

Sustainable Urban Mobility (SUM) Course 2019

Topic:

**The National Transport Policy
and Implications for Urban
Mobility and Climate Change**

By

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Content

- Definition of Concept
- The Draft National Transport Policy (NTP)
- The Draft National Urban Transport Policy
- Provisions for Urban Mobility
- Provision for Climate Change
- Implication (Sustainability or otherwise)
- Challenges
- Conclusion

Definition of Terms

- **Public Policy:** Public policy describes the actions of government. Usually created in response to issues brought before decision makers, these policies come in the form of laws and regulations. Policy, especially in Transport, is defined as guideline statement for planning, operations and investment in the sector.
- **Sustainable Urban Mobility:** is a concept applied by States or National authorities to achieve strategic inclusive mobility in its cities. It encourages a shift towards more sustainable transport modes, its integration (multi-modal) and balanced development of all modes.
- **Climate Change:** A change in global or regional climate patterns and conditions attributed largely to the increased level of atmospheric carbon dioxide produced or release by the use of fossil fuel.

Introduction

- Finding sustainable solutions to the challenges of transportation system and management in the 21st century requires a new approaches and solutions. This Policy offers that new approach through a set of propositions that are established to achieve an integrated and functional transport system. The Draft Nigerian Transport Policy intent is to promotes a transport system that is adequate, affordable, safe, secure, efficient, clean and competitive with a new emphasis on protecting the environment and health **(climate Change)**, thereby securing sustainable development within the framework of a progressive and competitive market economy.

Policy Formulation Circle



POLICY ORGANOGRAM

**National Transport Policy
(NTP)**



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graph TD; NTP[National Transport Policy (NTP)] --> NUTP[National Urban Transport Policy (NUTP)]; NTP --> NMTP[National Maritime Transport Policy (NMTP)]; NTP --> NNTP[National Non-Motorized Transport Policy (NNTP)];
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**National Urban
Transport Policy
(NUTP)**

**National Maritime
Transport Policy
(NMTP)**

**National
Non-Motorized
Transport Policy
(NNTP)**

LAND TRANSPORTATION

- Land transport is the dominant form of transportation in Nigeria. The sub-sectors covered by the Policy are:
 - i) Rail
 - ii) Road
 - iii) Rural transport
 - iv) Urban transport
 - v) Pipeline Transportation
 - vi) Safety and Security
 - vii) Training and Education

Existing Situation and Challenges of Road Transportation

- i) Misuse, particularly from axle overloading.
- ii) Inadequate functional weigh bridges to counter misuse of axle overloading.
- iii) Neglect of periodical and routine maintenance.
- iv) Inadequate design and construction.
- v) High cost of rehabilitation and improvement programmes.
- vi) Poor funding.
- vii) Overdependence on road transport.
- viii) Non-rehabilitation of roads and bridges.
- ix) No expansion of rail network or use of Inland Waterways Transport.
- x) Absence of road infrastructure like transit parks for trucks and other vehicles, etc.

Existing Situation and Challenges of Road Transportation/2

- xi) Large number of small-scale operators of goods and passenger vehicles, with limited professional and business capacity, resulting in inefficient and unsafe services.
- xii) Uncoordinated activities and services.
- xiii) Poor enforcement of and non-compliance with traffic regulations.
- xiv) Inadequate Emergency Management Services (EMS) along major highways.
- xv) The lack of periodic Road Safety Audit (RSA) to determine the conditions and infrastructures on the roads.
- xvi) Non-use of Technology such as Intelligent Transport System (ITS) and Speed Limiting Devices (SLD) for road monitoring and enforcement.
- xvii) Encroachment on the road setbacks by markets and illegal structures.
- xviii) Inadequate signage/road marking along the existing highways.
- xix) A hostile walking and cycling environment and inadequate public transport.
- xx) Absence of regulations and infrastructure for non-motorized transport (NMT).

Policy Statement

- Government will partner with the private sector in road construction, maintenance and introduction of user charges on Federal Roads to augment budgetary allocation to road.
- To facilitate and promote private sector investments in the upgrade and maintenance of roads through PPP. Government will:
 - a) Continue to fund road safety management;
 - b) Establish national data bank for road safety management and road traffic administration;
 - c) Improve the communication system along major roads and network them to facilitate contact with first aids centers and patrol ambulances along road corridors;
 - d) Develop and implement effective Disaster Management System.

Other Expectation from government

- Ensure an adequate and efficient maintenance of the existing road network.
- Institute mechanisms for better control and efficient use of available funds.
- Develop an inter-modal transport system with emphasis on connectivity between all modes of transport.
- Promote organization of minor transport operators into cooperatives which can operate higher capacity vehicles, have access to loans and credit facilities and standardize their operations.
- Promote training, certification of operators and the dissemination of road transport information.
- Ensure compliance with road traffic regulations.
- Encourage implementation of the National Road Safety Strategy and Safe System Approach in transport administration.

Funding of Road Transport System

Sources of funding shall include:

- Government allocation,
- User charges or levies,
- Private Sector funding through investment and
- Toll Roads User Charges

ROAD FUND

- Government will establish a Road Fund into which the income from the above stated sources will be lodged. The Fund will be administered by the Road Board.

Urban Transportation

- Nigeria is experiencing a very rapid rate of urban development.
- On the average, Nigerian cities have been growing at the rate of 8% per year, far in excess of the country's population growth of 3.2%.
- Currently majority of the urban population rely on private cars, taxis and mini-buses controlled mainly by the private sector.

Existing Situations and Challenges

- i) **Poorly designed** and maintained urban road network and road complementary facilities.
- ii) **Inefficient** public transport system.
- iii) **Lack of institutional framework** leading to poor coordination of urban transit services.
- iv) **Poor land use, transport planning and control** as well as poor and ineffective Transport/Traffic management.
- v) **Poor compliance** of transport operators on set standards.
- vi) Inadequate infrastructural road network to decongest traffic.
- vii) **Low use of technology such as CCTV, Speed camera** and other forms of Intelligent Transport System (ITS) to manage urban traffic.
- viii) **Inefficient urban mass transit system.**
- ix) Low infrastructural provision for and **use of Non-Motorized Transport (NMT)**

Climate Change

- For now just as there is no Non Motorize Transportation Policy Statement, there is also no Climate Change Mitigation Policy Statement.
- To be fair to the formulator of the NTP, Climate Change Policies matters, advocacy, domestication, and stepping down into a Nigeria national document is domicile with the Federal Ministry of Environment and the Ministry of Budget and National Planning is playing a coordination role of lead MDAs.

The Implication(s)

- The Consequences from the foregoing, is that Sustainable Urban Mobility in Nigeria is still wild goose chase without the approval of the National Transport Policy (NTP) and the further development of the National Urban Transport Policy (NUTP) which is supposed to further breakdown to micro details the Policies and Programmes to be pursued by Local, Urban and National Transport Authorities.

Challenges

- Our System of Government
- Various Mode of Transport are supervised by various Ministries
- The Sector not lead by professional
- Lack of professional cadre in the sector
- Lack of a sectorial developmental plan etc

CONCLUSION

- Currently, the content of the National Transport Policy (NTP), could be said to a proposal which even at a draft state does not squarely and adequately guarantee sustainable urban mobility.
- Everybody wants the latest draft to be approved, so that further gaps will be address in the review which is provided to hold 3 years after approval.

**THANK YOU
AND
GOD BLESS**