

Transport Systems and Well-being in Nigeria: Socio-economic development and environmental change

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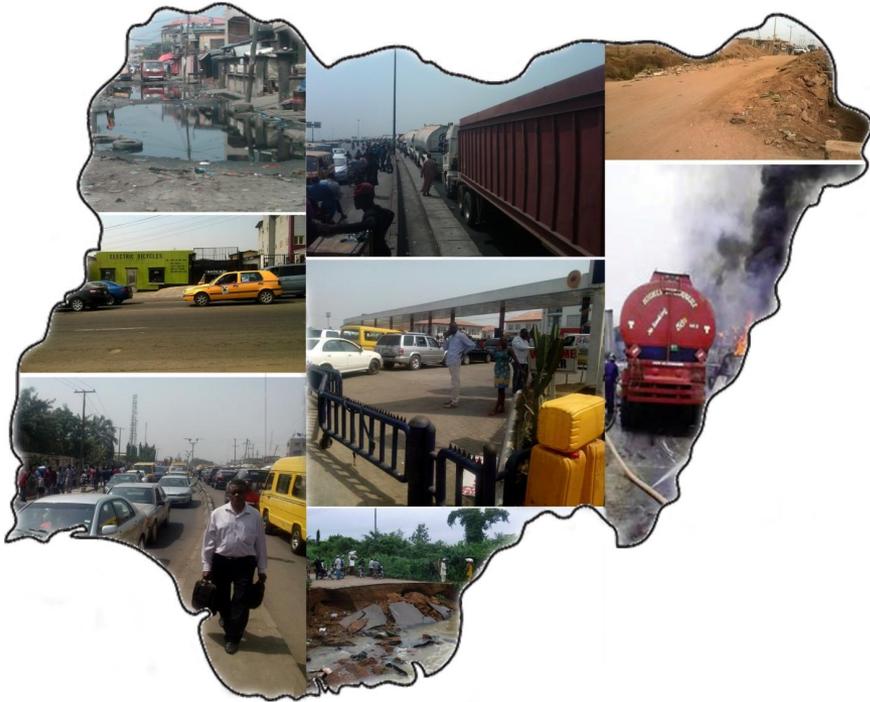
AFRICA

Transport systems and well-being in Nigeria



Nigeria

- Population-180 million
- Area- 923,768 km²
- Until the 1970s agriculture was the major foreign exchange
- Largest oil producing country in Africa; sixth largest oil producing nation in the world
- Oil accounts for 14% of Nigeria's GDP and 90% of the country's total export revenue.



Pattern of socio-economic development

- Pre-1970:

- Economy largely agricultural-based

- Rail system dominated movement of goods

- The 1970s:
 - Rapid economic growth and development, increased Importation of goods, high trade among the north, east and west of the country, more sea ports built
 - Improved standard of living
 - Increased purchasing power of the majority
 - Expressways and roads constructed, high population of vehicles, use of rail lines abandoned, use of expressways to transport goods from Lagos sea ports inland

- Use of rail system for transport of goods declined from 85% in 1955/56 to 3% by 1977.

- The 1980s

- decline in national economy: inflation, devaluation of the local currency, price and trade liberalization and cuts in public expenditure to critical social sectors
- worsening conditions of social infrastructures,
- increase in poverty levels, reduced human development
- Nevertheless, newly registered vehicles increased by 439% in the period 1981 to 1997 while motorcycle registration increased by 930% between 1981 and year 2000.

Poverty and well-being

- % population in multidimensional poverty – 50.9% (HDR 2015)
- Contribution of living standards deprivation to overall poverty- 40.4%

Nigerian Transport System

- The demand for transport services in Nigeria exceeds the supply.
- Total road network - 200,000 km, of which 65,000 km are bituminous roads
- Total rail network - 3,500 km of narrow gauge, single-track railway network
- Road transport is the predominant mode and accounts for more than 90% of the sub-sector's contribution to the nations GDP.

- The transport sector contribution to Nigeria's GDP- 3%
- Road transport is the predominant mode and accounts for more than 90% of the sub-sector's contribution to the nations GDP.
- road transport has virtually taken over the role of the rail system (low speeds, high costs, neglect and generally unreliable service)

Problems of road transport

- bad roads; inadequate road network; inadequate public transport; lack of suitably-trained transport managers and planners, poor road maintenance; capital restructuring bottlenecks and ineffective traffic regulations.
- Increasing incomes also translated to a large increase in the ownership of private vehicles and the proliferation of motor bicycles in cities



ELECTRIC BICYCLES

- NO. E-BIKES & NO. FREE FROM:
- FUEL SCARCITY
- TRAFFIC CONGESTION
- UNHEALTHY PHYSIQUE
- HIGH MAINTENANCE COSTS

CHINESE RESTAURANT

TUCK SHOP

1st OREGON-OPEN LINK ROAD,
OREGON, IBEJA, LAGOS

Fuel scarcity



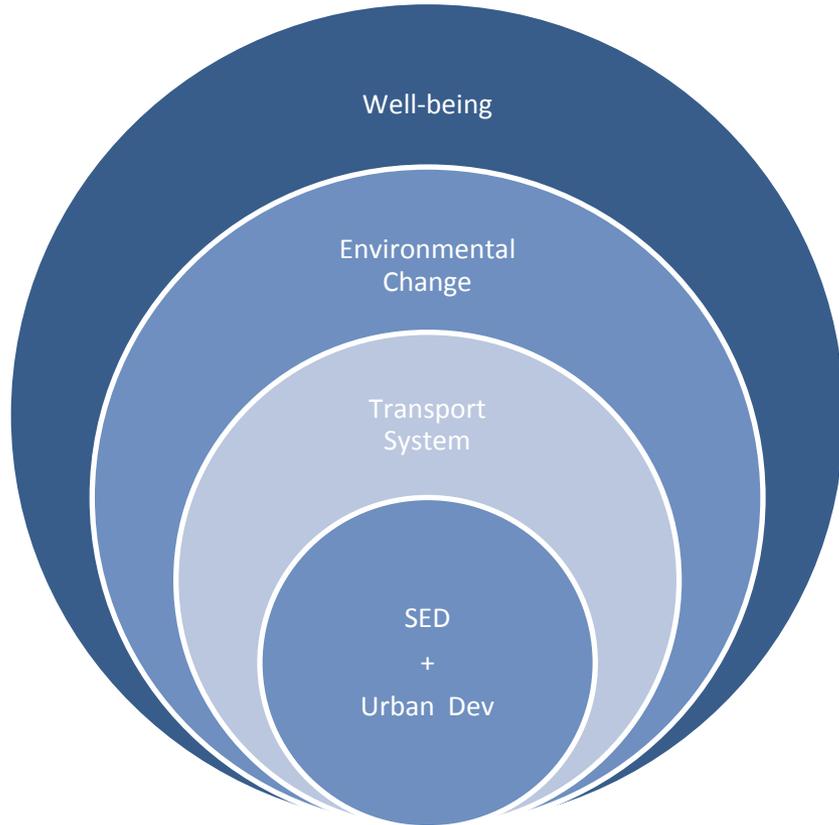
“The unabating fuel scarcity has up till now created numerous casualties in the country. For instance, residents of the Federal Capital Territory Abuja, have particularly experienced untold difficulties commuting from homes to their places of work and business locations..... The same scenario occurs in most parts of the country....

..... commuters have somewhat “seen hell” as one of them, Evangelist Isreal Olabayo puts it. At the family level, the roiling petroleum products shortages in the country has wrecked untold havoc and even caused quakes in marriages and homes.”

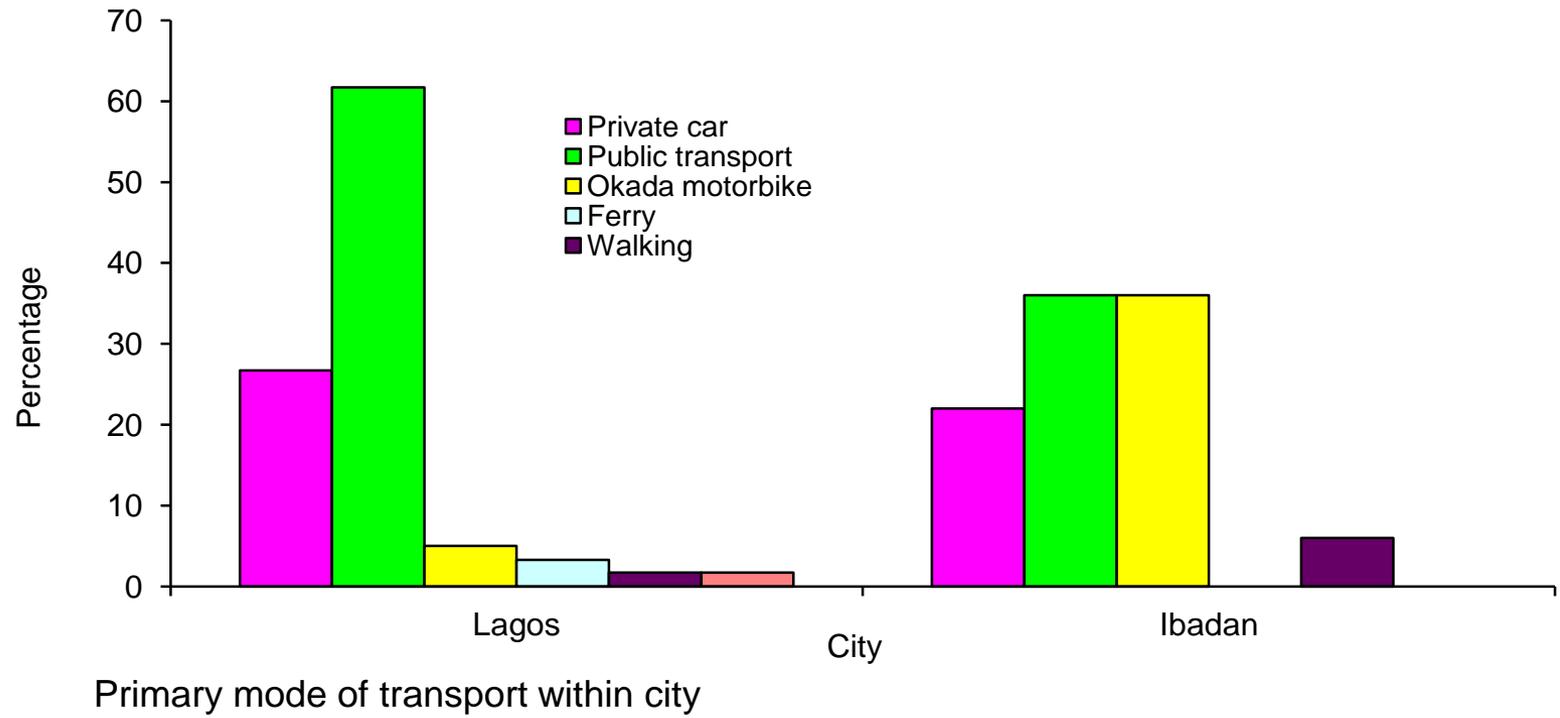
The Casualties Of Fuel Scarcity

- Leadership (May 31, 2015)

Urban Transport System and Well-being



- Two cities-different contexts
 - Lagos
 - Ibadan

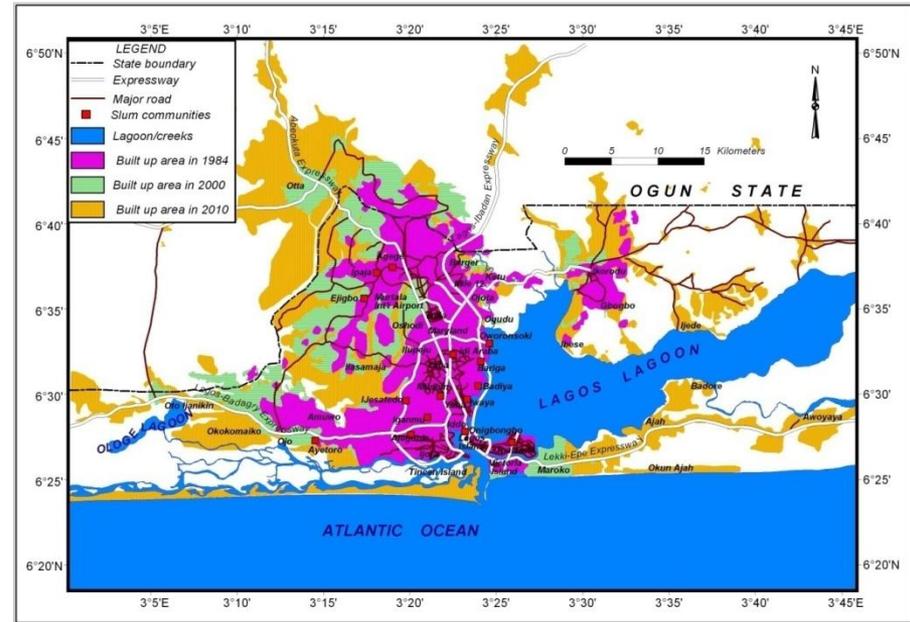
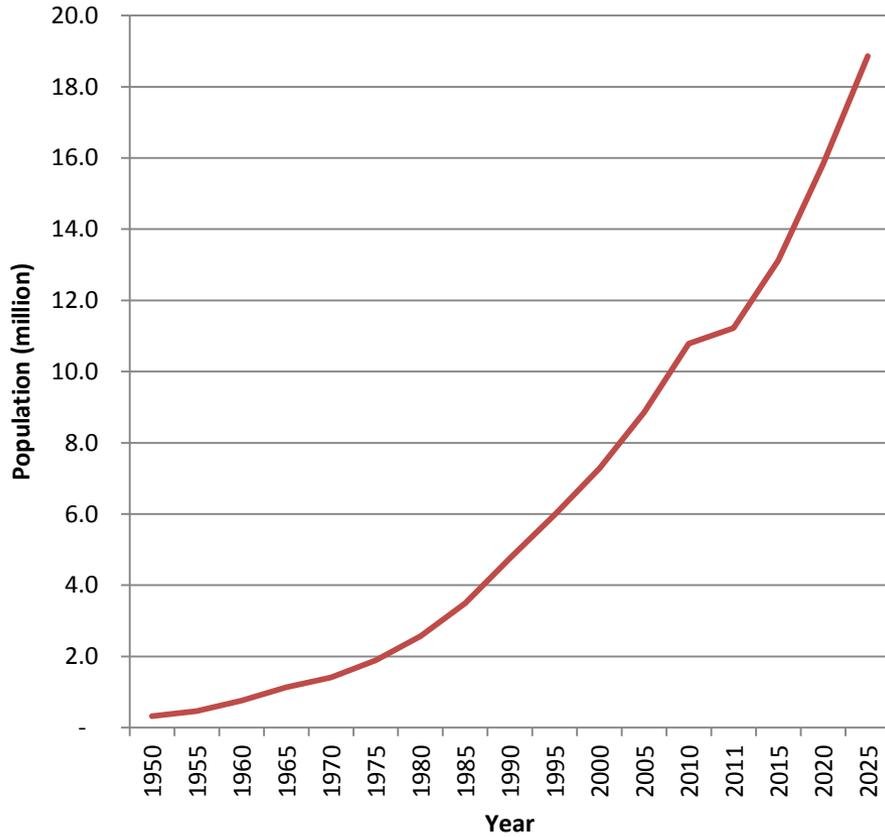


Increasing use of commercial motorcycles

In 2013, nearly half (47%) of the road accidents in Nigeria involved one motorcycle.

(CLEEN Foundation: Roads and Road Safety in Nigeria; Reflections from the 2013 National Crime and Safety Survey, December 2013).

Lagos



- Total road network of 5,180 kilometers facilitate approximately six million passenger trips across the city daily
- About 75% were transported by close to 100,000 passenger buses run by the private sector.
- Buses majorly old and in conditions of disrepair with serious environmental impacts.





Voices of Lagos residents

“We are scared while driving on some of the bridges- Motorists”

Lagos: Centre of excellence with dangerous bridges

(Sunday Punch, January 10, 2016)

“The old bridges are really crying out for maintenance, and when one drives along them, one would see some of these signs; I won’t call them potholes, but uneven surfaces.”

“Last December, a tanker loaded with fuel fell off a truck over the Ojuelegba Bridge. It sparked a fire that injured several residents and damaged vehicles and property. Also, last September, a heavy duty container skidded off the same bridge, and fell on top of two moving vehicles. Three persons were killed.”

“These are a few of **many accidents** that occur on Lagos bridges, almost on a weekly basis. There have also been cases of armed robbery on some of these bridges due to poor or no lighting on these bridges.”

“The expansion joints of the Apapa/Ijora Bridge have widened so dangerously that it is a nightmare to drive on it.” – Former Governor, Lagos State

“There were not less than 28 bridges in Lagos that belong to the Federal Government that have not been maintained in the last 40 years.”

- Former Governor, Lagos State

“Pedestrian bridges have also become death traps, owing to the lack of maintenance or the absence of it on some major roads and highways.”

Bad roads

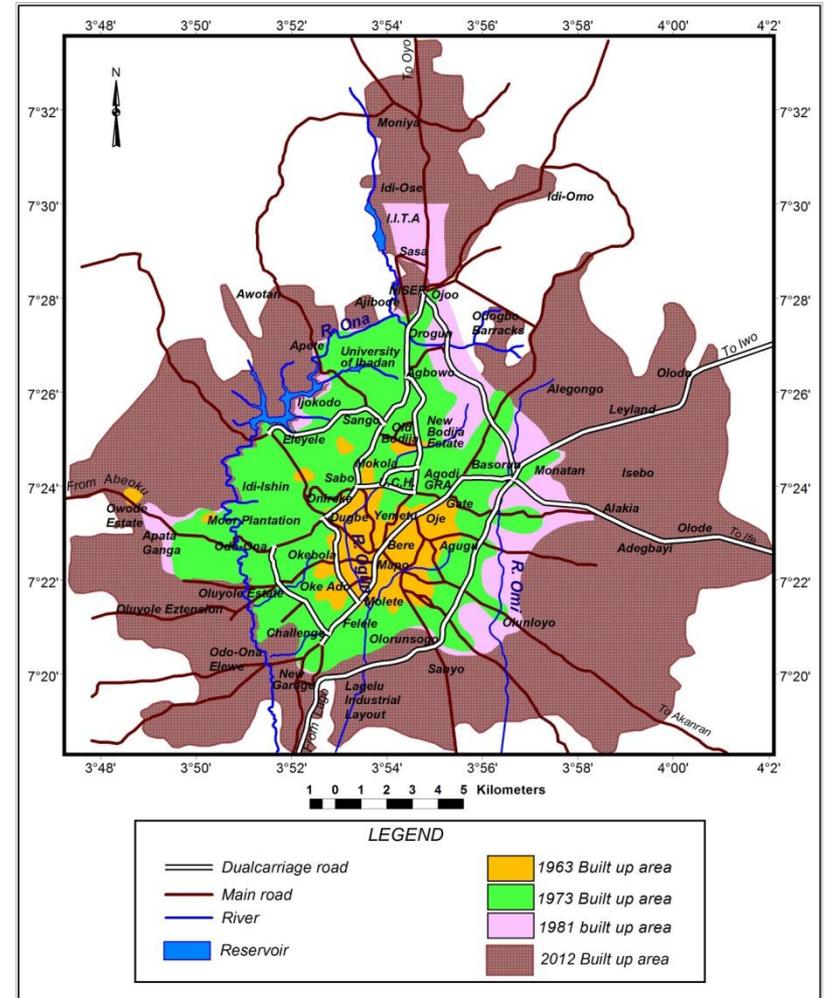
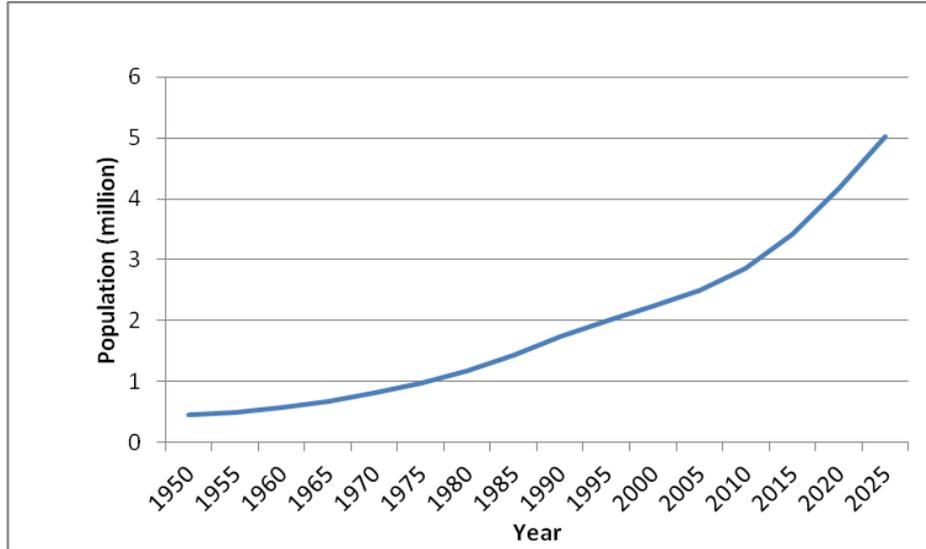
“There was a day robbers invaded the community and collected phones and electronic gadgets. These was happening because the roads were bad; there is no parking space and vehicular movements have been grossly affected. And a lot of families have been deprived of their source of livelihood as a result of the abandoned road projects. “

Uncompleted road project make life unbearable for residents

-Daily Sun January 12, 2016



Ibadan



- Most of the existing roads were constructed before 1960 when the city's economic base and areal extent were very limited.
- poor physical planning

Untarred roads

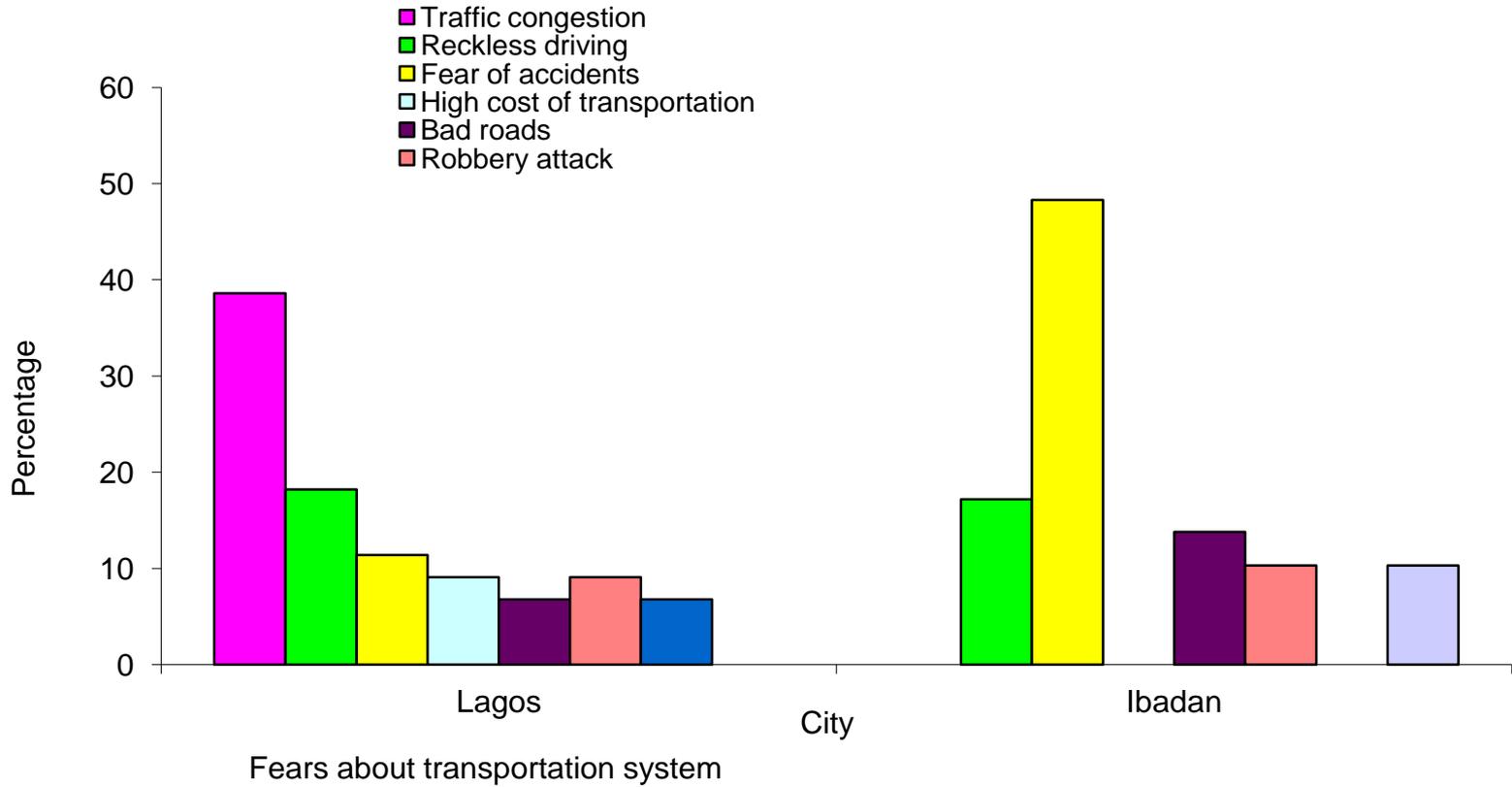


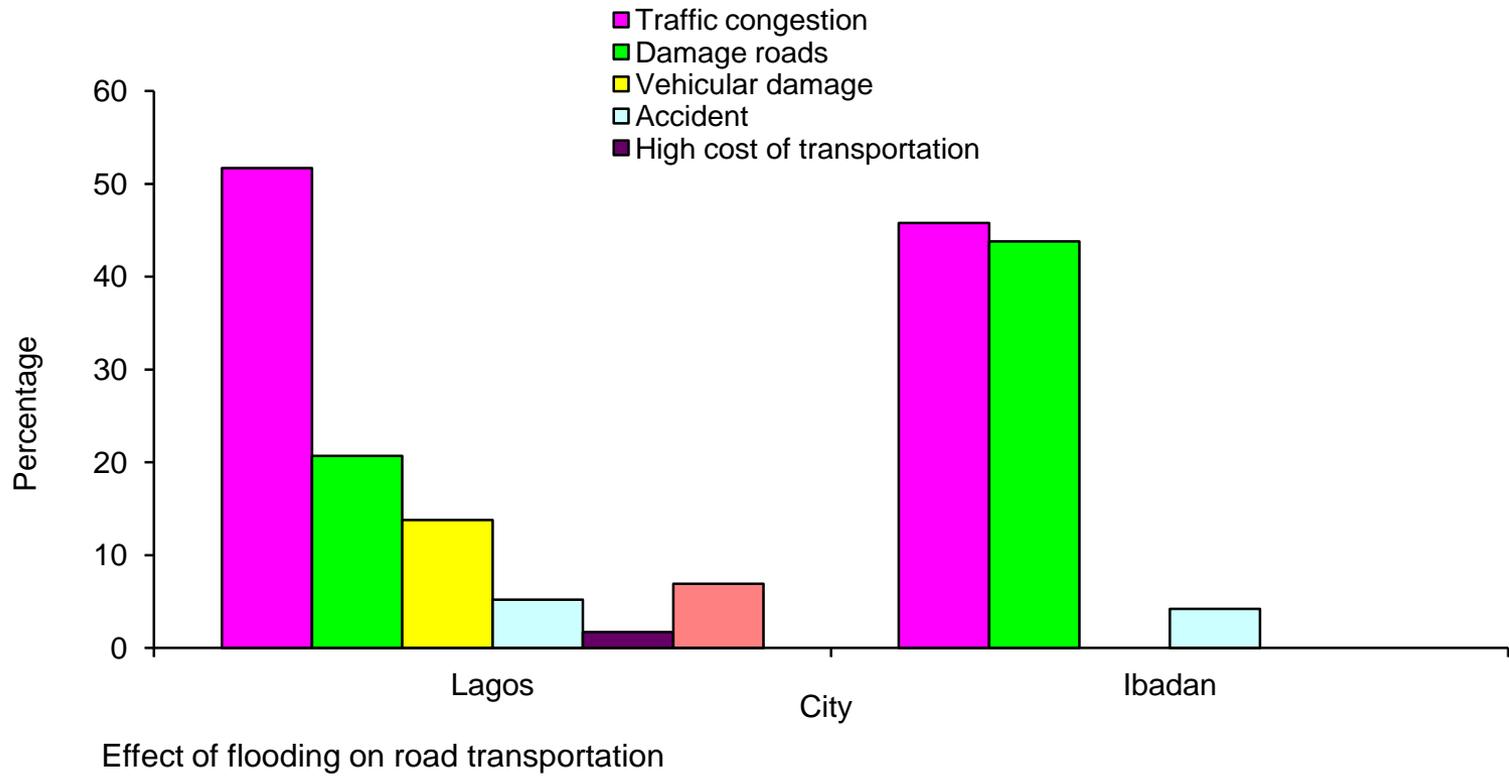
Roads damaged by flood



Nigeria 2012 floods: estimated damage in the transport sector

	Amount (million Naira)
Primary roads	11,700.3
Secondary roads	21,479.3
Tertiary roads	3,314.8
Bridges	1,805.8
Culverts/Drainages	2,382.9
Vehicular stock	105.2
Total	40,788.4





National Transport Policy

- ❖ The primary goal of Nigeria's National Transport Policy is “to develop an **adequate, safe, environmentally sound, efficient and affordable integrated** transport system within the framework of a progressive and competitive market economy”.

Final Word

It is important to factor in the relationships among transport, socio-economic development and human well-being in the planning of transportation systems in the countries of sub-Saharan Africa.