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# **Urban Mobility: Legal and Regulatory Frameworks for Mass Rapid Transit**

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# ABOUT NIAF 2

## About the Nigeria Infrastructure Advisory Facility 2

- NIAF is funded by the UK Department of International Development (DFID) and implemented by Adam Smith International
- £ 50m technical advisory facility dependent on requests from clients
  - flexible rapid response capability
- aimed at ...
  - Federal and state ministries, departments and agencies (MDAs)
  - increasing access to improved, reliable and affordable infrastructure services
  - enhancing capacity to deliver infrastructure effectively
- capacity building and training
  - long term support and transfer of skills

# CHALLENGES IN IMPLEMENTING MASS TRANSIT

# The Challenges

- Past attempts to stimulate urban mass transit schemes in Nigeria have largely failed due to:
  - Federal government's interference in mass transit;
  - Government ownership and operation of mass transit schemes;
  - Misplaced funding;
  - Absence of:
    - technical and financial assessments of the route prior to the granting of licences; and
    - supporting BMT infrastructure
  - Lack of capacity in government to supervise and monitor projects and the operators.

# The Challenges

- The review of state mass transit legislation highlighted:
  - Lack of a clear policy and appropriate institutional and legal regulatory frameworks;
  - Overlapping role and responsibilities amongst MDAs;
  - No agency responsible for planning, regulating and constructing mass transit schemes; and
  - Unregulated public transport such as paratransit (*danfos*) and commercial motorcycles (*okadas*) competing with the regulated bus services





# WHY MASS TRANSIT?

# Key Definitions

- Mass Transit: publicly available passenger transport operating on a fixed-route basis at frequent, pre-determined intervals utilising high capacity vehicles with a minimum capacity of 50 passengers
- Paratransit: publicly available passenger transport operating on a flexible route and time with vehicles each with a capacity less than 26 passengers.
- Bus Mass Transit (BMT):
  - use of high capacity buses to provide road-based mass transit services
- Bus Rapid Transit (BRT):
  - use of high capacity buses on physically segregated corridor from other traffic modes to increase operating speeds

# Why Mass Transit?

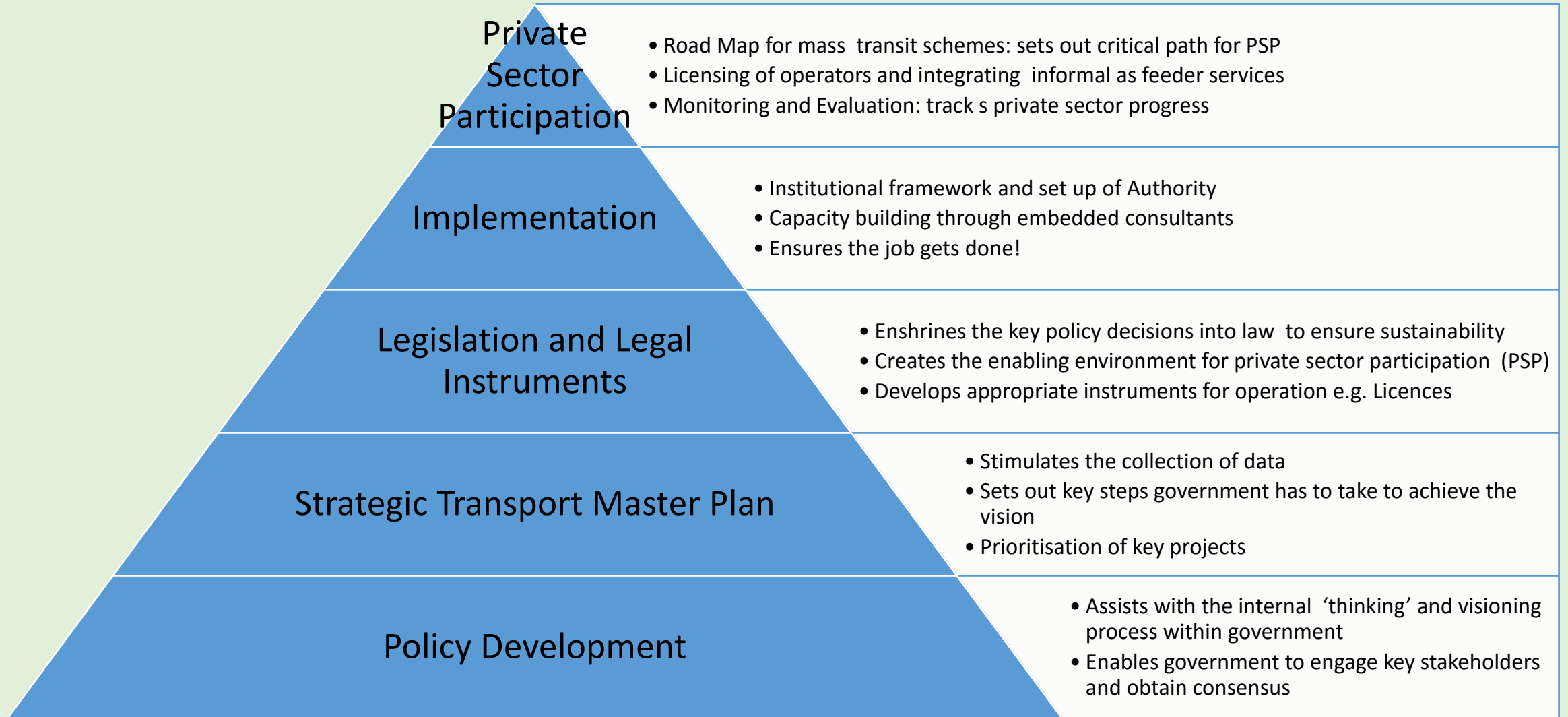
- Large segments of the urban population have access to cars
  - in the absence of clear data we estimate 30%
- The alternatives for the public are individualised transport consisting mainly of unregulated and undisciplined mini-buses and taxis.
- This has led to severe congestion on major arteries into cities
  - a daily average return journey of up to 6-7 hours
- The ratio of full sized mass transit buses to the population shows that there are too few buses in cities
  - big market with scope for future growth

# Why Mass Transit?

- An effective and efficient urban mass transit is critical to:
  - reduce congestion and ease movement of people
  - reduce plight of the urban poor
  - Improve access to jobs, goods and services such as health and education
  - provide a more efficient alternative to subsidised private transport
  - improve the urban environment
  - combat climate change
  - facilitate economic growth and welfare improvement

# THE NIAF URBAN TRANSPORT STRATEGY

# Strategy for Urban Transport



# INTERVENTION AT FEDERAL LEVEL

# National Mass Transit Programme for Nigeria

- The Mass Transit Programme for Nigeria (MTPN) which was launched by the President in January, 2012.
- The MTPN programme was:
  - aimed at cushioning the effect of subsidy removal
  - timely and essential
  - meant to kick start mass transit in Nigeria
- Components:
  - Bus, Rail, and Inland Waterways
- Key Successes
  - Clear demarcation of roles between Federal and State governments
  - Road Map for Mass Transit

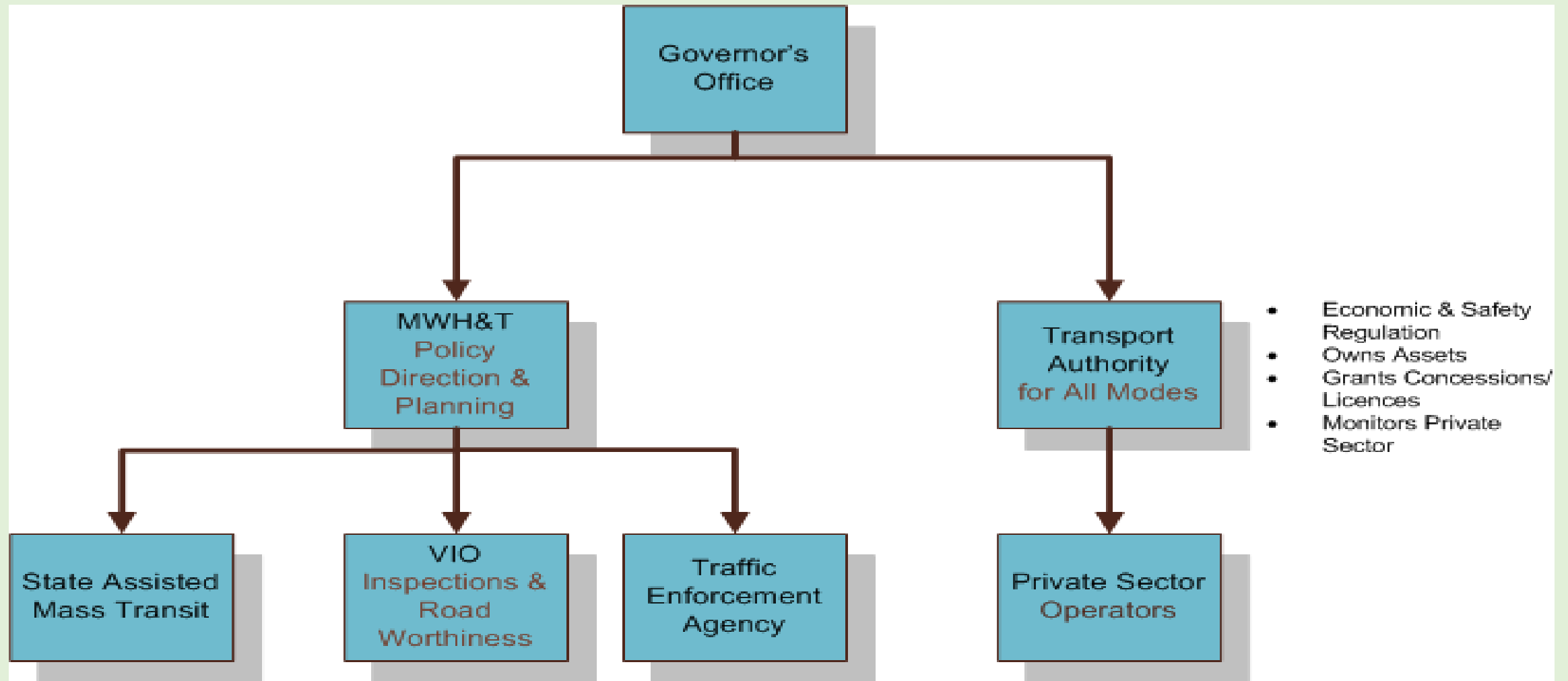


# PROPOSED INSTITUTIONAL FRAMEWORK

# State Level Industry Framework

- Each state has its own peculiarities but the main guidelines are:
  - separation of policy, operation and regulation
  - keeping the number of government agencies to a minimum
  - changes to legislation and traffic regulations
  - objectives, roles and responsibilities should be clear with no overlap and conflict
- Establishment of a Metropolitan Transport Authority responsible for:
  - owning the assets
  - constructing the supporting infrastructure
  - granting concessions and licenses
  - Regulating and monitor the private sector

# State level: Proposed Industry Structure



# Role of the State Government

- Develop transport policies that will specify the institutional framework
- Enact legislation to enshrine the framework
- Prioritise mass transit schemes
  - Bus mass transit
  - Rail
- Secure funding for major projects
- Plan, implement and regulate urban mass transit programme;
  - Construct the basic infrastructure (roads, intra-city rail, bus stops, terminals etc)
  - Licence operators (bus, rail and inland waterway)
- Identify and build capacity

# Role of Private Sector

- Bus Operations
  - Operate and maintain the bus fleet
  - Provide the expertise
    - Key management staff
  - Provide maintenance equipment
  - Training
    - Bus drivers
    - Key staff
- Construction of Depot and Major Stations
  - PPP projects

# STATE INTERVENTIONS

# Urban Transport Projects: Lagos

- LAMATA: Planning and Implementation
  - Assistance in the development of the Strategic Transport Master Plan for Lagos
  - Project Management of the Lagos Rail Blue Line Project
  - Development of a Safety Regulatory framework
  - Specific Projects
    - Economic appraisal and prioritisation of transport projects
    - Technical and financial assessment of First BRT
- LAGBUS
  - Operational and maintenance support
  - Development of the franchise scheme for bus mass transit



# Urban Transport Projects: Abuja, Kano and Kaduna

- Policy development
  - Abuja: awaiting FEC approval of the Urban Transport White Paper
  - Kano: draft Green Paper awaiting approval from State Executive Council
  - Kaduna: Policy Options Paper approved. Green Paper Stage
- Transport planning
  - FCT: travel demand survey completed to determine priority bus routes
  - Kano: draft Preliminary Strategic Master Plan awaiting approval
- Legislation
  - FCT and Kano: draft Transport Authority Bills awaiting government approval
- Implementation
  - FCT: pilot route identified for BRT – Suleja corridor
  - Kano: two pilot routes identified - Katsina and Gwarzo Corridors
- FCT: AUMTCO
  - Operational. maintenance and scheduling support



# LESSONS LEARNED

# Lessons Learned...

- Political will
- Government funding or PPP's for the bus supporting infrastructure
- Needs assessment, and diagnostic and situation analysis should be preformed before designing an approach
- Detailed feasibility studies should be undertaken to determine commercially viable and un-viable routes
- State Governments must be carried along
- State Governments participation should be restricted to regulatory, monitoring and enforcement framework
- Operators should choose their own vehicles
- Private Sector is best equipped to operate and manage the services

# THANK YOU

## Questions?