

Improving Urban Transport Network in Nigeria

Background

With a population of approximately 130 million and an area of about one million square kilometers, Nigeria has both the highest population and highest average population density in Africa. In addition, Nigeria has a very high rate of urbanization: between 2000 and 2004, the proportion of urban population grew from 36 to 38%. Along with urbanization comes a growth in urban transport. The most reliable data on urban transport in Nigeria comes from Lagos, where the World Bank has an urban transport project. It is a city with 15 million inhabitants, making it the sixth largest city in the world. It is also Nigeria's economic hub and Africa's fastest growing city at an estimated 6-7% per year.



It is estimated that the total vehicle population in Lagos is approximately 1.2 million (representing about 55 percent of the total vehicle population in Nigeria), out of which, approximately 72,000 are public transport vehicles (mostly micro- and mini-buses). Kano, the commercial and industrial capital for northern Nigeria and the country's second largest city with about 10 million inhabitants, is facing similar problems of rapid growth of both people and motor vehicles.

Within the constraints of the country's federal system, the Federal Government of Nigeria (FGN) is trying to address these issues by improving the conditions for delivery of public transport services in urban areas. By improving the regulatory framework for overseeing public transport service provision, encouraging provision of targeted infrastructure improvements to reduce public transport vehicle operating costs, and improving the basis by which traffic systems are conceived and managed in urban areas, the strategy seeks to yield operational improvements that will both reduce the overall number of vehicles and vehicle-kilometers needed to support economic growth and accessibility needs in the metropolitan areas, and improve the financial sustainability of operators, thereby permitting them to accumulate capital and make investments in new vehicles. With incremental attention and resources, this approach will also help encourage come car and motorcycle-owning travellers to opt for public transport instead.

Objective

To improve the capacity to manage the transport sector in the Lagos and Kano metropolitan areas and to enhance efficiency and effectiveness of the public transport network in Lagos. The project will result in GHG emissions avoidance through a shift to more environmentally sustainable urban transport modes.

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Project Component Activities

- Establish traffic management units to increase local capacity.
- Assist in a travel demand model calibration and analysis to estimate vehicular CO2 emissions.
- Complete a new permanent LAMATA headquarters building to consolidate LAMATA functions.
- Develop a strategic implementation plan for Kano mass transport network.
- Develop bus rapid transit (BRT) corridors along Anthony-Obalende and Mile 12-Ikorodu.
- Increase city ridership and average public transport speeds along new BRT corridors.
- Raise awareness of BRT mobility benefits amongst 2-wheeler users and car drivers.
- Improve efficiency of the transport network supporting the BRT system with bituminous overlays on 15 km of roadway and structural repair of 15 km of strategic roadway.
- Enhance capacities to manage operations, maintenance, and traffic control functions through knowledge management, sharing of best practices, and training activities.

Executing Partners/Agencies at National Level

The executing partner/agency in this project is the Lagos Metropolitan Area Transport Authority (LAMATA).

Project Budget

GEF – US\$ 5 million (including PPG and agency fees); Co-financing – US\$ 325 million

Progress

- The project, following some initial readjustments, became fully operational in October 2011.
- Co-financing from l'Agence Française de Développement (AFD) became effective March 2012, and since then procurement of the civil works for the BRT expansion has been proceeding apace, and is nearly complete. Construction is expected to begin within the next few months.
- Activities to support the BRT public consultation, communication, and media strategies, as well as upgrading and rationalization of the bus system will launch once construction begins.
- Study launched to assess the 2/3 wheel industry and its evolution, which is expected to inform the design of activities to raise awareness and promote the use of public transportation.

Activities	Timeframe	
CEO Endorsement (FSP)	November	2009
Implementation Start	May	2011
Mid-term Evaluation	March	2013
Project Closing Date	June	2015

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