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ISSUES IN AND FUTURE OF URBAN TRANSPORTATION AND TRAFFIC MANAGEMENT SYSTEM IN NIGERIA

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Introduction

In the next decade or so the population in the cities of Nigeria will double creating more than 11 cities with more than a million people. This will increase demand for public transport not only in the provision of services but also in the provision of facilities. The increase in the population and economic development will place a services constraint on the local government enough to force them to look seriously into the issue of public transport. Three issues at stake are financial resources and availability of appropriate manpower and maintenance. With economic recession in the country local government will face a serious problem in sourcing funds to provide transport services and facilities.

Second, the quality of manpower at local level will pose a challenge to local governments to be able to plan, manage and coordinate public transport. The third issue is maintenance; Nigeria depends entirely on importation of vehicle components and parts. The assembly plants are unable to meet the demand for buses even at this stage. The need to work inward is now more vital than ever before. To tackle these problems govt. may have to take a firm decision in the following issues:

This paper tends to address contemporary issues in Nigeria's Urban Transportation; Future of urban Transportation and traffic management system in Nigeria; Problems of Nigerian Transport development; Funding; Traffic restriction in Nigerian cities; Sustainable Transportation; and Future steps geared towards adequacy, efficiency, safety, reliability and equity.

Contemporary issues in Nigeria's urban transportation

The World Bank believes, that the following principles can be used to guide the development of urban transport policies in most cities, despite variations in socio-economic conditions.

ECONOMIC VIABILITY

Transport services and infrastructure should be provided if the benefits to society outweigh the additional costs to society.

FINANCIAL VIABILITY

Investment should be undertaken and services provided if the financing is self sustaining and enables replicability.

EFFICIENCY

By establishing suitable incentives for a given quantum of services, cost should be kept to a minimum; similarly, for a given cost, the quantity of services should be at a maximum.

The public sector has to return responsibility for many formidable tasks that cannot be assigned to private firms. Only the public sector can undertake, for example, traffic regulation, planning and management, the setting of safety standards, transport planning and the formulation of transport policy. Unfortunately, many of these exclusively governmental tasks have been neglected in Nigeria.

The Growth in Demand for Urban Transport

Factors determining urban transport demand:

1. large increase in urban population, leading to a proportional increase in transport trips.
2. spread of urban areas - longer journeys and more fuel consumption
3. greater availability of motorised transport, regulating in more motorised trips and increases in fuel consumption;
4. increases in household incomes, creating a greater propensity for travel
5. increases in commercial and industrial activities; leading to increased volumes of service vehicles and freight traffic.

Taken together, these factors result in a substantial increase in transport demand, which in turn has

significant implications for city efficiency. The most notable effect is widespread traffic congestion, resulting in greatly increased costs - particularly in fuel consumption - and a serious loss of productivity, in commerce and industry. The necessary basic expansion of road networks and transport systems to meet these demands, and the more complex and costly solutions that prevail, place a considerable burden on city budgets. Furthermore, household in urban communities are devoting increasingly large proportions of their incomes to transport, the budget implications being highest for low income groups in particular.

The speed with which demand and costs have grown in Nigeria has often overwhelmed the institutions responsible for transport. But despite the serious implications, demand for road use has been allowed to grow virtually unrestrained.

Management of the Demand for Roads Use

Several methods can be employed to reduce excessive demand. These include:

- road pricing schemes, in which motorists are charged for using congested roads
- area licensing schemes; in which low-occupancy vehicles pay charges for entering congested city centres during night hours
- physical restraints to discourage the movement of private cars across city centres
- parking controls designed to prevent long-term downtown parking by commuters while allowing normal business activities
- user taxes on fuel to restrain general use of vehicles
- financial restraints on vehicle ownership, such as high import duties, sales taxes, or annual licensing fees
- land use controls to influence the magnitude and type of transport demand.

If these measures are coupled with general improvements in traffic flows and public transport, thus benefiting the majority of road users, it should easier to win acceptance.

Future urban transport will witness improved urban land use revitalisation and the expansion of public transport under improved management and computer facilities.

The Problem

The challenges facing urban centres have continued to grow particularly within the past three decades. In fact, cities will increasingly face a seemingly paradoxical situation. The city serves as a magnet for employment opportunities, shops, services and leisure activities. Over the years, it has become the epicentre of economic and social life and has been called upon to accommodate increasingly varied activities and house a growing proportion of the population. According to Bailly (1998), it is highly

likely that, in the year 2010, around 50 cities worldwide will boast population of over 10 million. It is this success which may lead to the downfall of the city if its growth is not managed properly, particularly the aspect transport and traffic management. Today mobility has become a strong aspiration an expression of individual freedom. As the third millennium approaches, public transport has a tough time ahead. It faces challenges on economic, social and environmental fronts in addition to the constant and powerful attraction of the private car.

Problems of Nigerian Transport Development

There are numerous and weighty difficulties in Nigerian transport development. These include:

- i. inferior quality of networks,
- ii. shortages and malfunctioning of transport equipment and furniture,
- iii. lack of executive capacity and technically-qualified personnel,
- iv. inadequate planning and coordination,
- v. inadequate capital and the legacy of unfortunate economic and political policies,
- vi. continued concentration of transport development on intra and inter-city linkages and the relative neglect of rural transport,
- vii. institutional gridlocks,
- viii. efficient energy use (fuel shortages),
- ix. safety, security and environmental issues,
- x. financing,
- xi. research and technology,
- xii. economic, financial and efficiency viability.

With every emerging mobility problem, man is faced with the responsibility of getting a solution. Unfortunately, with the technical ability to solve such problems well in place, the modern cities are confronted by a transportation problem more complex than ever before and despite all the methods of movement, the problem in cities is how to move (Daniels and Werals, 1980).

With the worsening poor macro-economic climate in Nigeria coupled with deteriorating rate of transport infrastructures, erratic energy (fuel) supply, dwindling petroleum resources, the future is glimpsed at with great uncertainty.

The current concern relates to the under-listed problems:

Balanced Transportation - efficient mix of private and public
Transportation System Management (TSM)
Demand Management
Public Transport - Rail, Bus.

Road construction and improvement
Parking and loading management
Pedestrianization and bicycle, bicycle use, other non-motorized transport and commercial motorcycling.
Demographic factor
Resource utilisation issue - energy
Technology issue - Telephone, Fax, Electronic Mail, Electronic fund transfer etc.
Socio-economic and cultural issue
Environmental issue
Poor public transportation financing

Funding

Urban transport planners and managers must identify alternative sources of funding; since the financial resources are dwindling and may continue into the 21st century if strategic means at reversing the situation is not critically looked into.

Financing Alternatives

Sources of financing urban transport could be seen as - public, private, and NGO sources.

Public Sources

These are mainly fiscal allocations from government and those of funding from parastatals. These include:

- i. General tax collection - personal income tax, corporate tax value added tax and custom duties. All these taxes go into the Federation Account from which sectoral allocations are made. In most times, the funds here are released too late, short paid and inappropriate and unbalanced intersectoral allocation of funding are in place.
- ii. User Taxes and Fees Fuel Tax (petroleum subsidy); and Licensing/Registration Fees
- iii. Toll Collection

The second and third listed items have not been excellently pursued and the local governments have not been benefiting so much from these sources.

Other Sources Of Transport Financing

Private and NGO Sources

The private sources of financing urban transport include those of individuals, private firms, non-governmental organisations (NGOs), community based organizations (CBOs), joint venture companies (JVCs) etc.

Other possible sources of funding include the following:

- i. Direct owner funding
- ii. Private firms - effective privatisation of road infrastructure
- iii. Non-Government (NGOs) and Community Based Organisations (CBOs)
- iv. Joint Venture Companies: This option is rather a combination of public and private initiatives.
- v. Ploughing back profits - The insurance companies, motor assembly plants, tyre producing companies and other transport allied companies are the greatest beneficiaries, but unfortunately appropriate mechanism are not put in place for them to plough back.

Evolving Revenue Generation by Local Government Authorities (LGAS)

The Local Governments require to increase its revenue generation drives through:

- (1) Upward review of fines imposed on traffic offenders.
- (2) Organisation of defensive driving programmes in all States for official and professional drivers.
- (3) Establishment of driving schools and traffic safety training institutes.
- (4) States' contributions to LGAs funding.
- (5) Derive more revenue from the Acts and Ordinances:

Petroleum Trust Fund

This paper suggests an effective utilisation of a reasonable share of the fund on road safety activities which remains the source of the proceeds accruing to the fund.

Subsidies

National Road Traffic Fund

This is an important option in the administration of urban traffic financing policy. The fund, created from the revenues from user charges sometimes supplemented by fixed grants from the Government should be used to cover the maintenance expenditures, including periodic maintenance.

The advantage of the Fund system include amongst others:

- i. Continuity assurance of adequate financing of maintenance expenditures and of the related activities which require regular and continuing flow of funds in this way, it contributes to efficient execution of programmes.
- ii. Provision of a visible and direct link between the user charges and expenditures is assured.

- iii. Isolation of the continual expenditure from the possibility of budget cuts, which however desirable they maybe from the view point of fiscal policy increase the long term system costs. The revenue realized could also assist in the establishment of a TRANSPORT DEVELOPMENT BANK.

Proper Financing

- (1) Road Traffic Trust Fund (RTTF)

One method used by most government of the world is the creation of a Road traffic trust fund. This fund is created from a series of taxes - the user taxes which cover a series of items.

- (2) New opportunities through the financial institutions.

- (3) The capital market maybe most ideal for financing some aspects of programmes in safety management. Such debt instruments ought to be floated and traded on the capital market. Proceeds therefrom can be used to finance projects.

- (4) Co-operation and functional inter-relationship between the road authorities, traffic research institutes, transport organisations and University hospitals - medical research centres.

Future Strategic Options For Funding Urban Transport Activities In Nigeria.

- 1. It is obvious that we have an extremely limited ability to absorb and administer major investments or transfer of resources. As such, investment should focus more institution building rather than money.
- 2. Development co-operation which develops co-operative relations between the developed countries interested in society e.g. Sweden, Norway, Australia and a developing country Nigeria. The main goal of the development co-operation is to contribute towards lasting improvements in the institutional capacity and expertise required for urban transport in Nigeria.
- 3. Non-Governmental Organisations hold a unique position in relation to traffic safety funding.

To achieve all the above stated structures, it is shown that ALL and SUNDRY must play some roles at achieving this.

- 1. Urban transport issue has continental and international connotations, as such some donor agencies must be encouraged to assist through certain bilateral and multilateral agreements.
- 2. Urban transport Service is a social service - therefore Government should increase investment/funding on urban transport/traffic through increasing subvention and empowering the safety agencies to charge more so as to meet their operation's cost.
- 3. Government should encase an enabling environment for effective private sector participation.

The private sector being profit oriented would inject competitiveness into the scheme and thus bring about a realization of the set objectives.

4. Insurance subsidy
5. Leasing credit guarantee scheme
6. Establishment of a National Road Traffic Trust Fund (NRTTF)
7. Other sources (charges) should include:
 - i. Tolls on Highways
 - ii. Income from advertising, fines and concessions.
 - iii. Rent charged on highway right-of-way; used by petrol stations and approved road side restaurants.
 - iv. Excise duties on road-related products e.g. tyres, tubes, batteries, trucks, lorries, trailers, etc.
 - v. Custom duty on imported rolling stock and motor spare parts,
 - vi. User charges on heavy vehicles.
8. Government should encourage the philanthropist to establish Traffic Safety Foundations.
9. Private sectors should be made to have accident ward in their hospitals.
10. Government should encourage the private sector to establish Urban Transport and Traffic Research Institutes and Colleges which would be approved by government.

Private Sector

Private sector should be encouraged to fund road safety works and activities by direct investment in construction and management. The investment can be recouped from tolls. Members of the National Road Federation, Nigerian Society of Engineers, Road contractors, Tyre, Batteries, Motor Plant Assembly companies. NURTW, NARTO, Motor Vehicle companies, Insurance Companies and Banks should be encouraged to take part. Transport Allied Companies, NNPC and other Oil companies. This joint and multi-dimensional cooperative effort would form a sure approach guaranteeing sustainable funding of traffic safety programmes, and ensures that the roads receive constant maintenance and are thus in good condition.

Future Financing

This calls for a paradigm shift and hence new strategies towards achieving our vision against year 2010. The financial provisions such as revenue and expenditure control on vehicle taxes, fuel taxes and tolls and other user charges must be fully tapped. Revenue realizable from parking, road pricing and rates and local taxes as well as all the itemized financial provisions must be optimally resourced.

A proper financial analysis and portfolio management of funds is highly desirable in which sources and costs of finance, cash flow problem/adequacy, financial control at ensuring the optimal use of the

existing facilities, investment decision making taking into consideration the cost - Benefit - Analysis (CBA) and the cost - effectiveness ratio should be given pointy.

Most international agencies now avoid depending phenomenon they strike to relate with countries of dynamic economics.

Public Participation

The importance of public participation for an effective development and implementation of traffic safety programs and plans cannot be over-stressed (OECD 1979). For the acceptance of traffic management schemes and traffic calming measure, it is to let the public participate in the Planning process and agree to the environment. Often, request for urban road transport and traffic actions come from the residents themselves, and the traffic planner must therefore have a keen ear for such initiatives.

Policy Trust

- (1) Before the end of 1999, a National Road Programme for the period 1999 - 2010 should be introduced. The reforms for each of which quantitative goals are formulated. Such as road situation improvement of at 25% by the year 2010.

The urban road strategy should consider of these four main components

The value of road components

Partnership strategy

Local government

Result - based management

POLICY IMPLICATIONS

The Central Bank should include transportation as a "Productive" or preferred sector in prescribing its sectoral credits policies ton the commercial and merchant banks.

A sustainable financing mechanism for urban transport and traffic programmes should be formulated without delay. The current method of financing the urban road traffic network is inadequate and inelastic to make the service continuous and productive. Over the years, provision of infrastructures have depended on provisions from National Development Plans and annual public budgets. Part of the provision of equipment had depended on the same public source. The financial system should be examined and organized.

A complete departure from current financing trends, but a joint financing effort should be pursued.

Financing of urban road traffic activities is enormous, far beyond budgetary allocation of government, as such, this paper concludes that the revenue from the charges which the road users pay should go towards the cost of financing traffic safety activities. The best way to ensure this is to provide a legal basis through the establishment of National Traffic Trust Fund.

Furthermore that the private sectors, Non-governmental organisations and community based organisations should be given encouragement at contributing their quota towards a sustainable traffic safe environment.

Demographic Factor

Population will continue to grow albeit at a decreasing rate and different structure. The pattern of intracity travel demand will change. The total travel time will increase as there has developed overall increase in population.

The poor macro economic climate, recession and financial crisis implies a reduction in real income and high cost of goods, while the cost of owning and operating automobiles is increasing and will continue to increase.

Energy

As at 1975, only 17% of world petroleum resources had been used. At the then projected consumption rate, the remaining was expected to last for only 100 years (Ogunsanya, 1996). He further commented that whether conserved or not, at a point in time in the future, we will consume the last drop of petroleum. Future urban transport will look up to reshaping itself for post petroleum operated urban transport.

Ever predicting dangerous and disturbing fuel scarcity, we have been witnessing fuel shortages and the prices of fuel in different locations have been quite outrageous. Consequently, greater effort should be placed in sourcing for alternatives.

Technology

The technology of the urban buses regarding (freight carriage) is stucked. Conventional buses can no longer meet the expected transactions at present not even to talk of future. Therefore, the future automobile should consider the freight, but the less privileges such as handicaps, aged and children. Fuel efficient vehicles should be produced. Nigeria needs to learn from India that produced her own tailor-made vehicle such as MARUTI, TATA and SUZUKI (Franchised.) and Rickshaw – TRICYCLES. The development of efficient telecommunication such as electronic mail, data transmission, telefax is also desirable.

Environment

Transport has contributed a lot to the positive development of our environment. It has on the other hand a negative impact on the environment; the effects which are pollution, noise, accident, parking problems, vibrations, poor visual impression. At this stage, all efforts must be made to impose sustainable transportation development in which the progress of today will not affect the future prosperity of the environment.

The desirable approach is SUSTAINABLE TRANSPORTATION.

Transportation Externalities And Negativities

Transportation development unleashes negative impacts on the environment. These are broadly classified as:

1. Pollution - Noise and Atmospheric
2. Accidents
3. Congestion
4. Vibration
5. Severance
6. Parking Problems
7. Peaking period traffic disturbances
8. Poor Visual impression.

The solutions include a deliberate attempt at minimizing the negative impact through traffic calming strategies, traffic systems management and more importantly sustainable transportation arrangement.

Sustainable Transportation

Sustainable transportation involves infrastructure investments and travel policies that serve multiple goals of economic development, environmental stewardship and social equity. (Dominic Spaethling, 1996). A sustainable transportation system has its goal service output and stewardship of the landscape and resource base, not simply the efficiency of the highway system. The objective of which is to maximize the use of the transportation system to achieve economic and related social and environmental goals, without sacrificing the ability of future generations to do so.

This can be accomplished by:

1. concentrating on moving people and goods rather than vehicles or avoiding movement altogether if telecommunications or changes in land use can substitute for present travel needs
2. increasing the use of market - based policies to encourage innovation in transportation

- operations and to capture the full environmental and social cost of transportation
3. improving the efficiency of existing infrastructure through technical fixes in a multi-modal network, and
 4. addressing public concerns regarding social equity in system design.

Sustainable Transport in the Context of Nigerian Cities

The term "sustainable transport" has been subjected to a great deal of analysis in recent years (Whitelegg, 1997). A consensus has about the meaning of the term and its underlying assumptions. Amongst the most important underlying assumptions are the following:

- the growth in the demand for mobility and the demand for motorized transport is the largest single source of greenhouse gases and the source that is growing the fastest;
- transport is the largest single source of health damaging air pollutants in urban areas;
- transport is the most important source of health damaging noise pollution in urban areas;
- there is a measurable, direct, and statistically significant relationship between the volume of traffic in urban areas and the health of urban residents;
- those who live in polluted cities have a shorter life span, an increased incidence of cancers and respiratory disease, more frequent absences from work and school because of illness and more frequent spells of hospitalisation;
- the volume of motorized traffic will rise in direct proportion to the amount of road space and parking space that is provided;
- the construction of new roads, new bridges and additional car parking capacity will increase the demand for private motorized transport and damage public transport and non-polluting modes of transport;
- it is not possible to provide enough space, energy and financial resources to cope with the remorseless increase in demand for motorized transport;
- a new equilibrium has to be struck through demand management (i.e. reducing the demand for transport), by improvements in accessibility through careful land use planning, and by improving the conditions for walking, cycling and public transport.
- sustainable transport solutions are solutions that meet the need of all residents regardless of income; protect, preserve and enhance the health of the residents; and are not damaging to the present and future conditions for life;
- sustainable solutions reduce energy consumption, reduce the space requirements for transport reduce pollution and improve the welfare of disadvantaged groups such as the poor, the elderly, the handicapped and young children;
- sustainable transport solutions are also economically efficient. They reduce dependency on imported oil, saving large amounts of valuable foreign exchange, they are capable of local development and local implementation. They maximize local input and local employment

generation benefits.

Sustainable Transport Policies

Sustainable transport policies are easily defined, very practical in scope, of the greatest benefit to the poorest sections of society and relatively cheap to implement. Their defining characteristics are a clear commitment to targets and objectives to be achieved over clear time scales. For most Nigerian cities relevant targets and objectives would include:

- reducing air pollution and noise levels;
- increasing the space, security and comfort for pedestrians and cyclists;
- reducing the number of cars and lorries on the roads and increasing the proportion of journeys accomplished by walking and cycling;
- developing and improving those modes of transport that are zero pollution on the streets;
- establishing safe routes to schools, hospitals, workplaces, etc;
- reducing road traffic accidents;
- reducing total energy consumption;
- increasing the amount of green space in urban areas;
- increasing the number of trees.

All targets and objectives can be quantified in terms of the progress that is expected over a pre-defined time period. For example it is possible and desirable to plan to reduce particulate pollution (black smoke) in Lagos by 10% each year for the next 10 years until a minimum level is achieved.

Transport and the Sustainable Urban Future

Since transport has been seen as an important sector of the Nigeria's economy. It is therefore a key determinant of life and organiser of the detailed patterning of the built environment which is already failing the legitimate expectations and needs of the vast majority of citizens in Nigerian cities.

The accumulated catalogue of air pollution, noise pollution, health damage, road traffic accidents, economic losses and a fundamental inability to deliver accessibility have marked out the transport sector as a failure of market and non-market economies alike.

In order to support a better quality of life on a sustained basis; this will be done through the implementation of three dimensions of sustainability.

economic and financial sustainability
environmental and ecological sustainability

social sustainability.

Future Steps

Introduction of advanced transport telematics is another approach to traffic management in reducing the number of motorized trips and making traffic flow more effective. Freight distribution in cities can also be improved by telematics. Information on alternative modes and on existing traffic conditions e.g. congestion, can be given as pre-trip information, and current traffic restrictions as on-board information.

The need for sustainable urban development will sharply affect urban transportation in the future. Goals, targets and aspirations will be set to, for example, reduce Co2 pollution which must lead to reduction of transport demand and car dependency. Non-motorized trips and use of energy - efficient vehicles will be promoted. The cities will be changed to be more compact, inclusive, and land use will be more adapted to public transport use. Environmental zones where only pro-environmental vehicles are allowed will be established in central areas and in residential areas.

Conclusions

Different transport modes either individually or collectively have contributed to the development of the nation. For Nigeria to have a sustainable transportation system, certain fundamental issues need to be addressed.

1. The need for continuous investment in transport sector
2. More involvement of the private sector - guided privatisation
3. Need to evolve a dynamic transport policy and its effective administration.
4. Need for appropriate integrated multi modality
5. Balance in transport and environment development.
6. Transport and land use planning consciousness.
7. Increased capacity building in transportation
8. Efficient and coordinated institutional arrangement
9. Concerted effort should be made to integrate both rural and urban road network in Nigeria.
10. Transport development and consequences should be accorded the right priority for a system to evolve.
11. Successful solutions have been based on awareness of the necessity to protect the city, not only among decision makers and citizens but also among businessmen and other interest groups.
12. Well planned and coordinated measures step-by-step are necessary for solving the traffic and environmental problems in cities.
13. Car traffic can only be restricted if there are acceptable alternatives. Efficient and

pro-environmental public transport service, has contributed to reduce car trips - even in cities where there is a high car ownership.

14. Good aesthetic design of street closures, pedestrian streets, stops etc e.g. by tree planting are important to improve the city environment
15. Continuous follow-up studies and environmental impact assessment are necessary to correct and also extend the measures undertaken.
16. Future steps for making cities more livable and adaptable to sustainable development will be directed to reduce car dependency through more comprehensive land use and traffic planning and offering alternative transport opportunities. Telematics can play a role in giving advanced information on transport alternatives and on existing traffic conditions.

Future urban transport will witness improved urban land use revitalization and the expansion of public transport under improved management and computer facilities

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Dr. Oni was born in Ilesa, Ilesa East Local Government Area in Osun State on the 19th of April, 1959. He received his Primary Education at the Holy Trinity Primary School, Omofe, Ilesa, 1965 to 1970. He attended Ilesa Grammar School, Ilesa, Osun State between 1971 and 1976.

He attended the University of Ibadan between 1980 and 1983, obtained B.Sc (Hons.) Degree in Geography. Dr. Oni proceeded to the University of Lagos, Lagos for his postgraduate studies and obtained M.A Degree in Geography with specialization in Seaport, Maritime and Hinterland studies. He later pursued the Ph.D. Degree in the same University where he obtained the Ph.D. Degree in Transportation Planning and Management in 1992. He has since been lecturing and researching Transportation Planning and Management related courses both at the undergraduate and postgraduate levels of the Department of Geography, University of Lagos.

Dr. S. I. Oni is an erudite scholar and researcher of repute. He specialises in Transportation Planning and Modelling. He has wide knowledge of the scientific framework for transportation modelling in inter-city and inter-country transport service provision and networking. Dr. Oni has contributed on several occasions fundamental issues relating to transport policies and guidelines. Particularly, he contributed two chapters to the final report of Transport Parastatal Studies (TRAPARS) - a World Bank Assisted Project for the Federal Ministry of Transport, Lagos, Nigeria in 1988.

Dr. Oni has served as consultant to the Federal Urban Mass Transit Agency on Traffic Management Projects in Nigeria's urban centres and Lagos State Ministry of Public Transportation, as well as Lagos Island Local Government. He was a member of the team that undertook the Lagos Mass Transit Study for Lagos State Government, Informal Cross Border Trade networking and Traffic Flow in West African Countries for the United Nations Development Programme (UNDP); and participated in Transportation Inventory and Analysis by Afro Planning Consulting Group in 1988/89 for the World Bank.

In recent years, he has been involved in Policy and Institutional reforms at the national level especially with respect to future programmes for Federal Urban Mass Transit Agency (FUMTA) and Federal Road Safety Commission (Blueprints for 2010 Visionary package of the two agencies).

With University of Lagos Consultancy Services (UNILAG CONSULT) and Human Resources Development Board (HRDB), he has been involved in the organisation/facilitation of training programmes and workshops in Transport Management and presently, he is participating in the teaching and research of Transport Planning and Modelling, Logistics and Physical Distribution Management in the Advanced Diploma Programme in Transport Management.

He is a member of the following professional bodies:

- (i.) Nigerian Geographical Association (NGA)
- (ii.) Nigerian Economic Society (NES)
- (iii.) Chartered Institute of Transport, London (CIT)
- (iv.) Institute of Marketing, London (IM)
- (v.) Nigerian Institute of Shipping (NIS)
- (vi.) Institute of Freight Forwarders of Nigeria (IFFN)

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- i. Holy Trinity Primary School 'B' Omofe, Ilesa, - 1965 – 1970
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EXPERIENCES

- i. Lecturer, University of Lagos (1990 - date)
- ii. Resource Person on Regional Development to United Nations Development Programme (UNDP).
- iii. Resource Person, Lagos State Environmental Protection Agency on Lagos State Blighted Areas and Urban Renewal Strategies, March, 1997.

CONSULTATION/MANAGEMENT EXPERIENCE

Several project works have been carried out in the recent past on the following areas of developmental interest and specialization:

1. Programme Coordinator, Shipping and Maritime Studies University Of Lagos.
2. Consultant/External Resource Person to Federal Urban Mass Transit Agency (FUMTA)
3. Consultant to Federal Ministry of Transport
4. Consultant to Federal Road Safety Commission (FRSC)
5. Project Coordinator, Social and Economic Problems of Lagos State: The Transport Sector; for the Lagos State Ministry of Public Transport, 1997.
6. Consultant to United Nations Development Programme (UNDP)
7. External Resource Person to National Maritime Authorities (NMA) and Inland Water-Ways.
8. External Resource Person to Lagos State Ministry of Public Transportation.
9. External Resource Person to Lagos Island Local Government.

AREAS OF SPECIALIZATION

1. Urban and Rural Transportation Networking
2. Environmental Impact Assessment (EIA) For Transport Infrastructural Facility Location.
3. Integrated Multi-modality Analysis.
4. Transportation and Regional/Settlement Planning.

ORGANIZATIONS WORKED FOR IN THE RECENT PAST

1. United Nations Development Programme (UNDP)
2. United Nations Children Educational Fund (UNICEF)
3. UNIDO
4. Population Activities Fund Agency (PAFA)
5. Federal Urban Mass Transit Agency (FUMTA)
6. Federal Environmental Protection Agency (FEPA)
7. Federal Road Safety Commission (FRSC)
8. Federal Ministry of National Planning
9. Lagos State Government
10. Ogun State Government

PARTICIPATION IN RECENT SPECIFIC PROJECTS

Member, World Bank Transportation Study – TRAPAS' Project

Member, Urban National Transport Policy Drafting Committee – FUMTA

Member, Vision 2010 Package for Road Safety In Nigeria – FRSC
Member, Environmental Impact Assessment of Right of Way for Sub-Urban
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Member, Vision 2010 Transport Package for Lagos State.

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