



RIVERS STATE GOVERNMENT

The 2nd Rivers State Transport Summit
The Hon. Commissioner presents Scorecard of the Transport Sector Reform

Theme:

The Rivers State
TRANSPORT SECTOR REFORM *Journey so far*



Proposed BRT on Aba Road



October, 2009

Skye Visa Card



“I can pay everywhere in the world with my Skye Bank Visa Card”

- Accepted locally and internationally at over 29 million merchant and 1 million ATM locations.
- **Dual Currency Debit Card:** The card can be linked to both your Naira (current and savings) and Domiciliary accounts. Local transactions are settled in Naira (No currency conversion)
- **Highly secured:** Chip and PIN,
- **Verified by Visa:** Provides the needed trust by merchants for online/Internet transactions done by Cardholders in Nigeria
- Instant e-mail/SMS notification of all transactions
- Available in three variants, **GOLD, CLASSIC** and **PREPAID**

For enquiries please visit any Skye Bank branch nearest to you or call our Helpline; 012705850.
Or e-mail: skyevisa@skyebankng.com

Hakunamatata
that's how to say **yes!**





NIGERIA GOVERNORS' FORUM
LIBRARY

MISSION STATEMENT

Our mission statement is to serve our people with humility and render transparent and accountable stewardship anchored on integrity and good governance. We shall use our God given resources to improve the quality of life of our present and future generations, and empower our people in a peaceful, just and harmonious society under God.

RT. HON. CHIBUIKE ROTIMI AMAECHI
The Executive Governor of Rivers State



THE 2ND RIVERS STATE TRANSPORT SUMMIT



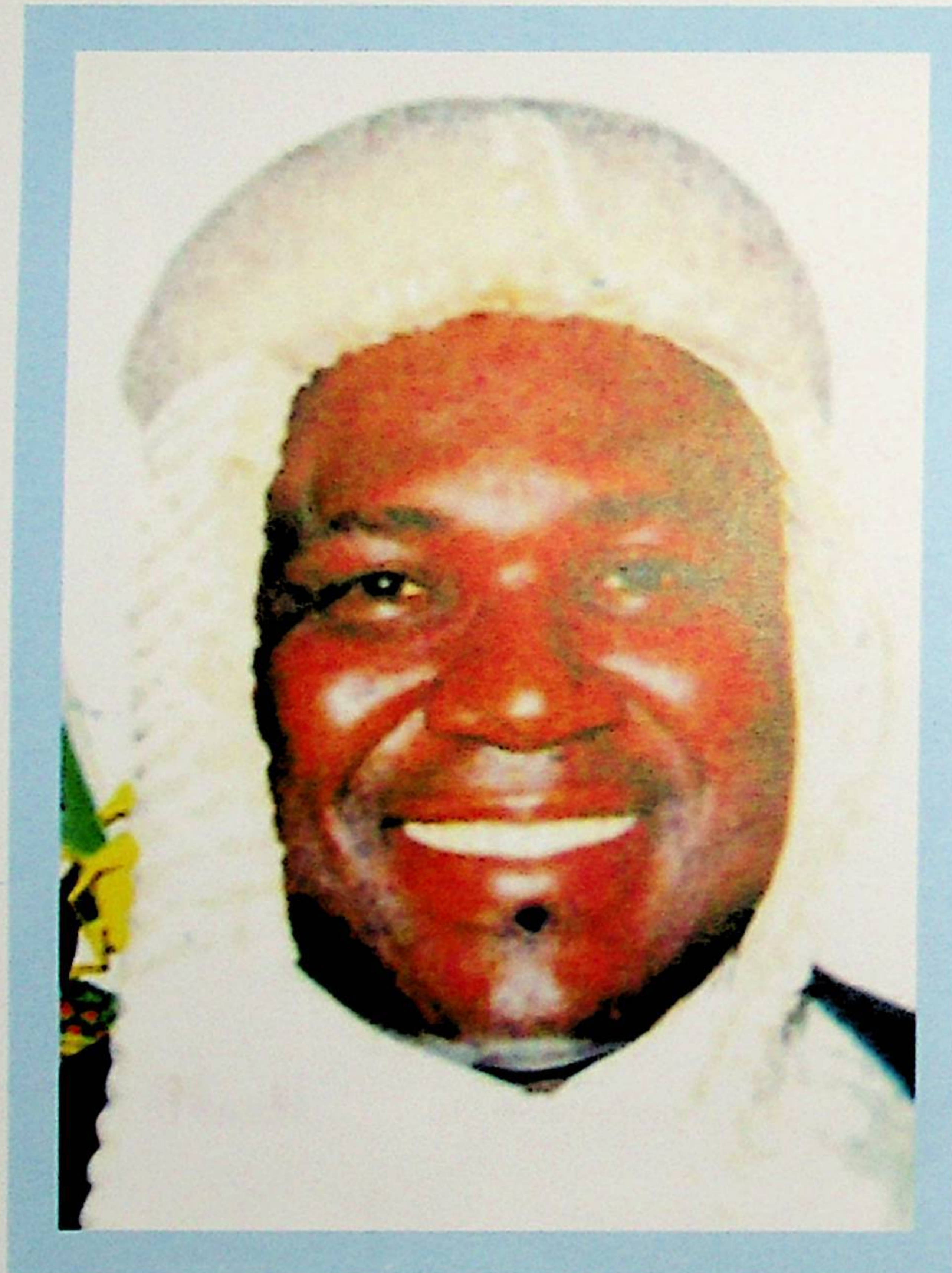
HIS EXCELLENCY
RT. HON. CHIBUIKE ROTIMI AMAECHI
The Executive Governor of Rivers State and The Visionier



HIS EXCELLENCY
ENGR. TELE IKURU
The Deputy Governor of Rivers State



THE 2ND RIVERS STATE TRANSPORT SUMMIT



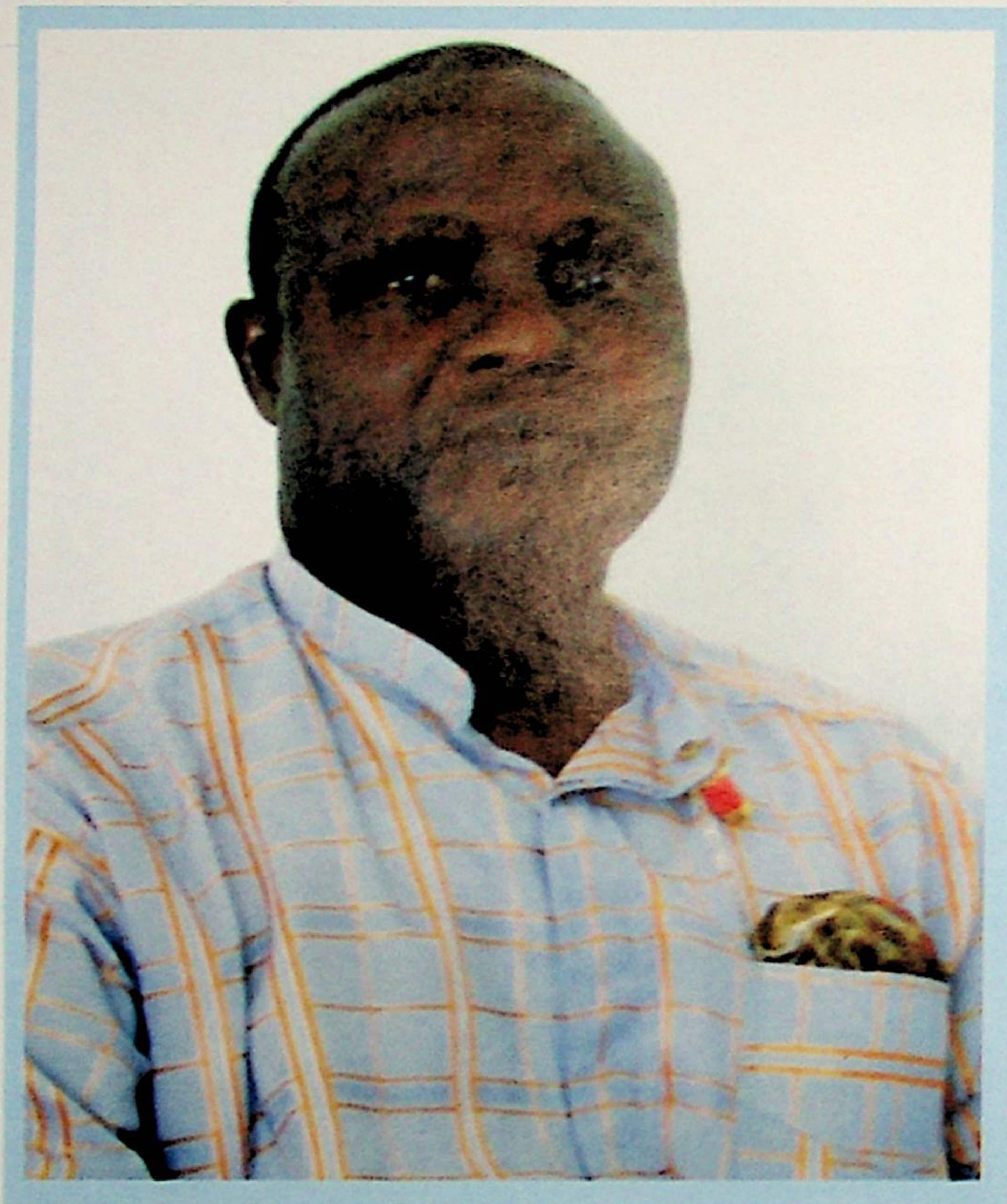
HON. SPEAKER OF THE HOUSE
TONYE HARRY
Rivers State House of Assembly



HON. COMMISSIONER
HONOURABLE GEORGE FUBARA TOLOFARI
Rivers State Ministry of Transport



THE 2ND RIVERS STATE TRANSPORT SUMMIT



DIRECTOR OF ADMINISTRATION
BOMA EMMANUEL
Rivers State Ministry of Transport



**HON. COMMISSIONER WITH THE MANAGEMENT TEAM
Rivers State Ministry of Transport**



**HON. COMMISSIONER WITH THE KEY CONSULTANTS
To the Rivers State Ministry of Transport**



THE 2ND RIVERS STATE TRANSPORT SUMMIT

PROGRAMME OF EVENT

Time

Event

9.30 AM	Arrival of Guests
9.45 AM	Arrival Distinguished Guests
10.00 AM	His Excellency the Executive Governor of Rivers State
10.01 AM - 10.10AM	National Anthem
10.11 AM - 10.30AM	Opening Prayer
10.31 AM - 10.45AM	Welcome Speech by the Hon. Commissioner for Transport HON. GEORGE TOLOFARI
10.46 AM - 11.00AM	Opening Remarks/Opening of submit by His Excellency RT. HON. ROTIMI CHIBUIKE AMAECHI
	Emerging role of women in Commercial Transportation: Prospect and Challenges by her Excellency LADY JUDITH AMAECHI

PRESENTATION

11:10 AM - 11.30 AM	Conceptualization and the PPP Strategy during the Transport Sector Reform
11.31 AM - 11.50 AM	Infrastructural Base of the Transport sector Reform
11.50 AM - 12.20 PM	Conceptual Structure, Process and Delivery of the Mono Rail Project.



TEA BREAK / QUESTIONS & ANSWERS

PRESENTATION

12:40 PM - 1:00 PM

Proposed River State Integrated Train Master Plan

1:01 PM - 1:20 PM

Marine Transportation as an aspect of the Transport Sector Reform

QUESTIONS & ANSWERS

LUNCH BREAK



THE 2ND RIVERS STATE TRANSPORT SUMMIT

AT ADDRESS DELIVERED BY THE HONOURABLE COMMISSIONER FOR TRANSPORT AT THE OCCASION OF THE 2nd RIVERS STATE TRANSPORT SUMMIT HELD AT THE ATLANTIC HALL, PRESIDENTIAL HOTEL, PORT-HARCOURT, 15th OCTOBER, 2009.

INTRODUCTION

Fellow stakeholders, in January 2008, the administration of Rt. Hon. Rotimi Amaechi held the 1st Rivers State Transport Summit in recognition of the unique role public transportation plays in the socio-economic life of a people. At the summit the Governor kicked off the reform of the transport sector.

The vision of the Governor was to put in motion a holistic transport sector reform, with global best practices, that would produce and sustain a fast and more efficient transportation system that would be capable of supporting and stimulating the economy of Rivers State. The reform process was anchored on the following fundamental principles:

- ✍ Infrastructure development.
- ✍ Legal and Regulatory framework.
- ✍ Public Enlightenment and
- ✍ Capacity building.

The Rivers State Ministry of Transport (MOT) has been saddled with the responsibility to midwife the transport sector reform which has affected several aspect of our transport policies and generated wide spread interest and reaction amongst stakeholders.

In appreciation of the fact that the reform process has been on for about two years now, the Ministry of Transport under my leadership has deemed it fit to hold a follow-up summit to place the score card of the Transport sector Reform before stakeholders. The theme of this 2nd Rivers State Transport Summit 2009 is 'THE TRANSPORT SECTOR REFORM: THE JOURNEY SO FAR'. Our aim is to create a platform for us to do an evaluation of the reform and chart the way forward.

Distinguished ladies and gentlemen, as I present the score sheet of the Rivers State Transport Sector Reform, I am conscious of the enormous challenges we have and are still facing in this great task. I am aware that we are still some distance away from our destination but we remain committed to the spirit of this lofty transport sector reform.

INFRASTRUCTURAL DEVELOPMENT

We inherited a transport sector with decayed infrastructure. There was a clear absence of governance in the provision of proper and adequate infrastructure in key areas of the transport sector. Our motor parks were dilapidated and taken over by touts and miscreants and our jetties were in bad shape.

All that was visible at inception were taxis and buses conveying people around the city in disorderly manner. The situation was worsened by the presence of commercial motor-cycle operators who converted every space in Port Harcourt metropolis into a motor-cycle park. The scenario was chaotic.

There was therefore the urgent need to build and re-build the infrastructural base of our transport sector that would facilitate the movement of a large number of people from one location the other in record time. We adopted the Public Private Partnership model and went into joint venture with Skye Bank Plc. We began to build new and modern bus shelters with lay-byes and we acquired new buses.



Permit me to say that so far we have completed 56 bus shelters and lay-byes on the Aba Road corridor and we have over 106 buses currently plying the Aba road, Ikwerre road, and Trans-Amadi road corridors. The Rivers State Government/Skye bank partnership has introduced over 200 taxis into the sector to ease transportation in the city.

On the realization that the provision of bus shelters and lay-byes alone would not ease the pressure on our roads, we developed the Bus Terminal concept. This concept allows all intercity commercial buses to terminate their journeys at the ultra modern bus terminals that would convey commuters from these terminals into the metropolis. Our bus terminal concept is envisaged to have shopping malls, hotels, garages, petrol stations etc. The bus terminal concept is already becoming a reality with the acquisition of 500 plots of land in Omualo village in Ikwerre local Government Area, and also we are on the verge of further acquisition in Emohua Local Government Area.

Distinguished ladies and gentlemen, our reform process is not tied to the experiments of the past but it is a new and bold initiative designed to place before Rivers people a more efficient, modern and globally accepted means of transportation. Consequently upon this, and in line with our vision to build a world class transport system, we have concluded arrangements with another PPP partners (TSI) Ltd. to construct a monorail transport System.

Marine transportation is critical to Rivers State given its numerous waterways. The major challenge in this sub-sector has been insecurity in our creeks, which in the past two years has been a major worry in the Niger Delta. In spite of this, we have acquired new water taxis to ease marine transportation and we have done extensive studies on the repositioning of our jetties and reforming the Marine transport Agencies.

LEGAL AND REGULATORY FRAMEWORK

Distinguished ladies and gentlemen, it is important to note that reform process all over the world succeed or fail on the basis of the legal and regulatory framework on which they are anchored.

We have repositioned the Ministry of Transportation to play the role envisaged for it in the Rivers State Road Traffic Law No 8 of 2003. This is to make sure that we act under law as we pursue the reform.

In addition we have presented an executive bill before the Rivers State House of Assembly for the establishment of the Rivers State Traffic Management Agency. This bill, when passed into law, would empower the agency not only to manage traffic but also regulate traffic on our highways. It would be staffed by traffic professionals and equipped with modern facilities. This would put an end to the era of multiple government agencies competing on our roads to control traffic and bring the much required sanity on our highways.

We are also working on another bill that would establish a professional and specialized transport agency to be known as the Rivers State Metropolitan Transport Authority with the responsibility for research, planning and integrating the various modes of transportation in the state.

Distinguished stakeholders, our strategy in all these is premised on our belief that public transportation should be treated as a specialized service, requiring proper and professional attention and you would agree with me that the public does not deserve less.

It is important at this state to mention that the amendment of the Commercial Motor Cycle Operators Law No. 5 of 2001 was a very important milestone we achieved using our legal framework. The ban on commercial motorcycles was very challenging but there is no doubt in my mind that it was very timely and it was the right action to take. Many states in the country are seeking to ban the operation of commercial motor cycle and have approached us for professional advice.



THE 2ND RIVERS STATE TRANSPORT SUMMIT

country are seeking to ban the operation of commercial motor cycle and have approached us for professional advice.

ENLIGHTENMENT AND ORIENTATION

For any reform process to succeed the target population must be made to buy into it. To this effect the MOT embarks on consistent media campaigns to put across its position to the public and influence behaviour on our roads.

We are working with the NURTW and we have set up the Transport Sector Reform Express which takes its enlightenment programmes to motor parks and other stakeholders.

We have concluded arrangement with the organized private sector to roll out two major enlightenment platforms. These are (a) The MOT Quarterly Safety Forum, which would be a quarterly avenue for the MOT and stakeholders in the transport sector to talk on safety issues. (b) The MOT Quarterly Business Round Table which is a parley between the MOT and the organized private sector through the Port Harcourt Chambers of Commerce. The MOT Business Round Table would afford the business community the opportunity to raise issues and offer advice on the ongoing transport sector reform.

CAPACITY BUILDING

The building of institutions is fundamental to the transport sector reform. However, attracting quality professionals to manage these institutions has become a major challenge. We have therefore made capacity building a key factor of the reform process.

We are in a vigorous training and re-training process of personnel that would drive the sector reform. The Ministry of Transport will be sending people for specialized marine transport training in Portugal and this is in addition to the Rivers State Government Foreign Scholarship Schemes.

CONCLUSION

Fellow stakeholders, I have given a general overview of the journey so far in the transport sector. The Rivers State Ministry of Transport may not have fully put in place a fast and efficient transportation system that is capable of supporting and sustaining the economy of the state but we have laid and we are still laying the necessary foundations.

It is important to place on record the interest, support and encouragement of his Excellency, the Executive Governor of Rivers State in the Transport Sector Reform. This reform is his vision and has constantly given us the essential tools to nurture and sustain the reform process.

We have been confronted with many challenges which include challenges of perception, attitude and loss of faith on the part of some stakeholders. We face the traffic challenges posed by vehicles conveying uniform men, VIPs and bullion vans. These have continued to undermine our modest efforts at road decongestion and I would like to use this opportunity to once again appeal to these people to join us in this reform process by obeying all traffic regulations on our roads.

It is my pleasure to welcome you to the second Rivers State Transport Summit. In the course of this summit, scholarly papers and informed opinions on the critical areas of the reforms would be put before you.

Thank you for listening

Hon. George Tolofari
Commissioner for Transport



BRIEF ON THE RIVERS STATE MINISTRY OF TRANSPORT

MANDATE

Rivers State Ministry of Transport was established in 1999 with a clear mandate not only for the restructuring of existing transport system but, more importantly, to build and maintain an integrated transport system (road, marine, rail and air) of world class standard.

VISION/MISSION

Our vision is to provide an efficient and effective transport system in which every citizen will be a stakeholder in ensuring the success of the system.

Our mission is to build a world class transport system for our people by ensuring that proper regulatory standards are put in place and as well as driving the process of the holistic reform of the sector in line with the vision of the present Administration

POLICY OBJECTIVES

Our transport policy is built around a holistic reform of the transport sector, to introduce quality, efficient, reliable and attainable mass transit system in Rivers State by creating a model (Road, Marine and Rail) integrated transport system, introducing effective traffic and regulatory regime built around proper legal/Institutional framework.

This would ensure increased private sector participation and competition in the transport sector, ensuring better integration of urban transport and physical planning



THE 2ND RIVERS STATE TRANSPORT SUMMIT

KNOWING YOUR MINISTRY OF TRANSPORT

Marine Engineering Department

This department of the Ministry of Transport is the focal point for marine services, with a standard workshop and other marine transport facilities. It is composed of a group of competent and well experienced marine professionals who have over the years, played key roles in implementing various State Government's policies and programmes of providing safe and effective marine transport services to the riverine communities in the State i.e. Bonny, Opobo, Abonnema etc.

Moreover, the department is saddled with the responsibility of operating and maintaining marine transport infrastructures, handles survey of Rivers State waterways, installation/maintenance of marine traffic signs/navigational aids on the ways, and advises government on marine safety regulations.

Recently, it has embarked on full commercialization of its marine engineering assets for vessel repairs, building of small pontoons/barges and fabrication of marine equipments.

Some of the important achievements of the department is in the area of capacity building and the procurement of five 70-seater passenger ferry boats (Water Taxi) constructed in Portugal.

Also, it is in the process of re-validating the federal river-ports project approved for the State, which will enhance inter-modal transportation and provide other socio-economic benefits to the people of the State.



Engr. Senibo Wilkinson George
Head of Department Water

The Mechanical/Electrical (Engineering) Department

The department is vested with the responsibility of ensuring traffic worthiness and sanity. It carries out such functions as:

1. Maintenance /repair of all Government vehicles and equipments.
2. Supervision/Procurement of all Government vehicles and equipment.
3. Establishment and control of mechanic village
4. Monitoring of safety standards through the enforcement of Ministry of Transport (MOT) Test on vehicles
5. Location and provision of scrap yards
6. Training and re-training of technicians including industrial training students



Engr. H. O Amadi (MNSE, COREN)
Head of Department



Marine Transport Department



G. S David
Head of Department

The department is established with the noble objective of providing the following:

1. Provision of cheap and efficient of people and goods from origin to destination in the Riverine Communities.
2. To provide water transport to all Government functionaries and parastatals
3. To operate and maintain all Government craft
4. To maintain existing Jetties.
5. To erect route signs, Beacons and Bouys to mark wrecks and deep waters in creeks.
6. To advise the State Government on all Maritime related matters.

All hands are on deck in tackling the challenges and obstacle confronting maritime operations in Rivers State.

Planning, Research and Statistics Department

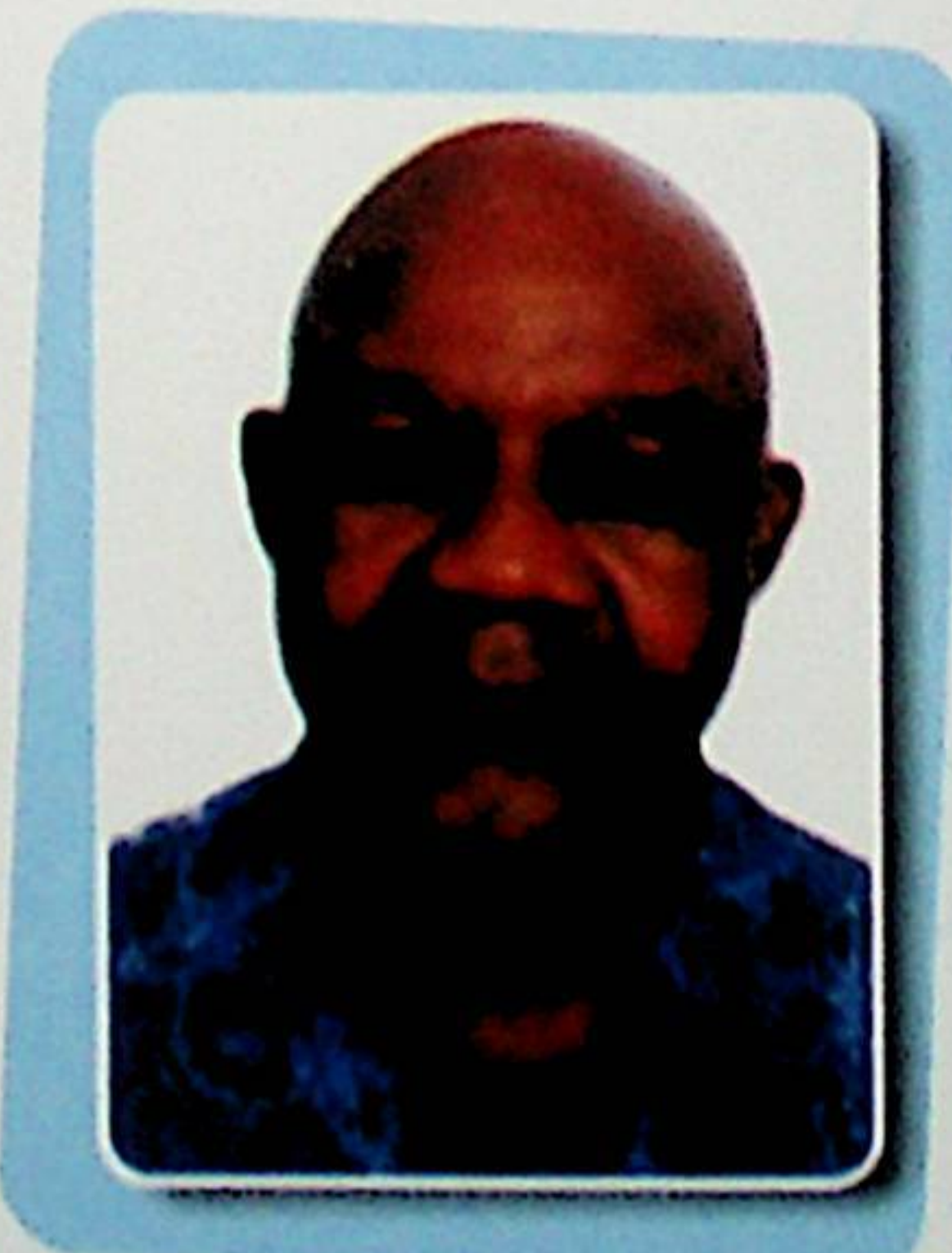
The department stands as a brain of the Ministry of Transport (MoT), its relevance in proper planning and implementation of transport growth and reform in Rivers State cannot be over-emphasized. The department directs, carries out and disseminates results of practical research for the preparation of development plan and reform for the MoT as to enhance good implementation of administrative plans and reform in transport sector in Rivers State.

Its functions include:

1. Acts as listening ear to capture public views as regard transport development in Rivers State
2. Collection, collation and analysis of transport data for decision making
3. Professional liaison btw MoT and other Ministries at both States and Federal Level
4. Overseas activities of the MoT, PPP arrangement between government and relevant private sectors as well as performance evaluation and ensuring that government standards are met.



Kinakah Benedict
A. g Head of Department



T. B Borgbara (MCILT)
Head of Department

Land Transport Department

This department is central to the professional needs of the Ministry of Transport. It plays a key role in the implementation of transport administration and reform in Rivers State.

Principally, this department was created to drive the process of proffering a solution to the problems of the road. The road mode attracts the widest usage in terms of passenger and freight services as compared to other modes of transport.



THE 2ND RIVERS STATE TRANSPORT SUMMIT

Achievements till date:

1. The PPP arrangement between government and the private sector as represented by Skye Bank has resulted to the provision of high capacity buses for intercity transport services.
2. The introduction of Ministry of Transport (MoT) enforcement team to regulate proper driving culture in Port Harcourt City and conurbations.
3. Enumeration and control of all commercial vehicles with a view of streamlining their operations and improving capacity utilization.
4. Road pricing by enforcing parking restrictions in city centres and making it difficult for cars and trucks to have authorized parking spaces within city environments
5. Reinforcement of painting of all commercial passenger vehicles to Rivers State Commercial colour to discourage the proliferation of para-transit services in the State.
6. Physical examination of all company vehicles to enhance serviceability and good vehicle operational standards in Rivers State.



Safety Department

The department has a very long history right from the then Public Works Department (PWD).

Its statutory roles are to regulate and enforce government policies such as applicable on Motorways, railroads, airways and sea-going vessels to meet set safety standards.

Engr. Saya Antioch **Head of Department**

The department is responsible for furnishing the different modes of transport with the appropriate infrastructure and/or gadgets to meet international standard with the application of ever growing knowledge on engineering (highway) and regulating same through enforcement of the provisions of the relevant laws as contained in Rivers State Road Traffic Law No. 8 of 2003 and commercial motorcycle operators law No. 5 of 2001 of Rivers State.

The key roles and functions of the department includes but not limited to;

1. Provision of Road Furniture, Road Signs/Marking and Road Tax Administration.
2. Regulation of Safety standards on vehicles (Motor vehicles, motor bikes, three-wheeled vehicles, boats, ferries etc) to confirm to international standard.



3. Enforcement of the provisions of Rivers State Road Traffic Laws No. 8 of 2003 and No5 of 2001 for vehicles and commercial motorcycle operators respectively.
4. Promotion of enlightenment campaign on Road Transport safety in Rivers State.
5. Control and Regulation of commercial motorcycle operation in Rivers State.
6. Examination and regulation of safety gadgets on road vehicles in Rivers State affects the Ministry

Finance and Accounts Department

Finance and accounts department is made of four sections, namely:

- (a) Revenues
- (b) Other Charges
- (c) Payroll
- (d) Cash

- (1) The department is in charge of all receipts and payments of the Ministry.
- (2) Maintains and supervises all the accounts of the Ministry.
- (3) Prepares all the accounting books of the Ministry including cash books, Vote books, Payment vouchers, Receipt vouchers, Salary payroll, Last pay certificate etc.
- (4) Ensures compliance with the due process, rules, regulations, policies, decisions and maintenance of accounting codes including standards.
- (5) Prepares all Receipt and Expenditure returns to the Ministry of Finance and Ministry of Budgets and Economic Planning.
- (6) Prepares, co-ordinates and controls all the Budgeting System of the Ministry .
The department acts as an advisory body in all financial matter/investment as it affects the Ministry

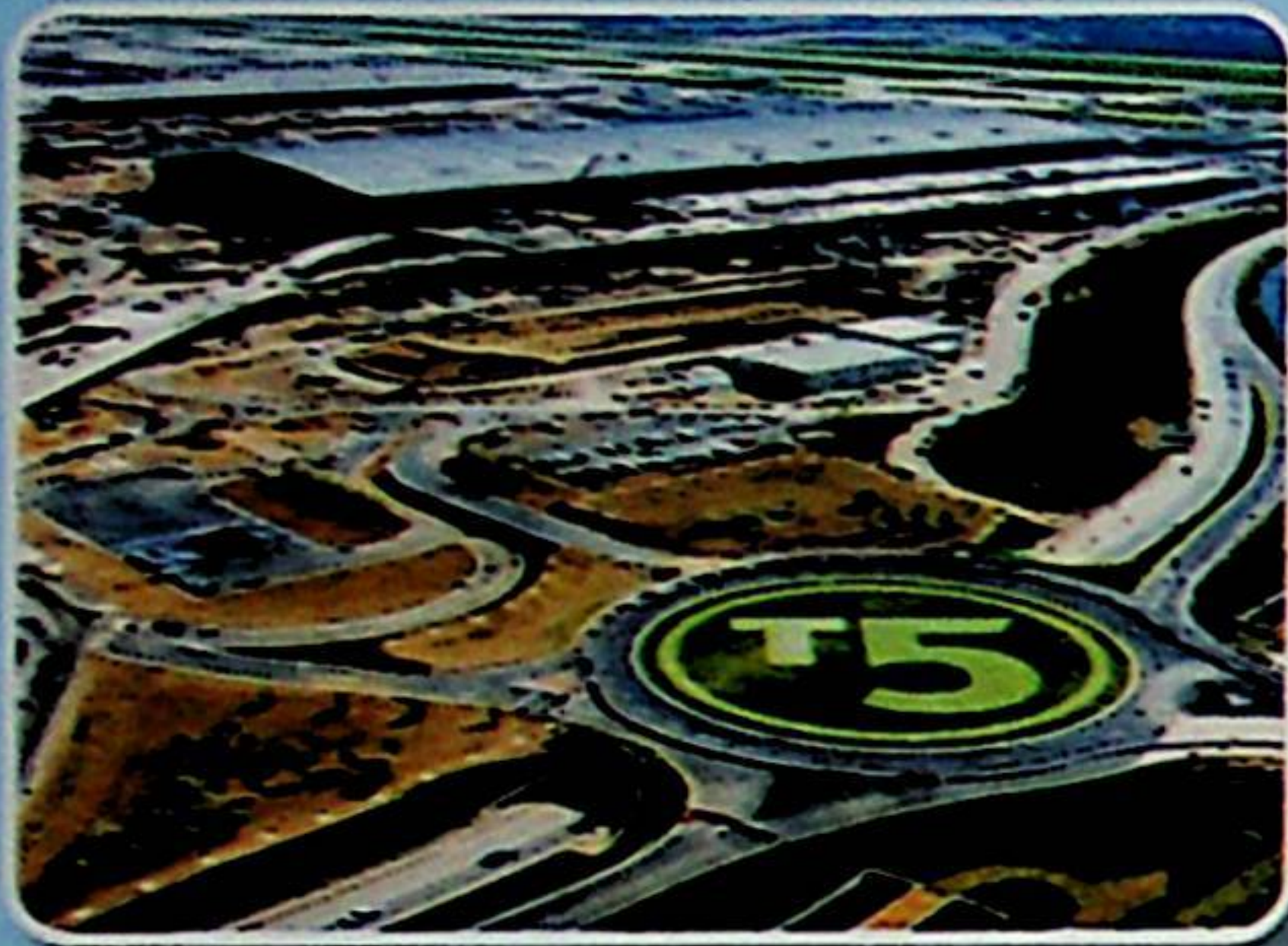


**Mr. Michael Ejiohuo (Fena, Mba, Citn)
Head of Department**



THE 2ND RIVERS STATE TRANSPORT SUMMIT

Public Transport (In general)



The world is becoming increasingly urbanised. Cities and towns are centres of economic growth and employment, centralising much of a nation's power and wealth. Yet development is hampered by congestion, high level of air pollution and accident rates.



At the same time, a surprising number of developing countries still lack even basic public mobility networks. The promise of poverty reduction and providing basic access to education, health, and employment as set out in the United Nations Millennium Goals are unlikely to be achieved by 2015 or even 2030 unless there are dramatic increases in investment in Rivers State public transport system.



Mobility is an important prerequisite for economic growth in both the developed and developing world. Public transport plays a vital role in enabling this growth and is the backbone of sustainable urban transport system in many cities including Port Harcourt. Moreover, enhanced Public transport includes all modes of transport in which passengers do not travel in their own vehicles. In this context, this means metros, rail, light rail, tramways; and all types of bus, air and water transport operated by either public or private organizations within an urban system.



Overall share of public transport has remained stable despite the explosive growth in the number of vehicles worldwide. The majority of this growth can be found in inner city areas in the developed world that have reached the saturation point with private cars and where modern public transport networks offer attractive alternatives. (Examples include Brussels, which has experienced a 50 per cent increase in public transport ridership – all modes between 1999 and 2004, and London where bus patronage is back up to levels last seen in 1947. Also, Helsinki has reduced car used by 10 per cent)

In Africa, the development of the First Bus Rapid Transit (BRT) in Nigeria, Lagos, has greatly improved public transport. Since its introduction, the Lagos BRT has carried over 80million passengers in 15 months resulting to about 20, 000 passenger/day and journey time saving of 35 minutes for end-to-end trip has been achieved.



Also since the inception of Port Harcourt City Bus Scheme a total of 8,914,229 passengers has been carried, with a considerable reduction in journey time.

Improved public transport services, particularly in urban areas, helps to reduce the tendency for passengers migrating to private transport as soon as they can afford to, however an alternatives between investment in urban road infrastructure and improvements in public transport should therefore always be carefully assessed.



Public Transport in Rivers State (Port Harcourt) before the reform

Port Harcourt metropolis is an area of considerable economic importance and potential. It is the second most industrialised city in Nigeria after Lagos.

Port Harcourt metropolis comprises Port– Harcourt Local Government Areas and Obio Akpor Local Government Area. It has an estimated land area of 664 square kilometers and population density of 1253.7 persons per sq km. The metropolis is bounded in the North by Ikwerre and Etche L.G.A.s, in the South by Okirika L.G.A., in the West by Emuoha L.G.A. and in the East by Eleme L.G.A. Port Harcourt metropolis is located close to the Bonny River, and possesses a deep- water port. Port activities contribute greatly to the earning power of the city and the state with revenue from oil mining concerns.



Before the Rivers State Transport reform, road was the dominant mode of transportation in Port Harcourt while buses, cars, motorcycles served as the prevailing means of movement by the urban resident. The city has the second largest seaport after Lagos, one Express roads viz, Port Harcourt Aba express road, and two trunk roads viz, East/West Express and Ikwerre Roads. Road Transport has emerged and remained strategic due to its relative advantages over other modes of transport. It is relatively the most connected, flexible and accessible mode of transport.

Feeder roads within Port – Harcourt metropolis include Iwofe road, Borokiri road, Rumuigbo road, Rumuosi road, G.R.A. road and others that make up the road network in the city. Major roads particularly East / West road in Port Harcourt metropolis are full of junctions coupled with pot holes and poor traffic management system resulting to vehicular traffic congestion at intersections.



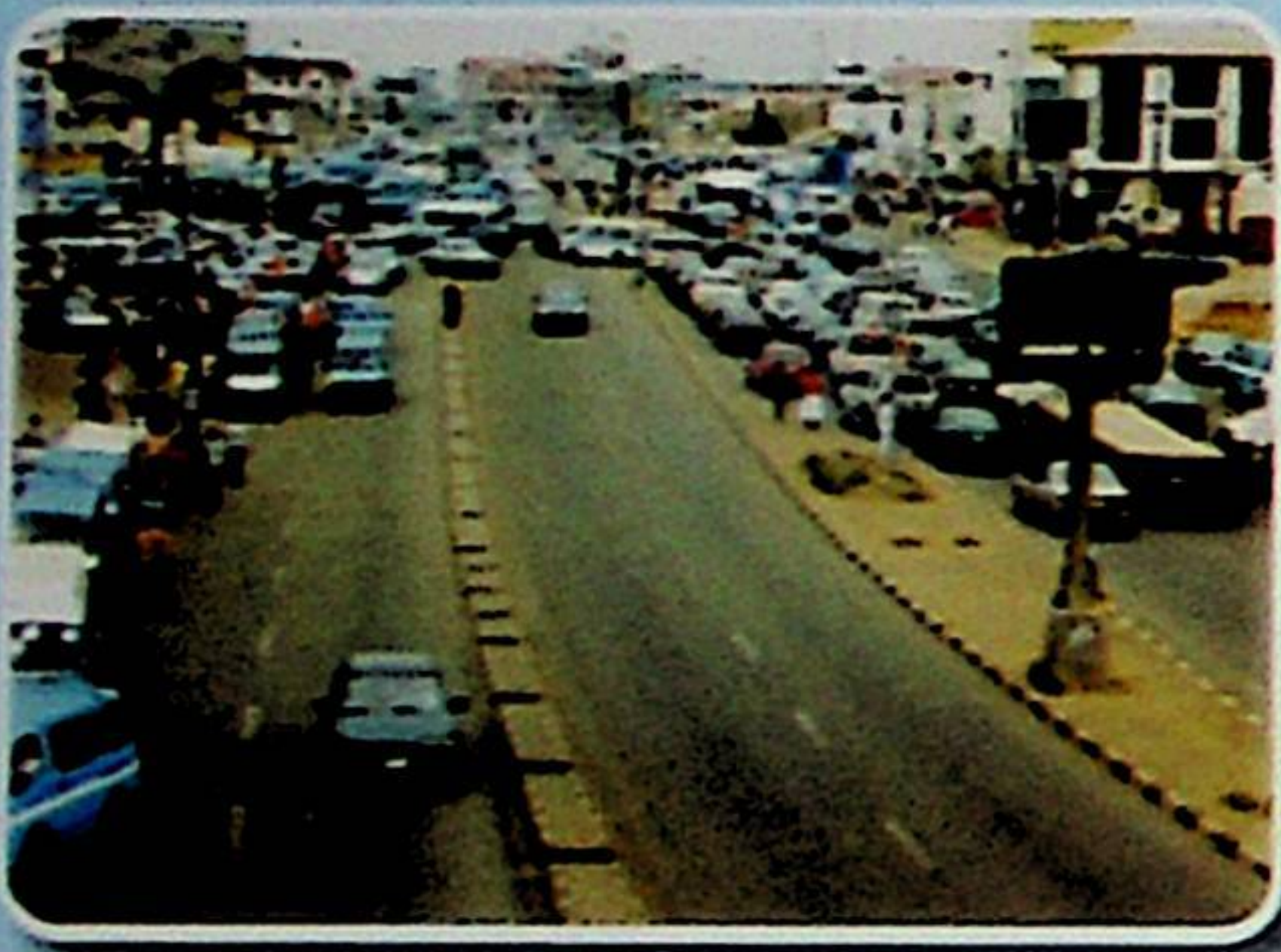


THE 2ND RIVERS STATE TRANSPORT SUMMIT

Public Transport Challenges in Rivers State (before Transport Sector Reform)



Personal mobility is a basic requirement to access economic and social opportunities offered by our city and to fully participate in urban life. The very presence of a public transport service provides access for those who would otherwise be without it.



Prior to the Rivers State Transport reform, personal mobility in the city of Port Harcourt was increasingly difficult, in large part because of the tidal wave of minibuses and motorcycles that had arrived to take place of faltering public bus services. During that period, the major reasons behind this dysfunctional state of urban transport in the city was due to the weak, fragmented, and under funded institutions in charge of the maintenance of the existing services or plan for expansion.



Due to the growing urban population of the city of Port Harcourt, before the reform process, it was difficult for the existing transport system to serve the growing population due to declining standard of public transport, overlaps and conflicts among agencies responsible for planning and implementing transport solutions in terms of massive growth in the use of minibus services, growing dependence on private transport (cars and motorcycles), inadequate and deteriorating transport infrastructure, and poor facilities for non motorised transport (pedestrians).

Road Network



In a similar vein, the road system in Rivers State before 2007 was some what limited. Some of the main radial routes were wide highways but others were narrow and therefore heavily congested. A Rivers State Ministry of Transport survey of the principal road system carried out showed that less than 30% of the road network had four or more lanes. As at this period, there was no official road classification in use for the State especially in the city of Port Harcourt, these disgorge traffic unto single carriageway roads of greatly inferior standard. More so, there was also a marked absence of footpaths; over 60 percent of the surveyed network had no footpath on either side. Where walkways are provided they were taken over for commercial purposes forcing pedestrians back into the carriageway.



The effective road width was also reduced by the high occurrence of parking along major Port Harcourt roads and this ultimately leads to congestion.

The quality of road maintenance were variable and the absence of effective traffic management made congestion worse. The congestion within the main minibus car parks often spreads out onto the adjacent City Centre road network. A survey of roads carried out shows that journey speeds were relatively high in the outskirts but low in the central area, however, all these seem now to be in the past with the new reform be put in place which is addressing all these variables.

Traffic Enforcement

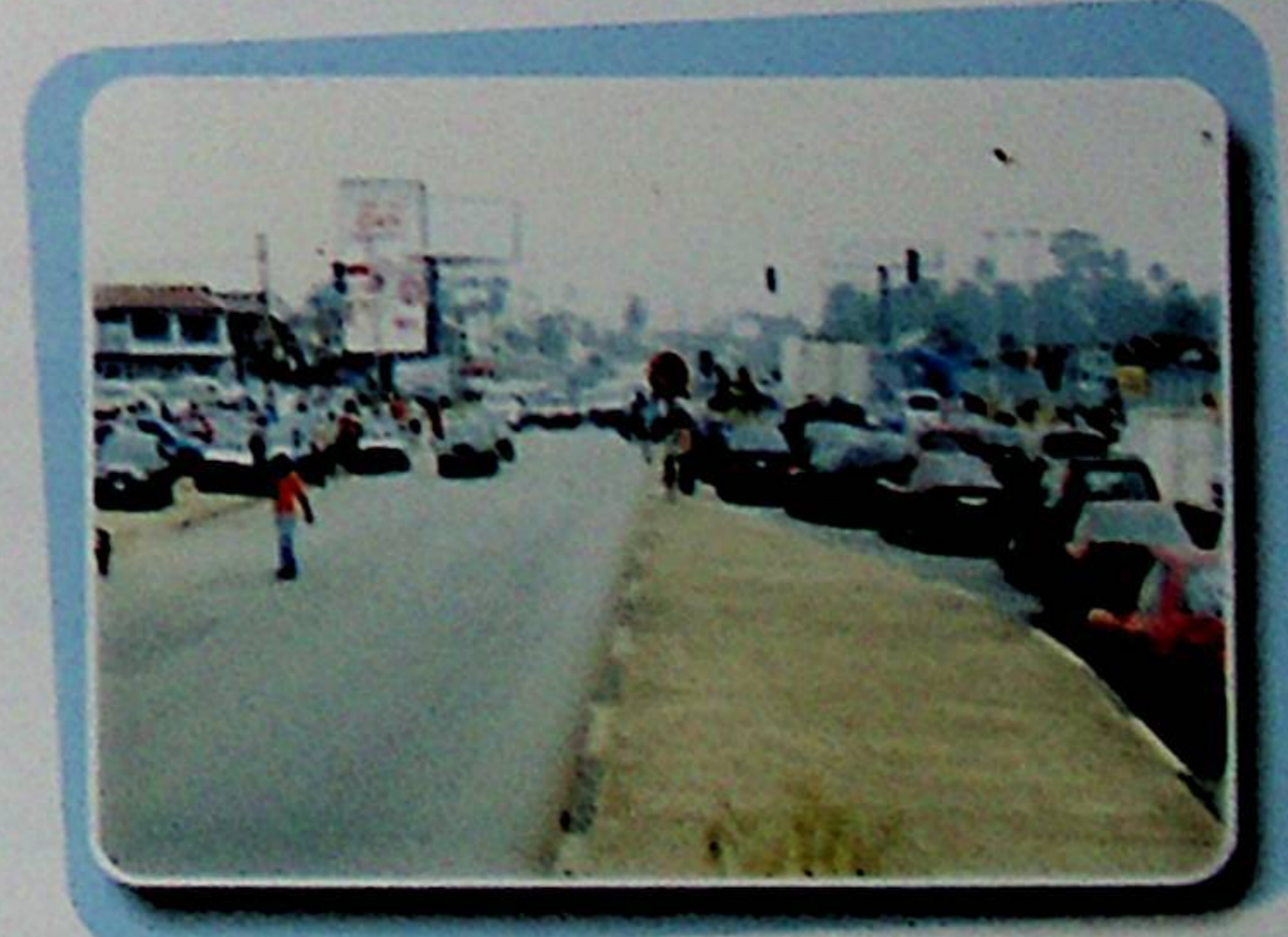
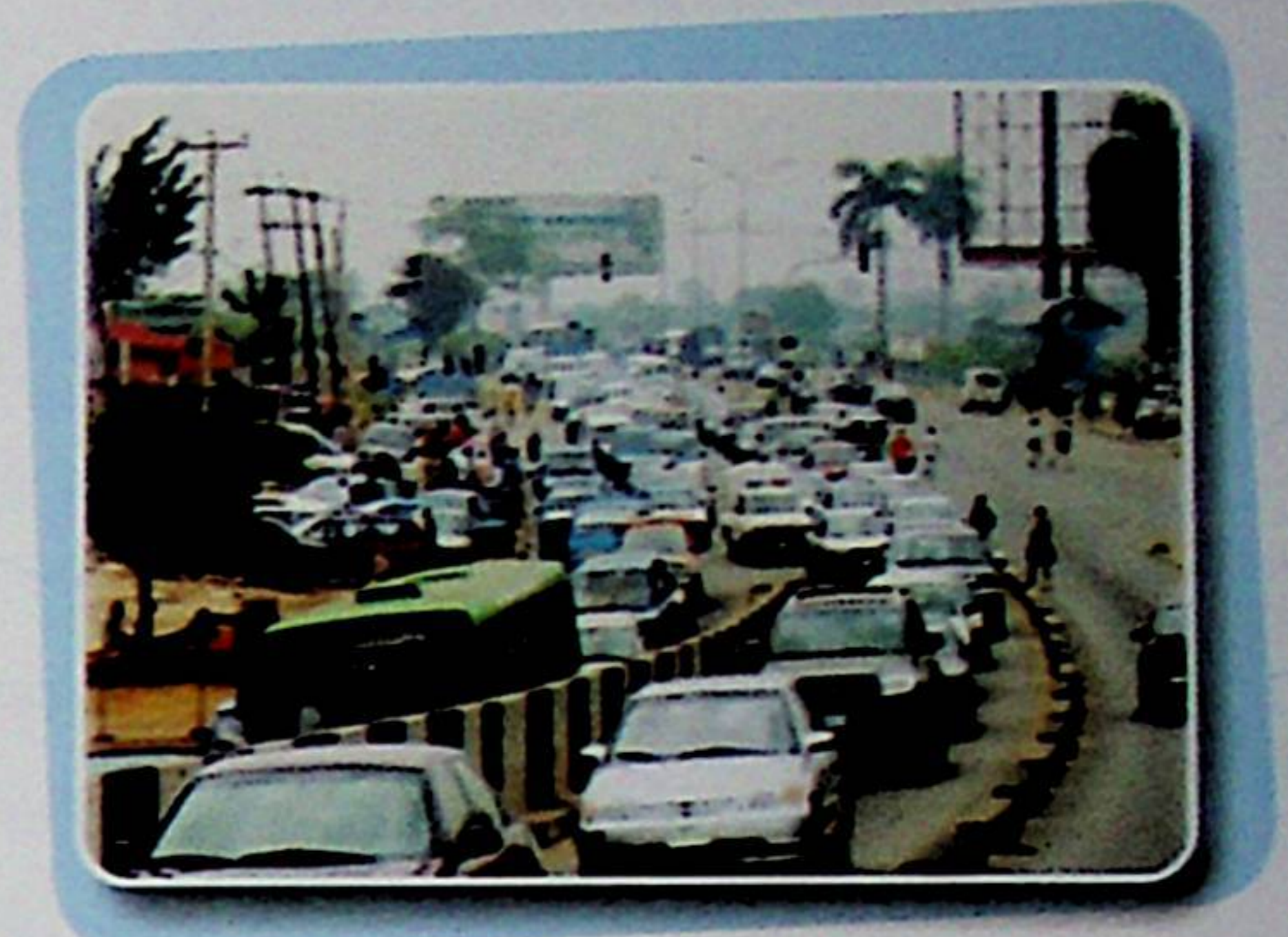
Before 2007, the rate at which drivers violate traffic laws in the city of Port Harcourt was very high. Most drivers were not conscious of road signs and markings where they exist resulting in road accidents which has claimed many lives in Rivers State. Most of the road furnitures were damaged by reckless drivers, thereby making the road infrastructure very inadequate. Also there were inadequacy in the number of traffic officers to manage hot traffic spots in the State. Also failure to enforce parking controls and regulations, and non prohibition street trading was also a major cause of traffic.

The combination of these issues, together with poor driver's behaviour and poor traffic management were major reasons why traffic congestion persist at various hotspots in the metropolis before the transport reform.

Junction Problems

In Rivers State before the initiative of Transport Sector Reform, most junctions were poorly managed and controlled. Most of the junctions lack Traffic System Management (TSM) measures like traffic signs, signals and markings. In general, none of the junctions were signalised, and the control of some of these junctions were done manually by the traffic warders, thereby making the control restricted to daylight hours.

Also, almost all the right of ways were severely encroached street traders and there was virtually no public transport infrastructure in the State





THE 2ND RIVERS STATE TRANSPORT SUMMIT

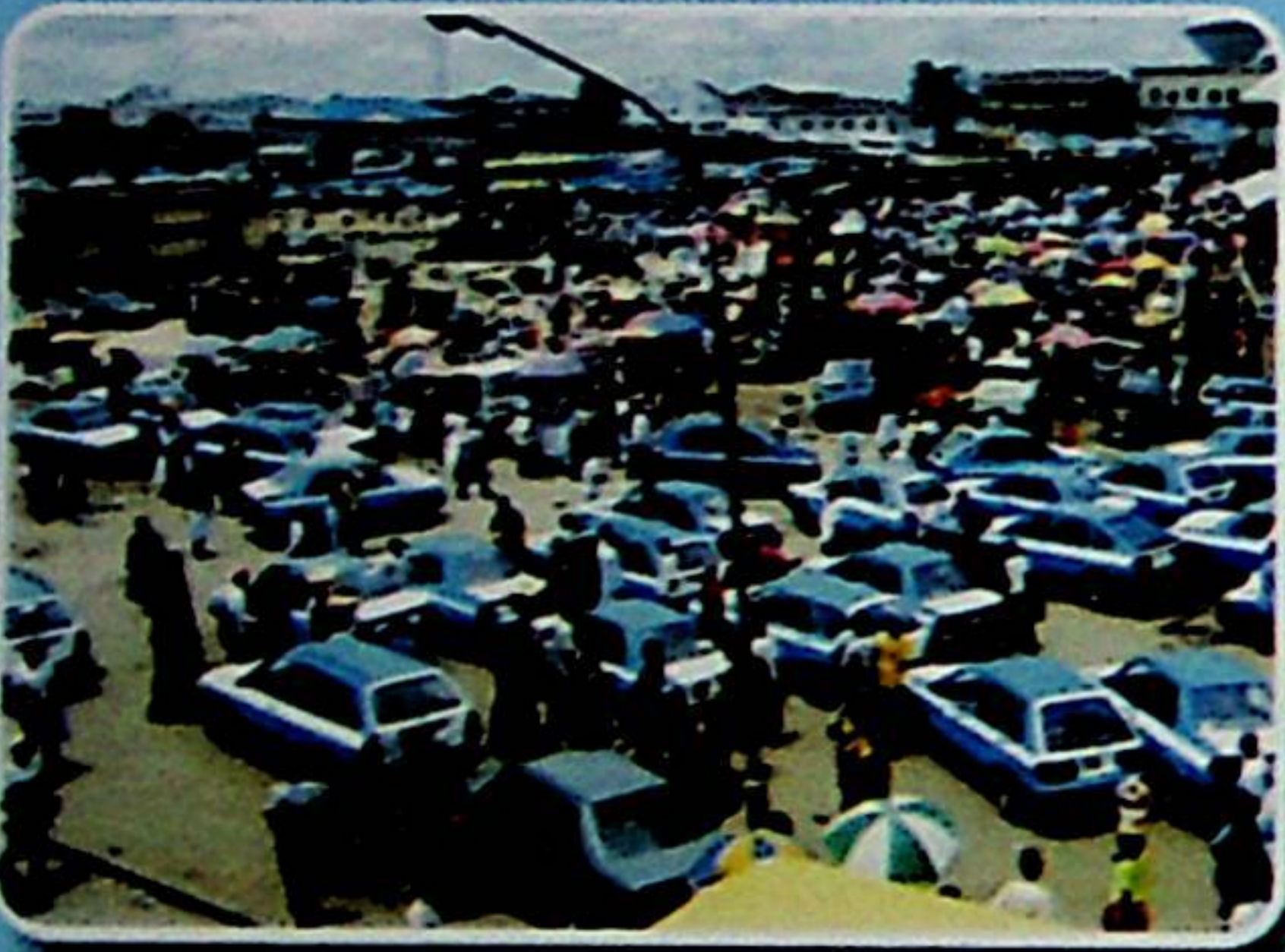
Infrastructure – Roads



The urban sprawl of the city of Port Harcourt had made government incapable of coping with infrastructure need of the city resulting in incomplete and unconnected road networks. Housing were erected in largely unplanned and ad hoc manner, without adequate provision for

transport and other infrastructure as a result low density made it difficult for public transport services in the garden city.

In the city of Port Harcourt then, the condition of roads, both paved and unpaved, contributed to congestion, reducing the speed, profitability, and useful life of public transport vehicles, however with the firm resolve of Government all these seem to better changing for the bet. As it was then, the coverage of the road network, in particular limited the reach of bus service. Many outlying neighbourhoods that were not reachable can now be reached.



The road network in Port Harcourt was sub-standard, capacity was limited, service-lanes were absent, pavement were deteriorating, and street lighting were minimal, traffic management was limited in scope and extent, accidents were frequent while pedestrians accounted for two-thirds fatalities of road accidents in Rivers State then but now the story is different as Government is working assiduously in implementing the Transport Sector Reform to confront these challenge.

Infrastructure – Terminals

In the area of Infrastructure, there are about twenty motor parks scattered around the metropolis which are lacking in terms of basic terminal infrastructure and passengers facilities.



The existing bus parks in the city may be considered as 'central terminating' with it resultant effects on traffic flow. The existing bus parks have a Land Area of 57, 833.48m², with a total fleet size of about 4830 with a corresponding 592,020 passengers per day. Relocating these 4830 vehicles from the city centre would mean decongesting the city, which will help solve the current chaotic traffic situation.

The existing parks are encumbered with several problems like limitation in space (land area) at the city centre that could accommodate the volume of traffic, encroachment of the carriageway arising from



the services rendered at the parks, lack of passengers amenities and terminal infrastructures/ facilities, illegal hawking/trading activities that poses health danger to passengers, traffic congestion arising from the un-coordinated activities of the operators like NURTW.

Moreover, there is lack of facilities such as terminal building, control room, rest room, restaurants, toilets among others, low accessibility and circulation of the buses, unhygienic surrounding and poor management of the Bus Parks.

It is for these reasons that the Rivers State Government through the Ministry of Transport has concluded plans to transform our parks into modern bus terminals and interchanges that would enhance traffic flow and ensure green house gas emission management around the periphery of the city centre.

Public Transport Fleet in Retrospect

The informal sector, consisting of large number of minibus, taxi and motorcycles provided services that were mostly dense, fragmented, weak and un-coordinated. These services were largely unsafe, uncomfortable, disorderly and unreliable but with the introduction of a regulated public transport, and enhanced capacity building for various agencies services once again are gradually picking up to meet up with best international practises. Recently the State government enacted law banning motorcycles with the metropolis.

Institutional Framework (Challenges)

Public Transportation failure in River State before the assumption of office of His Excellency, the executive Governor of Rivers State can be attributed to the absence of institutional and regulatory framework for development of urban transport in the State. Also at the municipal level, institutional structures for transport were weak and inadequately staffed. The need to integrate policies both within the transport sector and between transport and other aspects of urban development became a tool for the development of institutions that minimize jurisdictional and functional impediments to policy integration and allow for extension of the role of the private sector within an integrated strategy in the State.

Regulatory Vacuum

The regulatory framework for urban transport typically comprises several elements, in addition to planning. The first is controlling entry into the market by new operators, and allocating routes to market participants. The second is licensing vehicles and drivers and establishing procedures for vehicle inspection. The third issues relates to passenger fares and tariff structures, and to the subsidies needed to cover financial shortfalls.

Through our State mechanism, we are ensuring that syndicates of transport operators do not enjoy a large degree of autonomy and a wide ambit for self – regulation. In practice, we will ensure that operators' associations do not control the urban transport market through self regulation.



Route allocation and Market Entry

Presently in Rivers State, permit is required to operate commercial buses in the State. The precondition for the permit is a roadworthy vehicle and a qualified driver. In Port Harcourt city, the license, makes provision for the allocation of the vehicle to a specified route, which is applied and enforced

Licensing of vehicles and operators.

Presently in Rivers state, enforcement regime lacks the institutional capacity and integrity needed for effective control of vehicle condition. However, we are ensuring that the necessary capacity building is put in In fact, the licensing regime we have studied emphasises the vehicle, rather than its operator. Weak or non – existent operator – licensing regime makes it difficult to influence the behaviour of transport operators and to raise there standards in public interest.

Licensing of drivers

As with vehicle inspections, the regime for driver training and testing were relatively weak. Most driving and testing schools then lacked a full – size bus for use in training and testing. Investigation reveals that the driver licensing systems were not secured and that it was possible to obtain fraudulent documents or alter those legitimately issued. This is why the State Government is working to ensure that a properly regulated driving institute is set up to check all these issues.

OPTIONS FOR CHANGE

Toward Reform

The provision of good public transport in our State will help a great deal to thrive and fulfil our economic, environmental and social aspirations. Good public transport is vital to successful urban areas, enabling people to access jobs and services, employers to access labour markets and businesses to reach the customers for their services.

Good public transport, therefore, underpins the quality of life we enjoy today in our city. Without continuing to invest in and improve public transport, we have no hope of the transport sector successfully tackling the challenges we face in our city today.

A high quality urban realm is important to our citizens' quality of life and to businesses deciding where to locate. Public transport has a huge impact on the quality of the urban realm, most significantly by reducing the volume of car traffic on Port Harcourt roads, and hence the noise, congestion, danger and waste of space caused by such vehicles.

The efficiency of public transport provides the capacity for people to access city centres, whilst also walking, cycling, relaxing and enjoying the garden city. It is for the for going that the Governor set up a transport reform committee that came up with a new draft working policy on how to improve public transport within the State



As expressed by His excellency during the maiden transport summit, His excellency would want to see a modern 21st century transportation system in River State , comparable to any major city in the world; which will be catalyst for the revival of River's economy, and devoid of transportation nuisance like okada. It is worthy of note to say that as at today in River State the State Government through the House of Assembly has been able to pass the law banning the use of okada around the city metropolis, this is a welcome development to public transport operation in the state.

Objectives of Rivers State Transport Reform

The objectives of the Rivers State Transport Reform are:

- (1) To enhance the introduction of quality, efficient, reliable and affordable Mass Transit System in Rivers State
- (2) Creation of modal choice (Road, Marine and Rail) and Integrated Transport System
- (3) Introduction of effective traffic and regulatory regime
- (4) Increased private sector participation and competition in transport service delivery
- (5) Improved integration of urban transport and physical planning.

THE JOURNEY SO-FAR

SCHEDULE OF PROGRAMMES/PROJECTS

The Rivers State Ministry of Transport has a well thought programmes/projects aimed at reforming, completely overhauling and setting up of an enviable transport system in the State.

The reform activities lined up to achieve the above objectives are broken down into the under listed key sectors:

- Infrastructure
- Legal, Regulatory Framework and Enforcement
- Enlightenment
- Capacity Building

INFRASTRUCTURAL DEVELOPMENT

In her bid to promoting private sector participation in the development of public infrastructure through the PPP model, The Rivers State Government through the Ministry of Transport has signed a Memorandum of Understanding (MoU)



THE 2ND RIVERS STATE TRANSPORT SUMMIT

with Skye Bank Plc to facilitate the provision of modern transport infrastructures like Bus Terminal, Bus Shelters, Laybys, PHCBS, PHCTS among other things.

Presently, the private sector participation strategy incorporates three major operators for the three types of buses. These operators are Skye Bank Plc, Mornier Transport and Inomada buses. These buses operational for the PHCBS transport are Marcopolo, Ashok Leyland, TATA and Nissan Coaster Buses.

Introduction of Bus Transport Scheme

The Rivers State Transport Reform has paved way to the development of the Port-Harcourt City Bus Services (PHCBS).

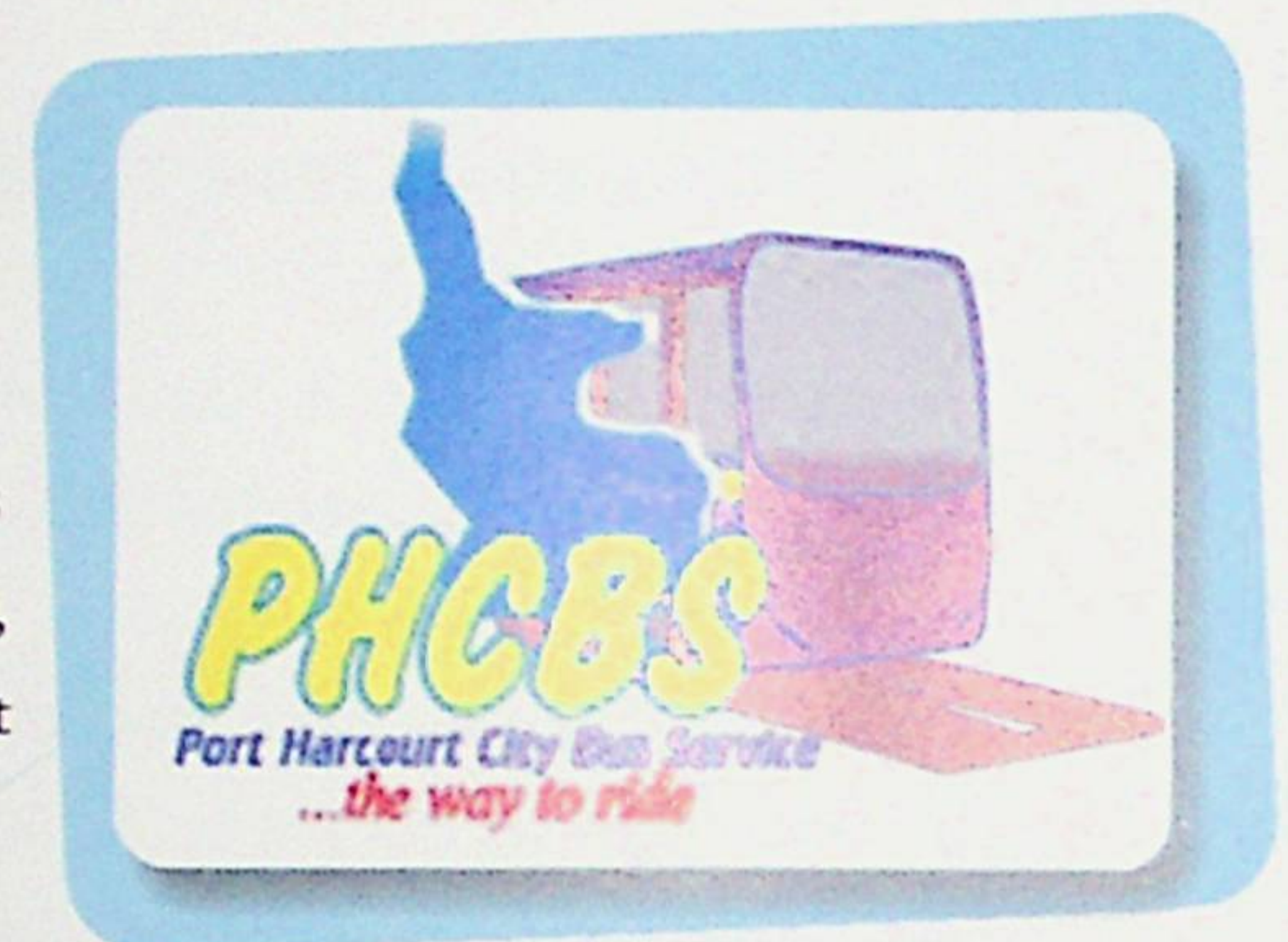
The process involves the deployment of High Occupancy Vehicles (HOV) on major Road Corridors within Port Harcourt City. Presently, the PHCBS delivers high quality, efficient and affordable transport service.

The scheme was launched on Aba road with the provision of bus services and has since been expanded to Ikwerre and Trans – Amadi bus corridors. The schemes have attracted three operators- (Mbonny Technical Services Limited, Monier Transport and Ino–Mada Nigeria Limited) and the current total bus fleet on the PHCBS scheme is 123.

The bus transport scheme has reduced the number of rickety Buses and Taxis on the Roads, making the road free and reducing travel time.

PSP Participation

S/No	Corridor	Operation	Type of Buses	Fleet Size
1	Aba Road	Skye Bank Plc	Marcopolo, Ashok, Leyland, TATA 1613	54
2	Ikwerri Road	Mornier Transport	Ashok Leyland	59
3	Trans Amadi	Inomada	Nissan Coaster	10





BUS ROUTES

The Priority Bus service Concept has been developed based on demand and preliminary study of socio-economic factors and Land-Use.

Nine Major Bus Routes have been identified. They are:

Route 1: Aba Road (Oyigbo to Lagos Bus Stop)

Route 2: Ikwerre Road (Rumuokoro to Lagos Bus Stop)

Route 3: Park to Lagos Bus Stop

Route 4: Choba to Oyigbo (via Rumuokoro-East West Road)

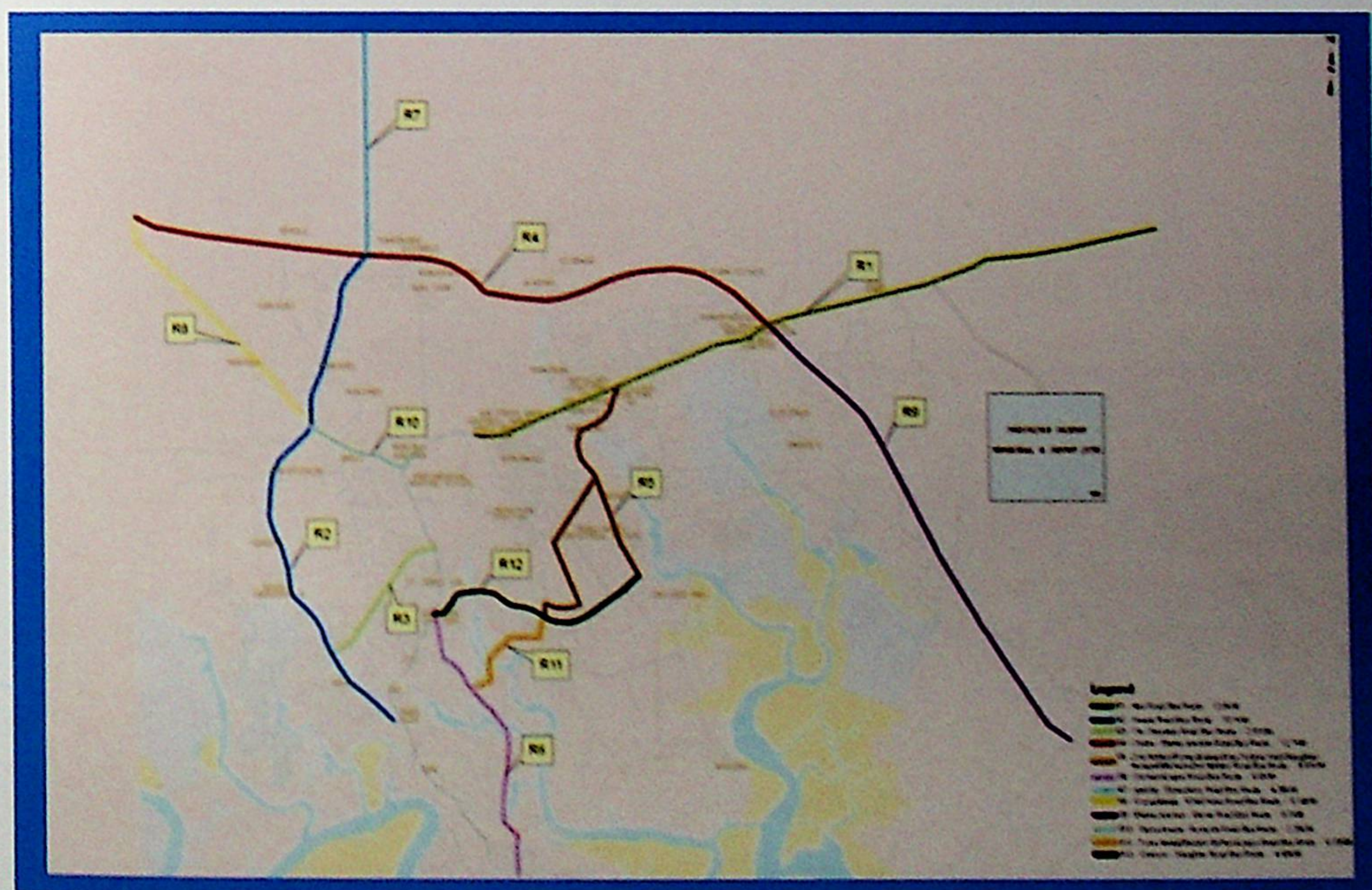
Route 5: Oyigbo – Oil Mill – Elelenwon – Woji – Slaughter (Trans – Amadi) – Artillery – Old Aba Road – Obigbo (Loop)

Route 6: Trans – Amadi – eastern Bypass – Lagos Bus Stop

Route 7: Igwuirita – Rumuokuta – Park

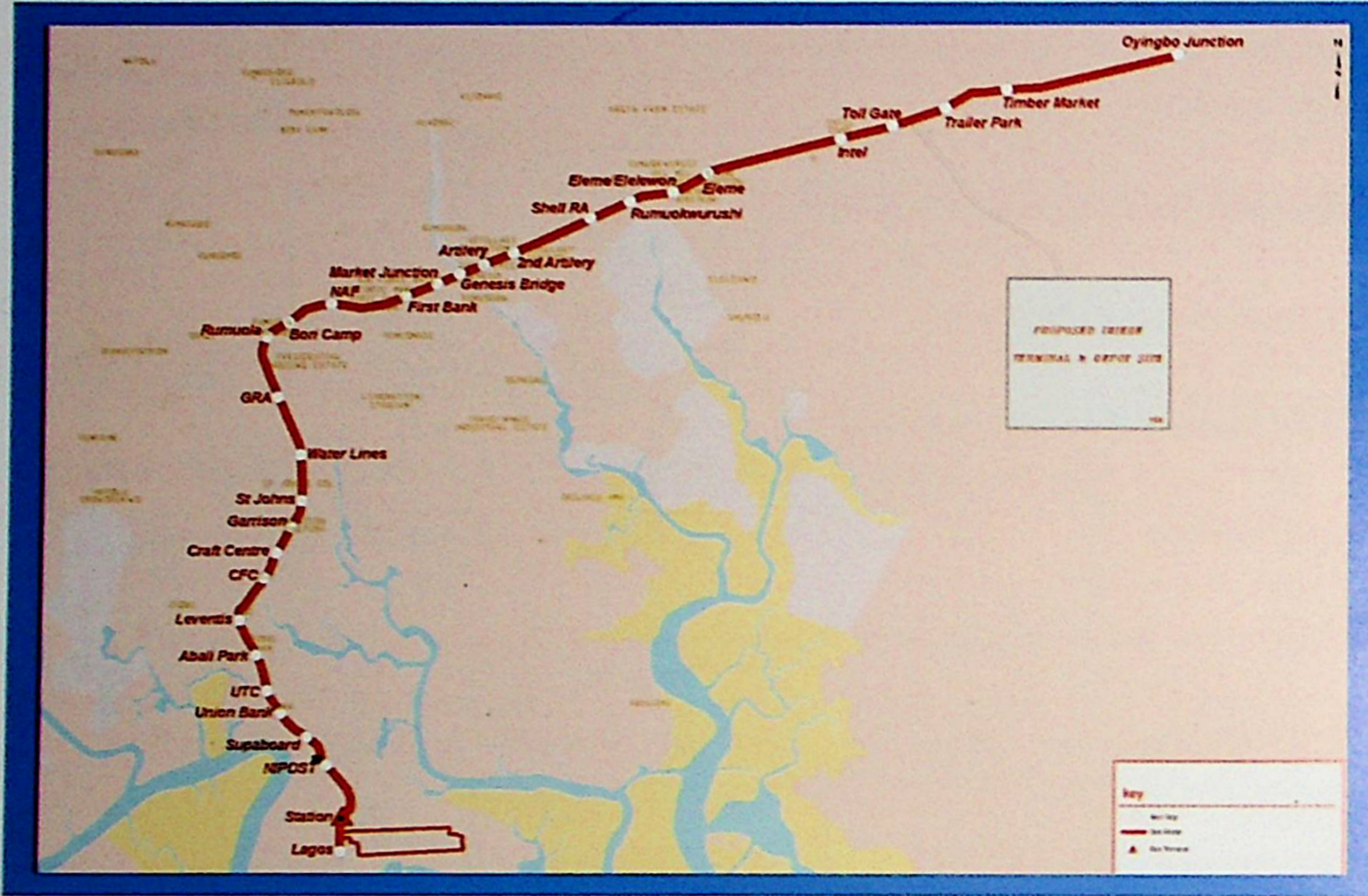
Route 8: NTA Choba road – Rumuokuta – Park

Route 9: Eleme Junctions to Eleme Town





THE 2ND RIVERS STATE TRANSPORT SUMMIT



INTRODUCTION OF PORT-HARCOURT CITY TAXI SERVICE (PHCTS)

Two hundred taxis (Hyundri Accent) have been acquired so far. In actual fact, the scheme has empowered about four hundred beneficiaries both as beneficiaries and drivers. Majority of these people are the indigenes of the Rivers State.



BENEFICIARIES OF THE PHCBS & PHCTS

Presently, more than seven hundred (700) sustainable jobs have been created through PHCBS. These are 212 drivers; 212 attendants; 60 monitoring crew members; other support staff like mechanics, spray painters vulcanizers, auto-electricians, bus washers, cleaners, etc. 8 ticket dealers each employing about 30 staff; etc

Going to work has become a bit easier with the introduction of PHCBS Buses and Taxis, as a worker I say kudos Mr. Governor and MoT. -Kath



THE 2ND RIVERS STATE TRANSPORT SUMMIT



For the PHCTS, there have been over 400 Rivers State indigenes that have benefited from the scheme either as a driver or owner.

Addressing inadequate Public Transport will truly help in business development and open up many areas. U na we! done our Governor.
-Stanley

PHCBS Passenger Throughput				
Month	Year	Passengers per month		
		Aba Road	Ikwerrri Road	Trans Amadi
June	2008	265,345		
July	2008	278447		
August	2008	151563		
September	2008	166463		
October	2008	246323		
November	2008	738290		
December	2008	262301		
January	2009	243025		
February	2009	647990		
March	2009	745028		
April	2009	883006		
May	2009	371948		
June	2009	328445	296321	3564
July	2009	559409	423567	5342
August	2009	575586	365823	3465
September	2009	683256	423545	2456
October	2009	156324	86532	865
SUB TOTAL		7,302,749	1595788	15692
GRAND TOTAL				8,914,229



THE 2ND RIVERS STATE TRANSPORT SUMMIT



Bus



PHCBS Bus Fleet



PHCTS Taxi Fleet



PHCTS Taxi Fleet



The Bus Terminal

Also in the area of infrastructural development, the implementation of the bus terminal at station, Port-harcourt is at the stage of construction having completed the first stage that incorporates the planning, design and engineering.

The private sector operator would be required to operate the mini terminal during given authorization period. Apart from the bus terminus facilities, passenger amenities, etc it is proposed to develop commercial complex with retail and office space at both the bus terminals. It is believed that the Private Sector operators will be able to recover any investment in these terminals



The Proposed Bus Terminal at Station, Port-Harcourt





The Proposed Bus Terminal at Garrison



MAIN BUS INTERCHANGE

The proposed bus interchange in Port Harcourt city which was conceived under the initiative of RVSG would ensure the restriction of interstate buses movement across the Port Harcourt City to the far-side of the City. This is known as “the far side terminating Model”

This is designed to be a modern facility purposely built as both a transportation hub and a commercial centre with locations at four different areas in Port-Harcourt Metropolis. These locations are Eleme, Oyigbo, Emohua, and Omagwa The concept of the main terminal is at the conceptual stage. The feasibility study and conceptual design have been carried out. Deliberation on the detailed engineering design is on and would be complete shortly.

The MoT contemplates that at completion of these project, there would be sanity in the area of regulations and control of the of bus operators' actions at the bus parks in Rivers State. This concept would also cater for the several fragmented parks scattered across the Port Harcourt metropolis.

The interchange on completion would have features like Port

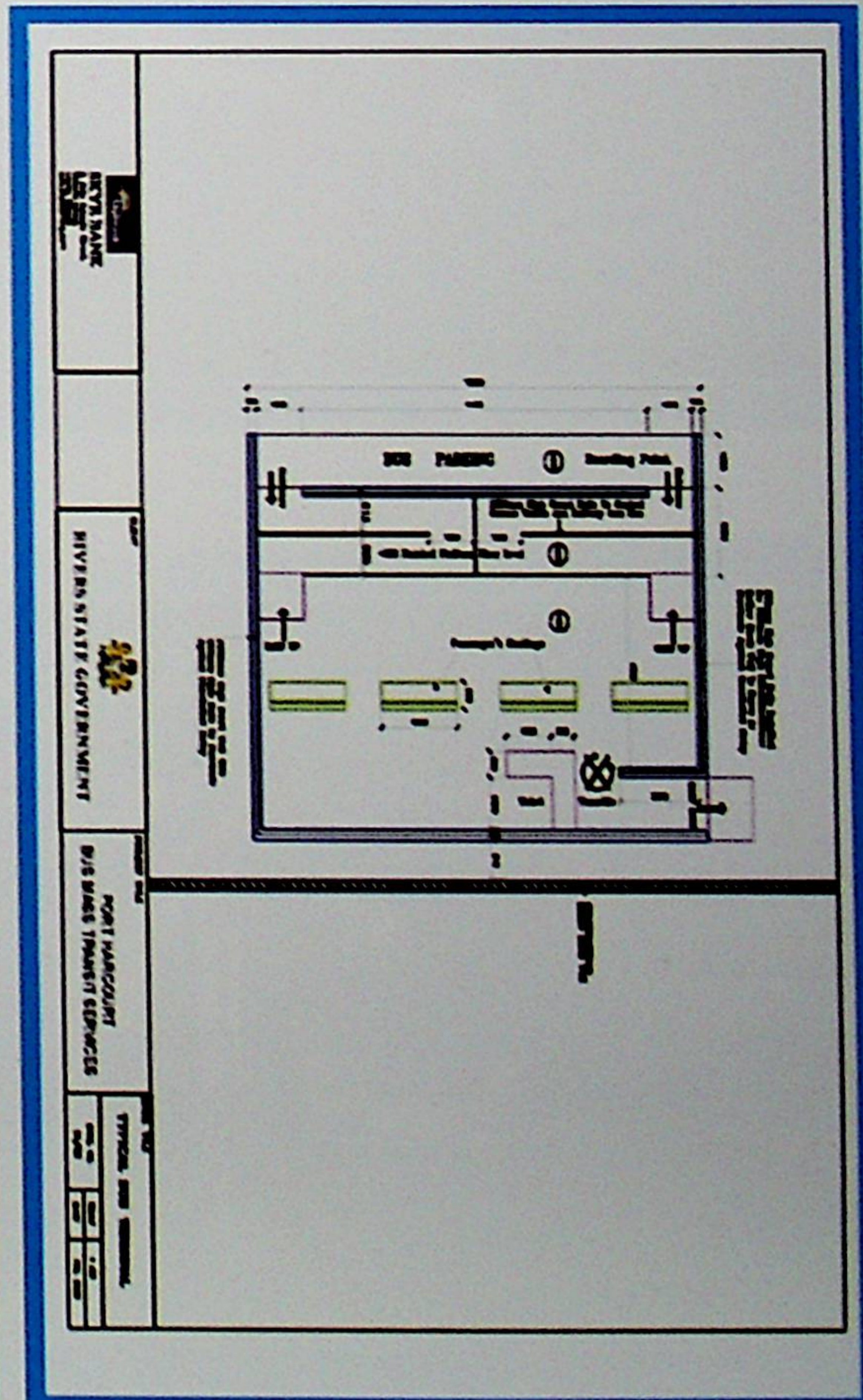
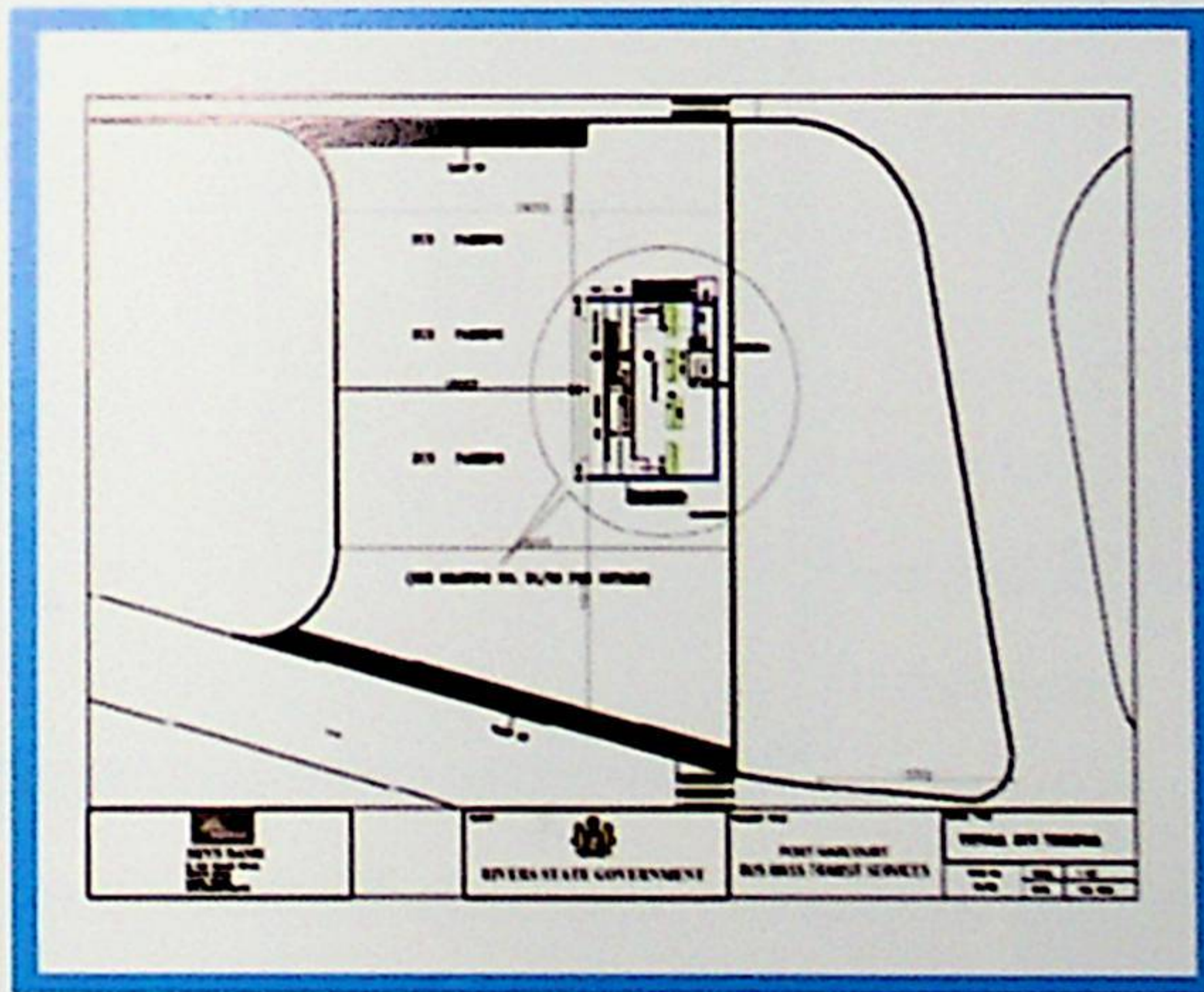




Harcourt City bus depot, interstate bus depot and loading bay, terminal building with offices, conveniences, restaurants & eateries, lounge/waiting areas, shops; etc

The main reason for the introduction of the far-side terminating terminal is to upgrade existing bus terminals and develop new ultra-modern bus terminals at strategic locations outside the main city centre that would serve as interchanges between interstate buses and the Port Harcourt city buses. It is also aimed at improving the traffic situation within Port Harcourt City by restricting interstate buses from the city centre and consolidating bus park/interstate services into terminals strategically located rather than having a situation where there are parks on every major road within the city.

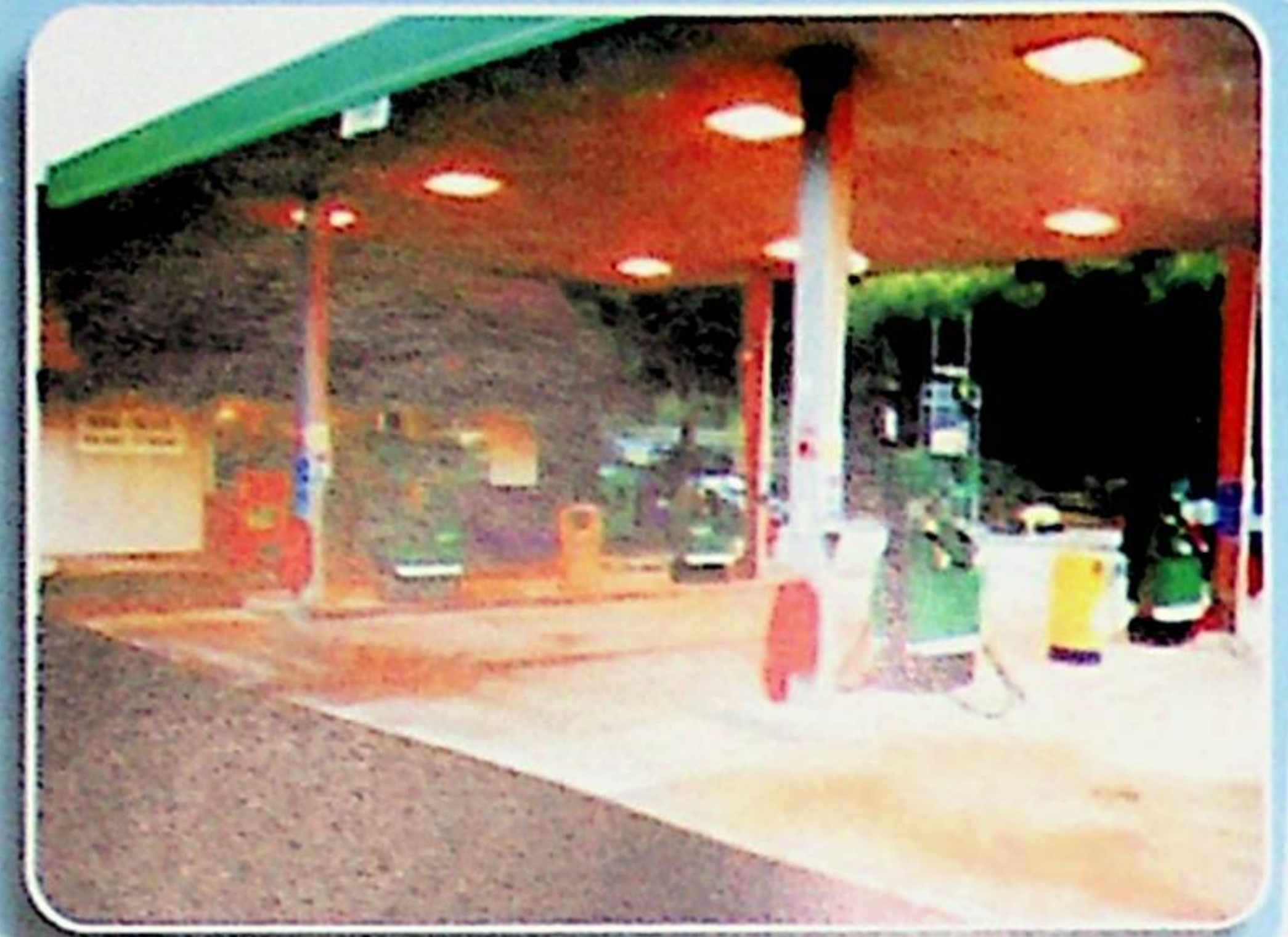
The Proposed Engineering Design of the Bus Interchange





PPP OPPORTUNITIES IN THE BUS INTERCHANGE

The Rivers State Government through the PPP model intends to develop the Port Harcourt Bus Interchange into a business complex that would incorporate these modern facilities, such as modern filling station, Motel, Work-shop, Car wash, Shopping mall among others.



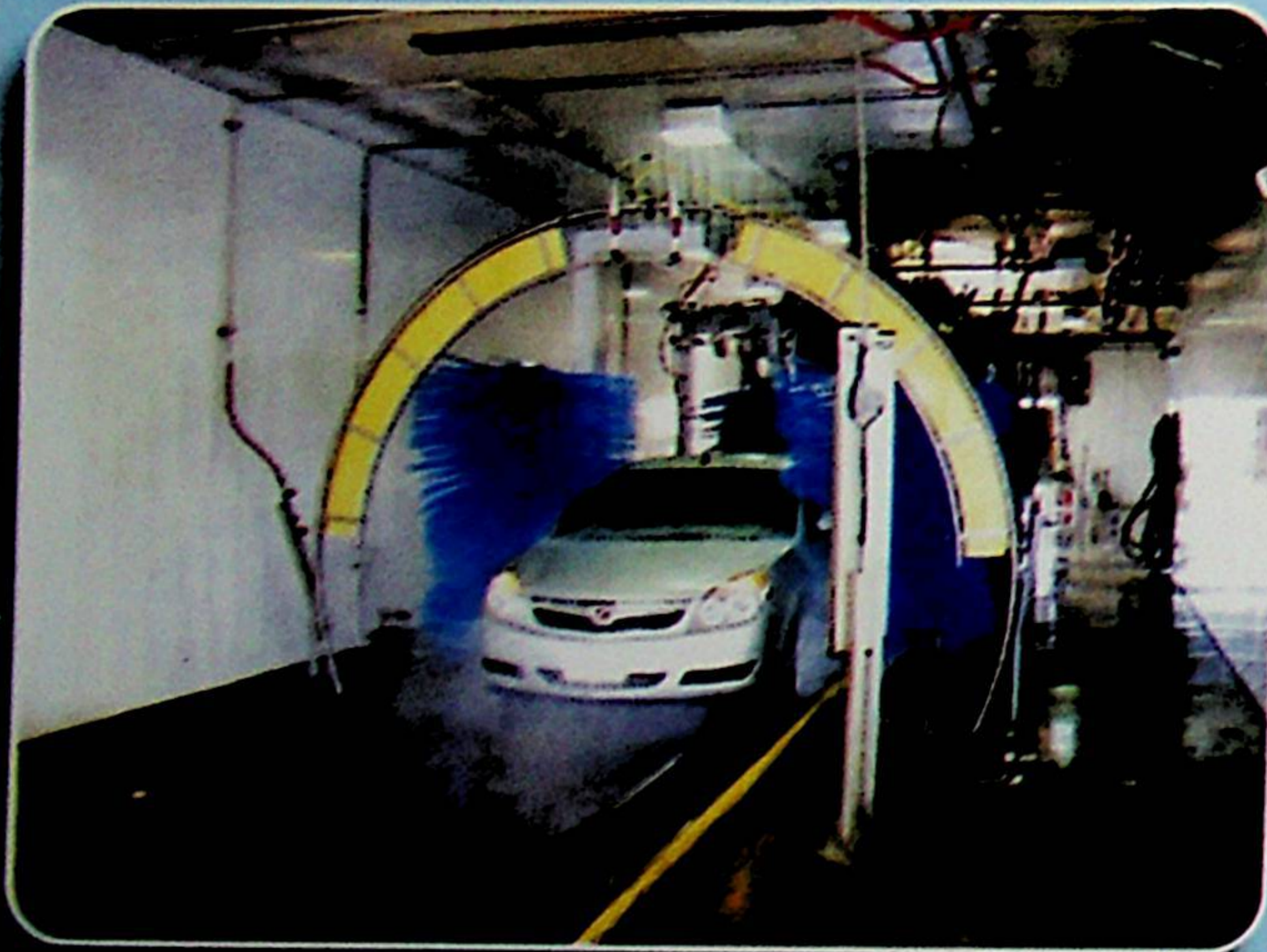
Filling Station



Motel



Work-Shop



Car Wash



Shopping Mall



The above components (Filling Station, Motel, Car Wash, Shopping Mall and Works Shop) would be developed and operated by the Private Sector while the Terminal building and the Landed properties would be provided by the public sector (Rivers State Government).

Moreover, the private sector terminal operators would be required to undertake operation of both the bus interchange during the given authorization period. Apart from the bus interchange facilities, passenger amenities, etc it is proposed to develop commercial complex with retail and office space at both the bus terminals. However, Private Sector Operator will be able to recover its investment through:

1. Lease rentals from the developed office and retail space in commercial complex
2. Lease rentals from the kiosk and shops at the platforms.
3. Filling station operation
4. Motel management
5. Workshop management
6. Car wash operation
7. Passenger amenity fees from the passengers using deluxe waiting hall at both the stations.
8. Parking fees from the two-wheelers and four wheelers (private and taxis)
9. Advertising revenue from the bus terminus.

The project assessment studies comprising of preparation of concept plans, demand assessment for both the bus terminus has been completed. The studies have shown that the project is financially viable and commercially attractive.

BUS SHELTERS/LAYBYES

As at today the construction work on the bus shelters and lay byes have reached about 90% completion. This includes the construction of 56 bus shelters out of 58. However, there are 2 (two) bus shelters still pending, which are the ones at Waterline (Right) and Shell RA. Moreover, 9 lay-byes are still pending. Presently, contracts have been awarded to five contractors for the construction of the 2 Bus Shelters and 9 Laybyes. The scoping of the Laybyes is under construction and would be completed in a short period of time.



THE 2ND RIVERS STATE TRANSPORT SUMMIT



Site Clearing at UTC Bus Stop



The Platform of the Bus Shelter



The steelworks for the shelter at NIPOST



Bus Shelter Steelwork at UTC

AFRICA GOVERNORS' FORUM
LIBRARY



Completed Bus Shelter/Lat-bye at UTC



Bus-Shelter/Lay-bye in use at UTC



Bus Shelter/Lay-bye in use at NIPOST



Bus Shelter in use at Waterline



THE 2ND RIVERS STATE TRANSPORT SUMMIT



Bus Shelter at Garrison



Bus Shelter in use at Govt. Craft



Bus Shelter at Water-lines



Bus



MONORAIL DEVELOPMENT

As mentioned by His Excellency, the Executive Governor of River State, Governor Rotimi Amaechi during the last submit, The Rivers State Government is already talking with an investor on the implementation of Monorail Project under the Public-Private Participation Model (PPP Model).

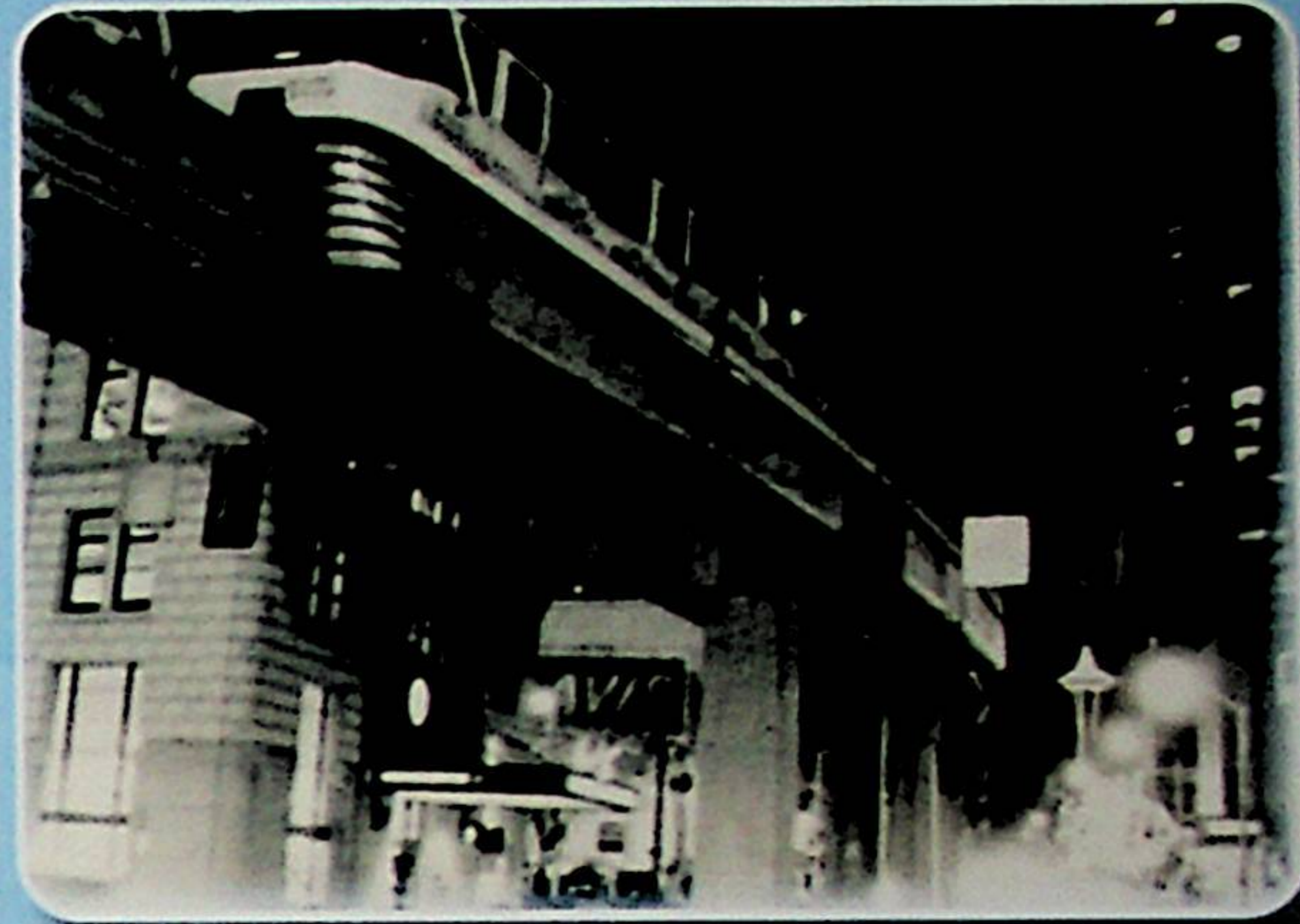
We hope to see a modern monorail developed for mass transportation. It will be designed to decongest the already over – congested roads of our urban city.

The PHC – MMTS is proposed along two main routes within the Port – Harcourt Metropolis.

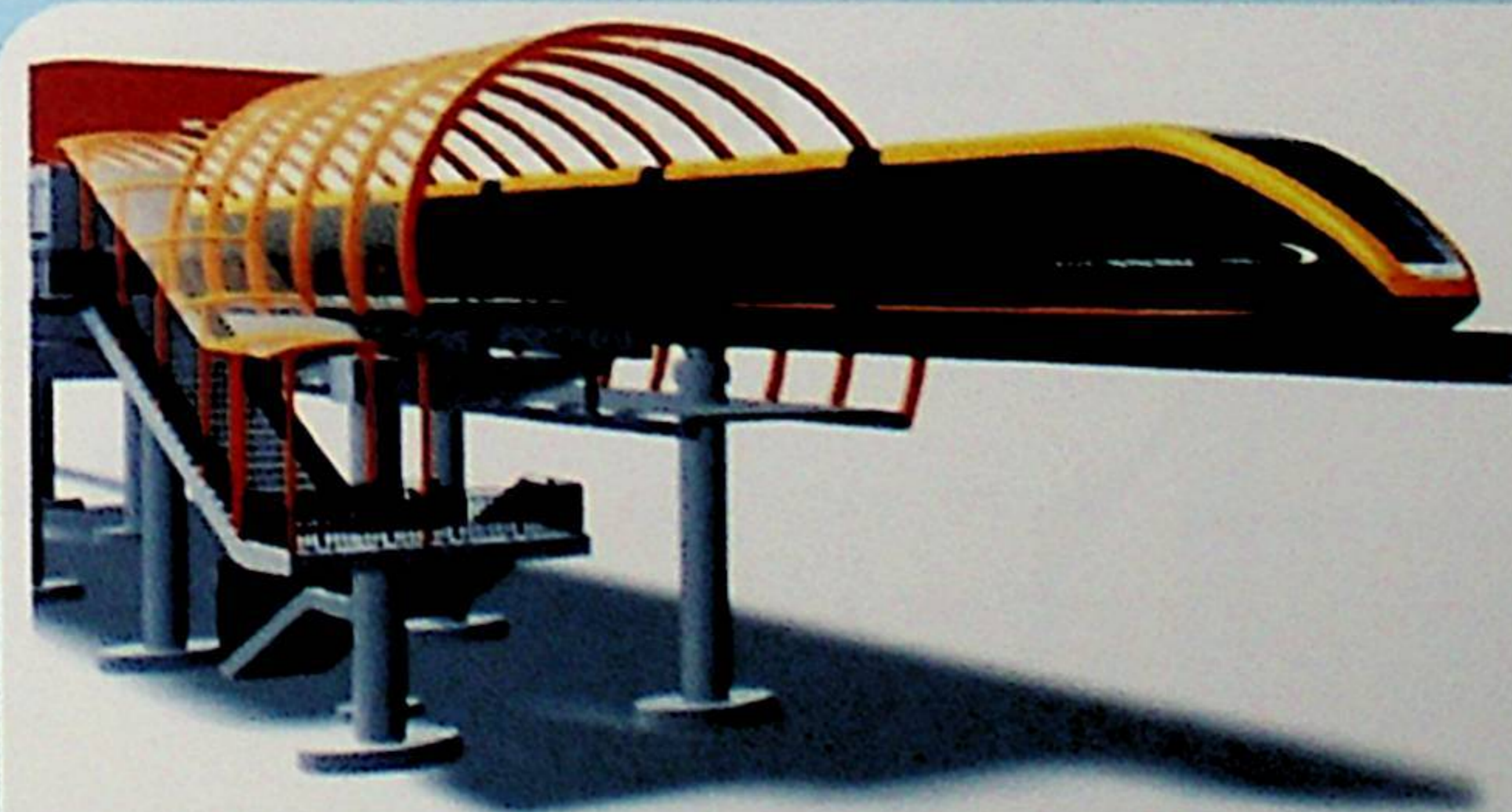
ROUTE 1 – Town to Air force Base Junction via Trans Amadi Industrial Layout.

ROUTE 2 - Town to Eleme Junction Via Aba road.

The monorail system when implemented in the state will create the much needed infrastructural development in the state, provide a competitive mass transport solution for the state, create job opportunities, arrest capital Flight, decongest the roads.



The Proposed Monorail

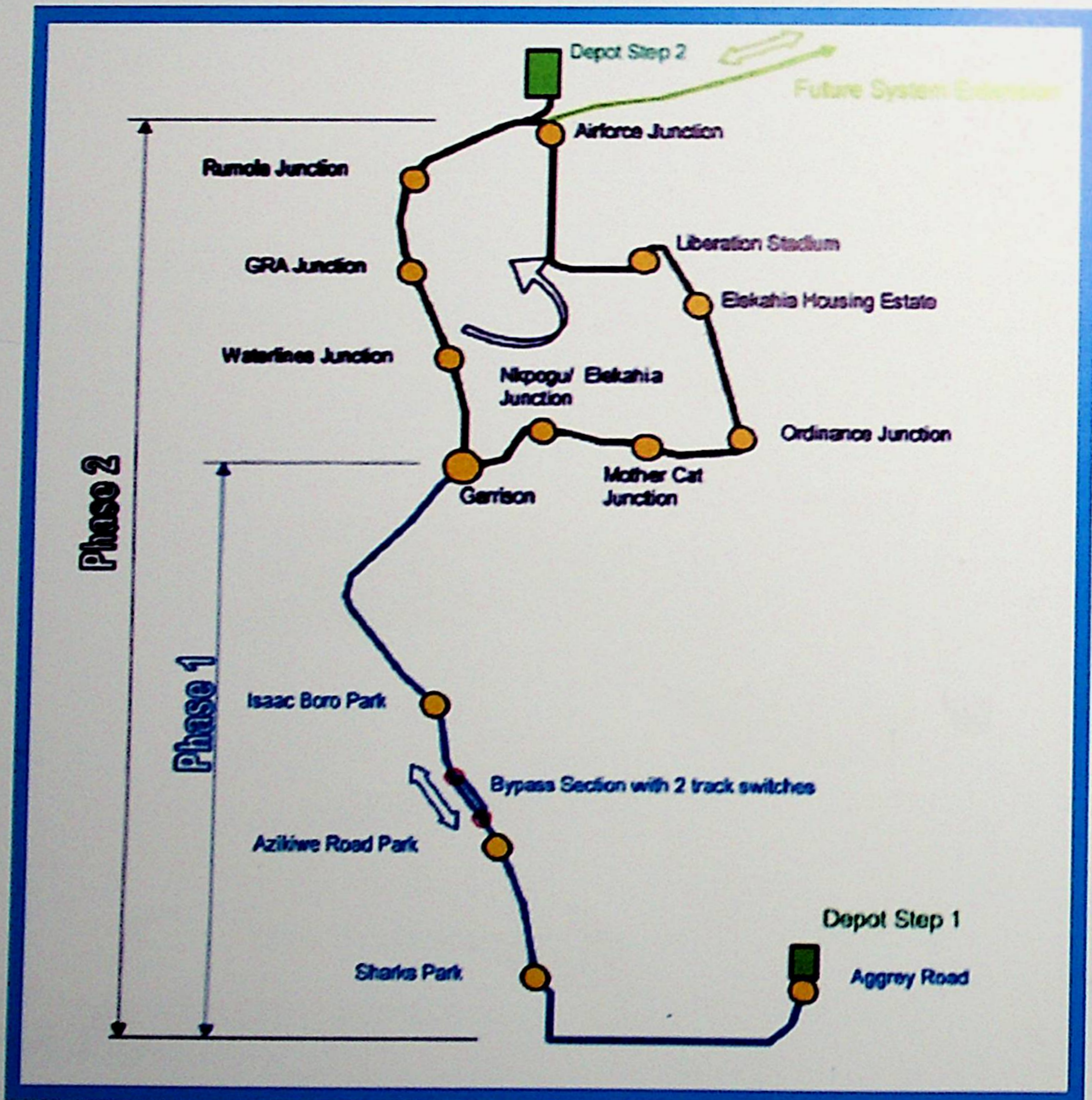
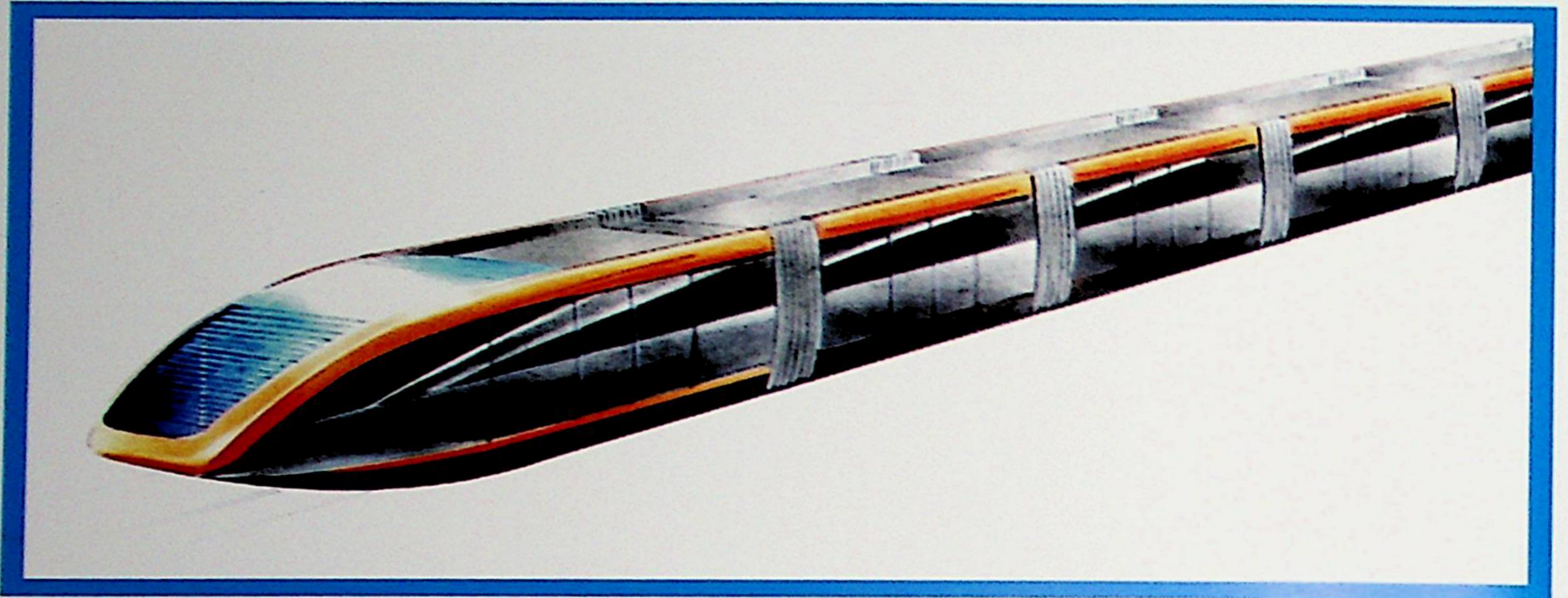


RIVERS MONORAIL COMPANY

The Proposed Monorail Concept



THE 2ND RIVERS STATE TRANSPORT SUMMIT





Junction Improvement Works/Traffic System Management (TSM)

Generally, Junctions are key features in most urban road networks. Inefficient and low capacity junctions impedes smooth traffic flow leading to unnecessarily long queues, congestion and blockage of the entire road network.

Getting the right junction geometry design is fundamental to an efficient and integrated road network. However, there is need to carry out improvement activities at the major junctions along the corridors in the Port-Harcourt Metropolis.



There is a prompt call for the introduction of Junction Improvement Works as this would led to the reduction in traffic congestion through increase in junction capacity, thereby increasing the flow of traffic.

Part of the work that is needed to be carried out is basically Traffic System Management (TSM) which involves various lane makings, erection of appropriate vertical signs and signals, drain reconstruction or repair, asphalt overlay to ensure smooth ride among other things.



This would facilitate free flow of traffic, reduce traffic congestion, increase the Level of Service of the junctions; increase productivity as man-hour losses due to traffic congestion reduces; increase junction capacity via appropriate junction geometry design and increase the safety at the junctions.

Bus Rapid Transit (BRT)

This is presently an initiative by His Excellency on the development of a Bus Rapid Transit Scheme (BRT) in the Port-Harcourt Metropolis. This concept of BRT is basically a segregation of the carriageway that would give priority to the high capacity (PHCBS) buses in public transportation which would pave way to rapid conveyance of passengers especially at the peak periods along the dedicated routes.





THE 2ND RIVERS STATE TRANSPORT SUMMIT

The scheme would be developed and run under the Public-Private Participation (PPP) model that allows for participation of the both the private sector (Skye Bank Plc, Planet Projects Limited), Public Sector (Rivers State Government).

The main purpose of the BRT is to ensure rapidity of public transport as travel time would reduce, allows capacity optimization of the carriageway, increasing productivity as man-hour spent in traffic reduces.

RATIONALE FOR BRT

1. Encourages the use of high capacity buses for public transportation;
2. Attracts more people to make use of public transport, as people drop their cars to take public transport;
3. Low patronage would be experienced by the old rickety buses, and as such they would move to the other corridors;
4. Availability of the diesel used by the High Occupancy Vehicles over the conventional petrol which fluctuates in supply;
5. The global economic recession which encourages the use of public transport internationally;
6. Reduced and uniform fares.





LEGAL, REGULATORY FRAMEWORK AND ENFORCEMENT

To ensure the sustainability of the Transport Sector Reforms, we have put necessary mechanism in place which will ensure that the Rivers State House of Assembly passes necessary laws backing up all the reforms. Part of the Legal, Regulatory Framework and Enforcement initiatives include.

1. Repositioning the MOT to play its regulatory functions as provided in the Rivers State Road Traffic Law No. 8 of 2003 and the motorcycle operators.
2. Setting up of the Road Traffic Unit as provided in section (2) of the road Traffic Law.
3. Issuance of regulations that would enforce the provision of the Road Traffic Law.
4. Setting up of combined monitoring team with the Law Enforcement Agents to enforce the Road Traffic Laws provisions.
5. Setting up of the MOT Quarterly Safety Fora, as a mechanism to gauge the pulse of the sector and as a means of getting feedback.
6. Setting up regulatory benchmarks as standards for private sector incursion into the sector via regulations issued by the Commissioner of Transport as envisaged by the Road Traffic Law No. (8) 2003.
7. Initiating guidelines for the setting up of the River State Traffic Management Agency. The bill is presently with the Rivers State House of Assembly for consideration and passage into Law. This Agency would operate under the Ministry of Transport and would be saddle with the following responsibilities.

Controlling traffic and enforcing State and National laws that govern the safe use of vehicles on road in Rivers State.

- Deterring and apprehending road traffic offenders;
- Conducting highly visible day and night traffic patrol to enforce traffic rules and regulations and clear the highways of obstruction;
- Enforcing the use of bus stops and bus terminals;
- Identifying, developing, promoting and maintaining new or alternative methods of traffic management and road safety;
- Providing telephone accessible emergency towing services for break-down vehicles;
- Maintaining a register of traffic violators;
- Employing mobile and random breath testing methods to deter drunk driving;
- Safeguarding highways from encroaching from the activities of markets, road-side trading, street hawking and alms begging;



THE 2ND RIVERS STATE TRANSPORT SUMMIT

NEW LOOK OF THE RIVERS STATE TRAFFIC MANAGEMENT AGENCY

There is an urgent call for an introduction of Rivers State Traffic Management Unit that would be saddled with the responsibility of ensuring smooth traffic flow within the metropolis especially around hot traffic spot where traffic congestion is the order of the day



TEU EQUIPMENTS



The Rivers State Traffic Management Agency shall perform functions generally relating to controlling traffic and enforcing traffic regulations in Rivers State, deterring and apprehending road traffic offenders, conducting highly visible day and night traffic patrols to enforce traffic rules and regulations and clear the corridor of obstruction. It would also ensure a tremendous reduction in the incidence and severity of road traffic accidents in Rivers State and also in charge of the towing of accidented or broken down vehicles that may cause obstructions.

Moreover, it would ensure the enforcement of the use of bus stops and bus terminals, identifying, developing, promoting and maintaining new or alternative method of traffic management and road safety. Likewise be in charge of the maintenance of a register of traffic violators, and safeguarding highways from encroachment from activities of markets, road-side trading, street hawking and alms begging

REQUIREMENTS OF TEU

S/N	Equipments
1	Patrol Bikes
2	Training Materials
3	Cameras
4	Uniforms
5	Reflective Jackets
6	Cones
7	Towing Truck
8	Patrol Cars
9	Mobile Unit
10	Ambulance
11	Walkie talkies; etc
12	Office & Office Equipments



State of Commercial Motorcycle Operation in Rivers State

Following the public outcry against commercial motorcycle operations in the Rivers State capital as a result of increased crime and accident rates, the RSG announced a ban on commercial motorcycle operations in Port-Harcourt, Obio Akpor and parts of Oyigbo and Eleme Local Government Area. This was formalized by the State House of Assembly through an amendment of the Commercial Motorcycle Operators Law no. 5 of 2001. The ban took effect from the 1st of January, 2009. The State Government through the Ministry of Transport put structures in place to ensure total compliance. The positive effects of this ban have been quite glaring in the city especially criminality and road accidents have drastically reduced to the delight of general citizenry.

In order to sanitize the operators of commercial motorcycle riders in the remaining Local Government Areas, the MOT introduced a regime of vests and ID cards for the operators. This was formally launched on the 26th of June at Isiokpo, Ikwerre Local Government headquarters. It should be noted that this was done in consultation with the government recognized union as required by the Commercial Motorcycle Operator's Law of 2001. During the launch, the Honourable Commissioner of Transport gave the riders up to the end of July 2009 to acquire the vests and identity cards in the first instance. Enforcement commenced from 1st September, 2009 and should be concluded by 30th September, 2009.

By October, 2009, the Helmets with the State's colour will be launched and before this year runs out, every commercial motorcycle rider operating in the State should be fully kitted with vest, identity card and helmet. At the conclusion of these, the commercial motorcycle rider will undergo training especially, on safety to make them better riders and earn respect from the public.

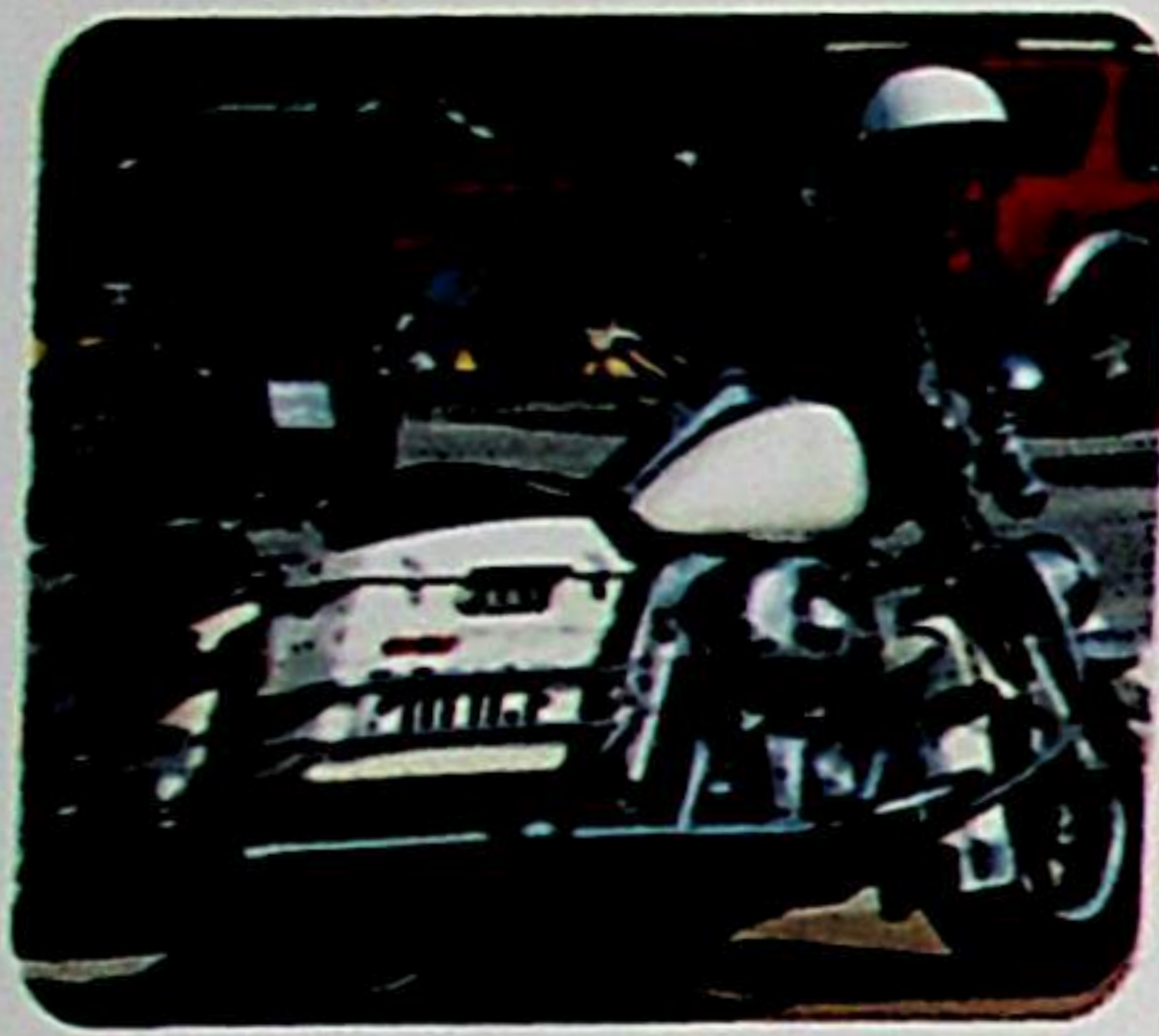


**Commercial Motorcycle Operation
in Port-Harcourt**



NEW LOOK OF THE RIVERS STATE TRAFFIC MANAGEMENT AGENCY

There is an urgent call for an introduction of Rivers State Traffic Management Unit that would be saddled with the responsibility of ensuring smooth traffic flow within the metropolis especially around hot traffic spot where traffic congestion is the order of the day



**TEU
EQUIPMENTS**



The Rivers State Traffic Management Agency shall perform functions generally relating to controlling traffic and enforcing traffic regulations in Rivers State, deterring and apprehending road traffic offenders, conducting highly visible day and night traffic patrols to enforce traffic rules and regulations and clear the corridor of obstruction. It would also ensure a tremendous reduction in the incidence and severity of road traffic accidents in Rivers State and also in charge of the towing of accidented or broken down vehicles that may cause obstructions.

Moreover, it would ensure the enforcement of the use of bus stops and bus terminals, identifying, developing, promoting and maintaining new or alternative method of traffic management and road safety. Likewise be in charge of the maintenance of a register of traffic violators, and safeguarding highways from encroachment from activities of markets, road-side trading, street hawking and alms begging

REQUIREMENTS OF TEU

S/N	Equipments
1	Patrol Bikes
2	Training Materials
3	Cameras
4	Uniforms
5	Reflective Jackets
6	Cones
7	Towing Truck
8	Patrol Cars
9	Mobile Unit
10	Ambulance
11	Walkie talkies; etc
12	Office & Office Equipments

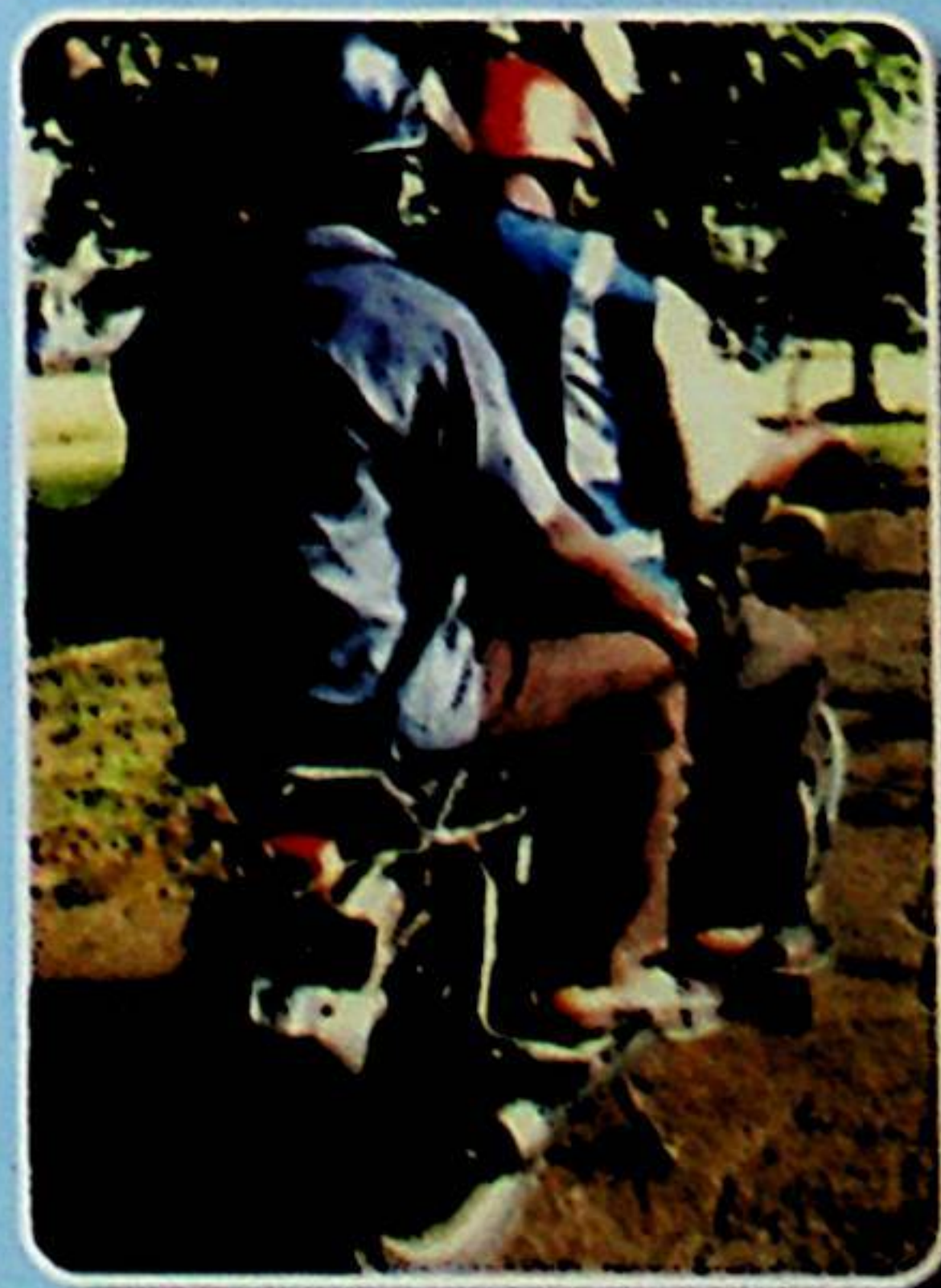


State of Commercial Motorcycle Operation in Rivers State

Following the public outcry against commercial motorcycle operations in the Rivers State capital as a result of increased crime and accident rates, the RSG announced a ban on commercial motorcycle operations in Port-Harcourt, Obio Akpor and parts of Oyigbo and Eleme Local Government Area. This was formalized by the State House of Assembly through an amendment of the Commercial Motorcycle Operators Law no. 5 of 2001. The ban took effect from the 1st of January, 2009. The State Government through the Ministry of Transport put structures in place to ensure total compliance. The positive effects of this ban have been quite glaring in the city especially criminality and road accidents have drastically reduced to the delight of general citizenry.

In order to sanitize the operators of commercial motorcycle riders in the remaining Local Government Areas, the MOT introduced a regime of vests and ID cards for the operators. This was formally launched on the 26th of June at Isiokpo, Ikwerre Local Government headquarters. It should be noted that this was done in consultation with the government recognized union as required by the Commercial Motorcycle Operator's Law of 2001. During the launch, the Honourable Commissioner of Transport gave the riders up to the end of July 2009 to acquire the vests and identity cards in the first instance. Enforcement commenced from 1st September, 2009 and should be concluded by 30th September, 2009.

By October, 2009, the Helmets with the State's colour will be launched and before this year runs out, every commercial motorcycle rider operating in the State should be fully kitted with vest, identity card and helmet. At the conclusion of these, the commercial motorcycle rider will undergo training especially, on safety to make them better riders and earn respect from the public.



Commercial Motorcycle Operation
in Port-Harcourt



ENLIGHTENMENT

In the area of enlightenment, the MoT has:

1. Set up Transport Sector Reform Express – a series of enlightenment engagement with immediate stakeholders in the sector, the express has already rolled through some motor parks within the Port Harcourt Metropolis.
Local Government Areas are also in the schedule.
2. Set up a of the Public Relations Management Platform via the MOT hotlines 07057043780-6 as a feedback mechanism to manage interface with the public.
3. engaged the electronic/print media on the need for altitudinal change with respect to traffic laws and regulations.
4. Set up working partnership with relevant bodies such as NURTW Rivers State Chapter, NAERTO etc on the on – going reform of the Transport Sector and the new role of the MOT as a best in class regulator.
5. Developed of the holistic synergies with organized private sector (OPS) on need to support the ongoing reform via MoT Quarterly Round Table with OPS.

CAPACITY BUILDING

In the area of capacity building, the following are the achievement of the Ministry of Transport since the execution of the Rivers State Transport Reform.

ESI Lady Cabbies

The Lady Cabbies Scheme is one of the achievements of ESI which was launched on the 23rd July, 2009 at the ESI office complex in GRA. A total of fifty three (53) Ladies have benefited from the scheme already. The Governor of the State during the launch promised to increase the number of cars to 200 by donating one hundred and forty-seven (127) cars thereby empowering more ladies.



AA RESCUE LTD RESOURCE PERSON



AA RESCUE LTD RESOURCE PERSON



TRAINING SECTION



TRAINING SECTION



THE 2ND RIVERS STATE TRANSPORT SUMMIT



TRAINING SECTION



TRAINING SECTION



LAUNCHING OF THE SCHEME



OFFICIAL LAUNCHING BY THE GOV.



FLEET OF TAXIS



LAUNCHING OF THE SCHEME



THE 2ND RIVERS STATE TRANSPORT SUMMIT



LAUNCHING OF THE SCHEME



LAUNCHING OF THE SCHEME



FLEET OF TAXIS

IN ADDITION

- i. MOT to send 10 Skippers and 10 Engineers to Portugal for training on the operations and maintenance of the Water Taxi.
- ii. Proposal to train 10 Pilots and 10 Aeronautical Engineers has been forwarded to His Excellency for Consideration



Driver's Institute

After an extensive research carried out by the Rivers State Ministry of Transport into the series traffic accidents and traffic law violations that have occurred in Rivers State, it was established that the major cause of accidents is due to lack of driving ethics amongst the road users, this is traceable to lack of functional Drivers Institute.

Therefore, it is high time to develop an institute that will be saddled with the responsibility of training all public, private and corporate drivers in Rivers State as to the rules guiding driving within the metropolis and Rivers State in general.



I am of the opinion that if our drivers are better trained, the metropolis would be free of accidents that has been the bane of our city- Barry Tamuna

It is hoped that this Institute would help in addressing the issue of drivers' indiscipline in Rivers State, reduce road accident and ensure sanity among the drivers



"There is the need for capacity building and sustainability of the Rivers State transport reform by ensuring that all drivers are properly trained"

Mr. Festus

The functions of this Institute would include:

1. Training professional drivers in driving skills.
2. Road traffic and regulations.
3. To educate trainees in the proper use of the highways.
4. Improving driving techniques of all categories of drivers.
5. Organise conferences, seminars and educational programmes.
6. Ensures that all professional drivers are certified medically, and mentally fit.
7. Keep data-bank of all professional drivers and certification of existing driving schools.



However, the institute would train the general public in the following areas; of general drivers retraining programme, executive drivers retraining programmes, Rivers State traffic act study, defensive driving technique, security and emergency driver's training



Going Forward

There is need to;

1. Sustain and continue with the Transport Sector Reform in Rivers State,
2. Develop the Integrated Transport Master Plan (TMP) for Rivers State, prepare bill for the Rivers State Transport Authority,
3. Set-up the Rivers State Traffic Management Authority, upgrade the PHCBS to full BRT along Aba road
4. Deploy infrastructures along Ikwerre road & Trans-Amadi (Bus Shelters, Layby, Junction Improvement works, Walkway and Guard Rail)
5. Introduce Traffic System Management Measures for the Rumuola–Rumuokuta road, develop the Marine Transport Master Plan for Rivers State,
6. Set-up the Rivers State Drivers Institute, development of an Ultra Modern Bus Terminal at four locations in Port Harcourt and development of Mono-Rail.



RIVERS STATE TRANSPORT MASTER PLAN (TMP)

There is need to develop a transport master plan for the provision and integration of all the transport modes (Road, Rail, Air, Water) in Rivers State. With this plan, it is believed that the totality of the modes of transportation in Rivers State would be addressed and various recommendations would be made on how to harness these modes in order to attain world class transportation.

This would allow for modal choice, as the passengers would have varieties of options in there conveyance from one point to another in and out of the State. More so, this would be developed in line with the Ulliman's principle of Complementarily, Transferability. The Rivers State Transport Master Plan would dwell on all the elements of transport and the things that would ensure the implementation and the sustainability of all the transport facilities.





KNOW THE RIVERS STATE TRAFFIC LAWS (OFFENSES AND PENALTIES)

RIVERS STATE ROAD TRAFFIC LAW NO. 8 OF 2003 OFFENCE/FINES

PART IV

SECTION: 26 Subsection 1 and 2 (a) and (b) A person who drives a motor vehicle Reckless and inconsiderate driving and driving Anti-traffic is liable on conviction of a fine of N50,000.00 or six months imprisonment and in addition shall be referred to a Government approved psychiatric hospital.

SECTION: 22 subsection (d) referred to motor vehicle driver who beats the red traffic light commits an offence and is liable to conviction to a fine of N10,000.00 or imprisonment for 3 months. For an offender under this paragraph (d) shall be referred to Government approved Psychiatric hospital for mental examination and if found to be sane shall be liable for the penalties in sub paragraphs (i), (ii).

SECTION: 23 (1) Person driving a commercial vehicle who pick passenger outside an approved motor park between the hours of 7am to 6pm violate subsection (i) therefore commits an offence and is liable on conviction to a fine of N20,000.00 or imprisonment for 6 months.

SECTION: 28 A vehicle left on the road for more than 6 hour shall be towed away to a place designated by the Hon. Commissioner, and the owner shall be liable to pay a prescribed fine.

RIVERS STATE ROAD TRAFFIC LAW NO. 8 OF 2003

POWER OF THE COMMISSIONER

SECTION 20 Sub-section (6) Grants power to the Hon. Commissioner for Transport to conduct a public auction of any vehicle impounded and packed for traffic offence or demand to Government property 30 days after the date of such seizure or imprisonment.

Part v SECTION 41, subsection (1) (2) (A) (B) AND (C) subject to the law. The state Highways shall be under the Mgt, direction and control of the Hon. Commissioner for transport.

Part v SECTION 48 Sub-section (1) (a) empowers the Hon. Commissioner to make regulations prescribing the identification marks and the mode in which they shall be fixed to motor vehicles and trailers.

Part iv Section 37 & 38 (1) empowers the Hon. Commissioner by regulations made under the subsection 12 of this section make provisions of such offence, no penalty is prescribed or the court convicting.

Part I Section 2 (1) and (2) (i), (ii) and section 3 (i) and 2.

This section creates the Rivers State Road Traffic Unit and empowers the Hon. Commissioner to appoint the Chief Road Traffic Officer and the Road Traffic Superintendent.



THE 2ND RIVERS STATE TRANSPORT SUMMIT

MARINE TRANSPORTATION IN RIVERS STATE: GOVERNMENT EFFORT AND CHALLENGES



Rivers State strategically located in the Niger Delta, has more than two-thirds of its land mass covered by water. The State is a very important oil/gas and maritime hub in the country and its riverine communities are densely populated. Transportation in these communities and the state capital is mostly by boats, which is greatly hampered by the difficult terrain.

have invested

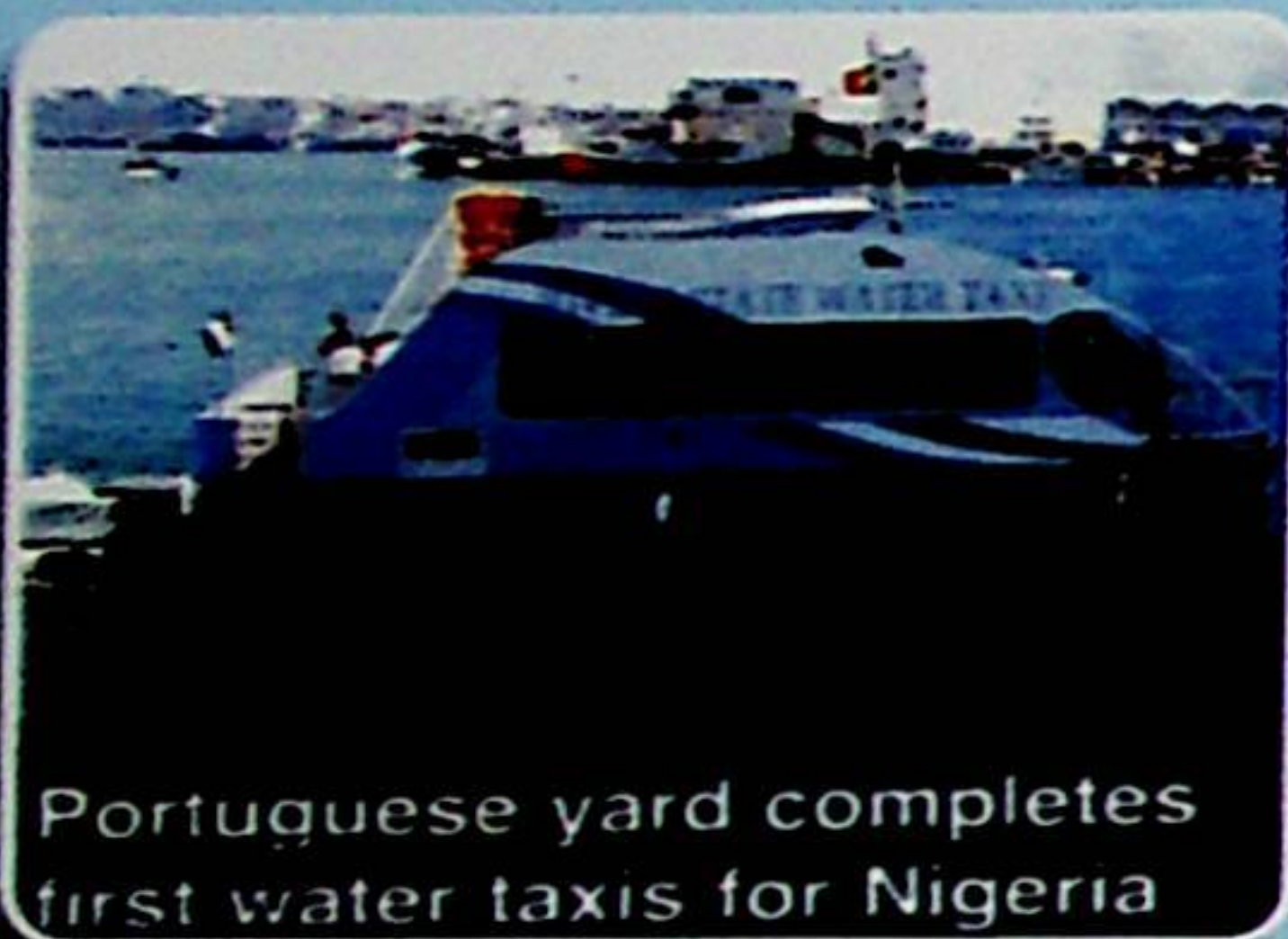
Nevertheless, to stimulate socio-economic growth and even development of the state, successive governments

transportation system to meet the aspirations of its riverine commuters.

The present administration in the State attach a high premium to the development of sustainable water transportation, and have made it one

of its focal programmes by acquiring from a shipyard in Portugal, five(5)

catamaran ferry boats (Water Taxis) with a capacity of 70 passengers each, to boost marine transportation in the state and its environ. The State Government through the Ministry of Transport is also in contact with relevant agencies to actualize some pending Federal Government approved marine projects, such as the proposed river ports to be built in Degema and Okrika, the Jetty/Marine terminal to be constructed in Ndoni, and the bifurcation of rivers Nun and Forcados Port Harcourt.



Portuguese yard completes first water taxis for Nigeria

These projects when completed will provide enormous socio-economic benefits to the people of the state. To ease the present road traffic congestion problem in the state, government is considering a ferry service in and around the Port Harcourt metropolis as part of its integrated transportation system. This will greatly enhance inter-modal connectivity



It is pertinent to state that in its determined bid to provide better marine transportation services to the people of the state, it (government) has been confronted by daunting challenges some of which are; the menace of ship/boat wrecks on our waterways, marine environmental pollution, indiscriminate dredging/sand mining activities, lack of marine signage and buoyage, sea piracy and other crimes on our waterways, use of unseaworthy boats for transportation, and shallowness of our inland waterways.

The above situation is not as a result of the inaction of the state government; but is due to the federal government shirking its statutory obligations, since in this country the control of the waterways is vested on the latter through the Inland Waterways' Decree 13 of 1997.



APPRECIATION

On behalf of the Honourable Commissioner,
we wish to express our appreciation to the
RIVERS STATE GOVERNOR,
Rt. Hon. Chibuike Rotimi Amaechi

for unquantifiable initiatives channeled towards the successful
implementation of the all important Summit.

We are highly honoured by your presence.

To our partners, Skye Bank Plc, Planet Projects Limited
and TSI Properties and Investment Limited
for their immense Financial and Technical
contributions to the ongoing
Rivers State Transport Sector Reform process.

We cannot but appreciate the good people of
Rivers State for their wonderful support.

**We are committed to driving the Transport Sector Reform.
We shall not fail!**



BUILDING A LEGACY

For over two decades, we at TSI Properties and Investment Holdings Limited have been pursuing our mission to promote the development of international standard products and services with choice investments.

In that time, amongst many other successful ventures, we have invested in the award winning hotel, **Le Meridien Ogeyi Place** in Port-Harcourt, Rivers state. We also have a stake in **Ikaba Hotels Ltd**, owners of **520 Hotels Akuma Lodge** in Ogoja, and **520 Hotels ASDAM Lodge & Spa** in Calabar, both in Cross River state. We have stakes in the companies **QR Manufacturing & Trading Company Ltd**, a manufacturer of radiators and plastic products and **DELICHEM Nigeria Ltd**.

We are now ready to hit our next milestone...the **RIVERS MONORAIL**.



PLANET PROJECTS LIMITED

Congratulates

RIVERS STATE GOVERNMENT

On

The 2nd Rivers State TRANSPORT Summit



Bus Shelter Concept



Bus Shelter on Aba Road



BRT in Lagos



Ferry for Water Transport

We deliver Public Transport (PT) Solutions across Bus, Rail, Ferry & Taxi modes;

- Feasibility Studies
- Planning, Engineering, Construction & Project Management
- Legal, Institutional and Regulatory Services
- Financial and Private Sector Participation (PSP) Strategy



Planet Projects Limited
 Plot 2, ...
 Off Acme Road
 Oshodi, Lagos
 0809225765, 01109225765

Our philosophy at PPL is to deliver creative and innovative transportation and engineering solutions, tailored to meet the needs of our clients.

An active member of the International Association of Transport Engineers (IATF)

