and the public.

A “**secure transport system**” means that all reasonable security measures and standards are set and actions taken to prevent the perception of vulnerability to and occurrence of crimes and acts of terror.

A “**smart mobility or transport**” refers to the integrated application of modern technology and management strategies into transportation systems such that can support a smart city initiative to make for reduce travel time and time wasted from point of origin to destination.

An “**environmentally sound transport system**” means that reasonable and effective actions are taken to prevent and reduce atmospheric, water and other pollution, through proper planning of transport infrastructure and the establishment of appropriate regulatory standards.

An “**efficient transport system**” means that the transport services are provided in a way that ensures resources are used efficiently and appropriate modern technology is used to achieve sustainable gains in productivity in order to reduce costs and improve service quality. It also implies the progressive reduction of social costs, the control of other external costs of transport, and the use of public funds in a way that is properly justified and carefully managed.

An “**affordable transport system**” means that adequate transport services can be enjoyed by all classes of Nigerians at reasonable cost, and where market mechanism fails to provide this, the Government will intervene to support the provision of essential transport services.

A “**sustainable Transport System**” means one that will be mindful and balance between the current and future needs, 'green' (prioritizing walking, cycling, public transit, carpooling, etc) and has low impact on the environment. It shall also have the capacity to replicate and perpetuate itself.

A “**preferred transport system**” means availability of different transport modes from which users could make their choice.

An “**integrated transport system**” means the effective connectivity between ports, rail, road, inland waterways transport, airports and inland dry ports, thereby making use of the advantages of different modes to ensure seamless movement of goods and people.

ANNEX II

LIST OF MEMBERS OF INTER-MINISTERIAL COMMITTEE, RESOURCE PERSONS AND SECRETARIAT

Sn	Designation and Names	Role	Organization
1	Tpl. Oloruntola Olufemi	Committee Chair	PS, FMT/MBE
2	Adeleya A. Adeoye	Chair	PS, FMT
3	Dr. (Mrs.) Mercy O. Ilori	Vice Chair	Director, TPC
4	Prof. Danwanka	Member	SA Tech to HMT
5	Mr. Jamiliu	Member	SA, Press to HMT
6	Mr. Francis Agbaji	Member	DD (TP&IC), TPCD
7	Mr. Charles Opara (Late)	Member	DD (R&S), TPCD
8	Mr. Adakole Itodo	Member	DD (P&P), TPCD
9	Mr. Abubakar Nasiru	Member	AD (P&P), TPCD
10	Engr. Sampson Ojon	Member	RTS Dept.
11	Mrs. Veronic Uche	Member	RT&MTA Dept.
12	Mrs. Ijeoma Charles-Okolie	Member	Legal Services Unit
13	Engr. Jimoh F	Member	NRC
14	Mr. Sani Barau	Member	NITT
15	Mr. Mercy Idiong	Member	FMBEP
16	Prince Segun Obayendo	Member	CIOTA
17	Prof. Sam Odewumi	Resource Person	LASU, Ojo Lagos
18	Prof. Aminu Umar	Resource Person	NOUN, Kaduna
19	Dr. Tayo Kayode	Resource Person	Uniabuja Consult
20	Dr. George Banjo	Resource Person	Lagos (Former WB)
21	Mr. Charles Oriaku	Resource Person	Cabinet Secretariat
22	Mrs. Oladunni Peters	Secretariat	TPC Dept.
23	Mrs. Gladys Akambi	Secretariat	TPC Dept.
24	Miss. Idowu Fagbemi	Secretariat	TPC Dept.
25	Mr. Phillips E.O. Okoronkwo	Secretariat	TPC Dept.

ANNEX III

NLTP STAKEHOLDERS' THAT ATTENDED NATIONAL COUNCIL ON TRANSPORTATION AND THE VALIDATION FORUM

MINISTRIES

1. Federal Ministry of Transportation/Marine & Blue Economy
2. Federal Ministry of Budget and Economic Planning
3. Federal Ministry of Works
4. Federal Ministry of Health and Social Welfare
5. Federal Ministry of Tourism
6. Federal Capital Territory Administration
7. Federal Ministry of Housing and Urban Development
8. Federal Ministry of Environment
9. Federal Ministry of Industry, Trade and Investment
10. Federal Ministry of Science, Technology and Innovation
11. Federal Ministry of Defence
12. Federal Ministry of Mines and Steel Development
13. Office of The Surveyor General of the Federation

AGENCIES

- i. Nigerian Railway Corporation (NRC),
- ii. Nigerian Institute of Transport Technology (NITT),
- iii. Nigerian Maritime Administration and Safety Agency (NIMASA),
- iv. Nigerian Ports Authority (NPA),
- v. Council of the Regulation of Freight Forwarding in Nigeria (CFFRN),
- vi. Nigerian Shipper's Council (NSC),
- vii. National Inland Waterway Authority (NIWA)
- viii. Maritime Academy of Nigeria (MAN), Oron

STATE MINISTRIES OF TRANSPORT

Nigerian Transportation Commissioners' Forum (NTCF), Ogun; Niger; Lagos; Oyo; Osun; Abia; Kaduna; Kano; Cross River; Edo; Gombe; Yobe; Enugu; Anambra; Ondo; Plateau; Benue, Bauchi, Kogi, Kebbi, Niger, and FCT.

ACADEMIA

1. Baze University
2. Lagos State University (LASU)
3. National Open University of Nigeria (NOUN)
4. University of Abuja

ORGANIZATIONS

1. National Automotive Design & Development Council (NADDC),
2. Bureau of Public Enterprise (BPE),
3. The Council for the Regulation of Engineering in Nigeria (COREN),
4. Nigerian Building & Road Research Institute (NBRRI)
5. Lead Driving Academy
6. Nigerian Economic Summit Group (NESG)
7. Nigeria Society of Engineers (NSE),
8. Rural Access and Agricultural Marketing Project (RAAMP)
9. Prisms Concepts International Limited
10. World Bank (WB)
11. African Development Bank (AfDB)
12. Chartered Institute of Logistics and Transport (CILT),
13. Chartered Institute of Transportation Administration of Nigeria (CIoTA),

14. Office of the National Security Adviser (ONSA),
15. CCECC Nigeria Limited
16. Gelz Solutions Limited
17. Ochenuell Mobility
18. RAPNEC
19. OPTIVIA
20. Presidential Initiative on CNG (Pi-CNG)
21. Nigeria Association of Road Transport Owners (NARTO)
22. National Union of Road Transport Workers (NURTW)
23. Female Drivers Association of Nigeria (FEDAN)
24. Association of Driving Instructors of Nigeria (ADIN),
25. Driving School Association of Nigeria (DSAN)
26. BRIL
27. Motorcycle Operators Union of Nigeria
28. Nigeria Transport Commissioners Forum (NTCF)
29. Institute of Tourism Professionals of Nigeria (ITPN)
30. National Institute of Policy and Strategic Studies (NIPSS)
31. TDCP Limited
32. National Commission for Persons with Disability (NCPWD),
33. Stanford Group
34. Stanroc Engineering and Marine International Limited
35. Institute of Driving School
36. Nigerian Investment Promotion Commission (NIPC),
37. Nigerian Security and Civil Defense Corp (NSCDC)
38. Nigeria Police Force (NPF)
39. POL Dunamis Driving School
40. Federal Road Safety Corp (FRSC)
41. National Emergency Management Agency (NEMA),

- 42. Nigerian Meteorological Agency (NiMET)
- 43. Federal Fire Service (FFS)
- 44. National Assembly (NASS) - Senate Representative
- 45. Public Art

PRESS

- 1. KAPITAL FM
- 2. NTA NEWS
- 3. AIT ABUJA
- 4. VOICE OF NIGERIA
- 5. CHANNELS TV
- 6. GLOBAL TV
- 7. TV NEWS
- 8. DAILY TRUST
- 9. BBC/GBO
- 10. THE NATION
- 11. THE PUNCH
- 12. THISDAY
- 13. ITV
- 14. NITV ONLINE
- 15. BOJ TV NIGERIA
- 16. VIP NEWS TODAY
- 17. AM NEWS INTERNATIONAL
- 18. TOUCH TV CHANNEL
- 19. NATIONAL PLATFORM
- 20. GLAMOUR TV



FEDERAL REPUBLIC
OF NIGERIA

ISBN:
978-978-67-0111-0