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**COMMUNIQUE ISSUED AT THE END OF THE FIRST ANNUAL TRANSPORT MANAGERS CONFERENCE ORGANISED BY THE CHARTERED INSTITUTE OF TRANSPORT ADMINISTRATION OF NIGERIA, HELD ON 26-27 JULY, 2023, AT CHIDA INTERNATIONAL HOTEL, JABI, ABUJA, FEDERAL CAPITAL TERRITORY**

**Preamble**

The Chartered Institute of Transport Administration of Nigeria (CIOTA), an affiliate of CIOTA, United Kingdom, was established in 1986. Its Establishment Act was enacted by the National Assembly on 22 May, 2019 in accordance with the provision of Authentication Act Cap. A2, Laws of the Federal Republic of Nigeria, 2004. The Institute was charged with the responsibility of advancing study, training and practice of transport management and administration in Nigeria.

2. The First Annual Transport Managers Conference was organised with the theme '**Impact of Transportation Practices on Security and Sustainable Mobility**' in line with the culture of Conference of Transport Managers globally.
3. The Conference was meant to consider impact of transportation on the economy, benchmark events all over the world, assist to create a system of benchmarking regulations, training, security, deployment of technology and strengthen the discharge of the regulatory responsibility of CIOTA.
4. The theme of the Conference was adopted in **realisation** of the symbiotic relationship between transportation and security as both impact on the facilitation, rate and frequency of crime and its management including deterrence, investigation and containment.

5. The Conference **acknowledged** the imperative of improving the management skills of transport managers in the regulation and development of transport administration in Nigeria.

6. The Conference **observed** that road transport means such as cars, buses and motorcycles had been weaponized by non-state actors (terrorists and other criminals).

7. The Conference **identified** security challenges encountered in the transportation sector as follows:

- (i) The social and economic relevance of transportation and its effectiveness were being constrained by the growth of population and urbanization in Nigeria.
- (ii) The Nigeria Road Transportation system which carries 99 per cent of humans, goods and services is not sustainable as there are inadequate laws, tools, equipment, facilities and institutions for regulation of road transportation activities in the country.
- (iii) Inadequate security to contain the activities of Truck Hijackers at identified flashpoints especially those conveying petroleum products had added disruption to the fuel energy supply chain in the country.
- (iv) The gap between transport infrastructure planning and design, and development impede the deployment of security measures and technology in the country
- (v) Lack of comprehensive approach to discussions on transportation which included the critical intersection of security and strategic level security had restricted information on the relationship between transport and security in the country.
- (vi) Lack of critical examination of the impact of transportation on the ecosystem would add to measures to preserve future generation.
- (vii) Lack of adequate collaboration among transport managers at all tiers of Government endanger comprehensive discussion and

management of transportation to ensure safe, secure, efficient, effective and productive transportation system.

- (viii) Poor infrastructure planning, design, development and maintenance condition of transportation infrastructure affect the efficiency of transport corridors in the country.
- (ix) Inadequate maintenance of transport infrastructure such as roads, railways and waterways lead to accidents and fatalities, threaten the security of citizens and increased the number of victims of accidents, robbery, kidnapping and bandits on transport platforms.
- (x) The obstructive activities of law enforcement agents, harassment of law enforcement agents, disruptive actions by touts who work for patrons and overloading of vehicles constrain smooth operations of transportation on the corridors.
- (xi) Transportation efficiency was critical to Nigeria's participation and benefits from the African Continental Free Trade Agreement (AfCFTA).

8. Having deliberated on the issues that emanated from different sessions of the Conference, participants **resolved to**:

- (i) Strengthen the regulatory responsibility of the Chartered Institute of Transport Administration of Nigeria in partnership with Government and Stakeholders through education, advocacy and outreach to policy makers, owners, investors and operators on the need to improve transportation management.
- (ii) Encourage and improve the role of transportation managers through training and collaboration on sector issues in respect to information sharing, improved coordination and efficiency in the sector.
- (iii) CIOTA should establish a forum for transport managers to interface with operators, share knowledge to assist operators with

useful data on costs, improve the database in the sector and exchange vital operational information.

- (iv) CIOTA should as a deliberate responsibility promote the adoption of technology in transport operations and management, to ensure sustainability and efficient delivery of services.

9. The Conference **Recommended**: that

- (i) Government should approve the National Transport Policy as an investment and bankable document to encourage its application in sustainable development of transportation in the country.
- (ii) The improvement of coordination between the Ministry of Transportation and Ministry of Works & Housing was critical in the elimination of implementation constraints on the transportation policy decisions and development in the country.
- (iii) Government should hasten the progressive deployment of technology in the management of transportation beginning with automation, scale up to digitization and deployment of specialised sector application to monitor and manage regulation, investigation and counter-insecurity efforts on the platforms.
- (iv) Government Agencies should deploy technology to monitor the activities of personnel and patrol teams on duty to maintain control as well as fleet management software by fleet owners.
- (v) Government should recognise Non-Motorised Transportation as a mode and given priority attention complimentary to the use of gas in order to improve green transportation in the country.
- (vi) Planning and design of transport infrastructure should include provisions for security deterrence facilities and deployment of technology on the corridors.

- (vii) Government should use legislation to curb the menace of touts on the roads and rail sectors while agencies deploy series of customer relation strategies to eliminate the role of touts in the system.
- (viii) There was need to develop a National Data Bank with transport sector application to be harnessed for security and other uses.
- (ix) Government should include road safety in the curriculum of primary, secondary and tertiary schools to achieve early education for the youths.
- (x) Government should provide guidelines for road construction contractors while regulatory institutions provide minimum standards for contractors to comply in order to reduce road crashes during construction of roads.
- (xi) Government should, in conjunction with critical stakeholders, harmonise taxation on the roads and proceeds from road fees should be deployed for road sector development and management.
- (xii) CIOTA should facilitate soft loans to the members to ease the conversion of their vehicles to gas usage.

10. Participants commended the initiative to commence the Annual Conference for Transport Managers in Nigeria by the CIOTA leadership, which provide the forum for transport managers to update, upgrade and share information and knowledge on developments in the sector.

11. Participants suggested that the Conference be sustained in order to appreciate the input of the Institute on transportation development and appreciation.

Done on 26-27 July, 2023 **by,**

Signed on this 27<sup>th</sup> July, 2023

**Chartered Institute of Transport Administration of Nigeria**