



Michael Mutter

Urban Development Workstream Leader

Michael.Mutter@niafng.org



Sam Adenekan

NIAF Senior Urban Planning Consultant

Sam.Adenekan@niafng.org

Freight leads for city enterprise zones

Executive Summary

- Heavy Goods Vehicle (HGV) parking off the highways designed to international standards will relieve congestion and presents opportunities for developing enterprises and jobs
- Development of a series of co-located Enterprise Zones (EZ) and Freight Logistics Hubs (FLH) along the Northern A2 corridor will stimulate business, developing growth and leading northern economic development as the “Gateway to the North”
- NIAF is supporting the development of the EZ/FLH concept and design for State Governments to implement through Public-Private Partnership (PPP) with initial concessioning underway in Kaduna State.



The Challenges

- Heavy Goods Vehicles (HGVs) currently use highways for overnight parking, servicing and transshipment causing congestion and imperilling lives
- Lack of a coordinated private sector led approach requires State leadership but agencies have limited capacity, vision and financing thus requiring a public private partnership approach
- No national context for Enterprise Zone development along national highways though 2/3 of freight traffic travels by road



The NIAF Approach

- A “Nature of Freight” survey along the northern A2 corridor confirmed an expressed need for off-highway heavy goods vehicle parking and associated Enterprise Zone facilities
- Stakeholder conferences with State, local government and freight user groups/companies and potential developers/financiers coalesced thinking around approach
- NIAF facility model has enabled rapid adaptation to emerging environment and mobilisation of multi-sectoral team of urban and PPP experts to deliver in short timeframe

The story towards Connected Cities across Northern Nigeria

As a contribution to the joint DFID/World Bank **Urbanization Diagnostic Review**, NIAF conducted surveys and analysis of the “nature of freight” along the northern A2 corridor that connects FCT to Kano.

In response to the findings, NIAF developed a **Regional Contextual Framework** for inter-connected Freight Logistics Hubs as the primary stimulus for city based Enterprise Zones. These Freight Logistics Hubs provide the necessary infrastructure to move heavy goods vehicles off the highway thus reducing congestion, with a significant impact on travel times and transport costs. Co-located Enterprise Zones create opportunities for **expanding business opportunities and the creation of jobs** at all levels, including low-skilled entry points for urban youth to enter into formalised employment and business.

Initiating the development of EZs in Kaduna, at the junction of the northern A2 corridor and the A1/A125 from Lagos, provides a strategic opportunity to coordinate freight logistics hubs at primary nodes of transit. The stimulus from Enterprise Zones with warehousing, break-of-bulk facilities, and associated commerce and services, will lead the development of economic corridors with ancillary benefits for communities and cities.

Locations for EZs along the northern A2 corridor have been identified in Kano, Kaduna and FCT with land identified for the first three sites in Kaduna State. NIAF is currently supporting the concessioning of these sites through a PPP process with the initial call for expressions of interest generating significant interest from the private sector.

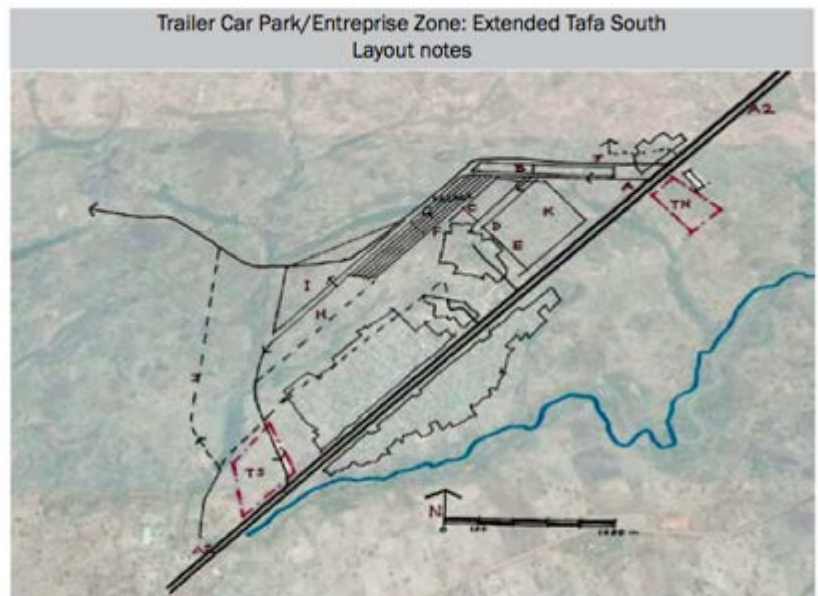


Fig 25. Layout notes for Extended Tafa South site

Key: A Entrance Gatehouse and Security	G Other Truck parking
B Admin/Union Offices.	H Future Expansion Area
C Vehicle Repair/spares	I Employment Zone, Warehousing, Break Bulk Facilities, etc
D Cafes and services, dorms	J Local Road link to adjacent sites
E Local Centre- Health Centre, Shops, Access from local roads	K Ancillary areas
F Trailer Parking Heavily Laden trucks, Long Loads in lay-by	

Nigeria National Freight Corridors

The development of EZs / FLHs along key national corridor offers an opportunity to coordinate at the primary nodes. The northern A2 corridor, with the junction of the A1/A125 at Kaduna, provides a strategic location to initiate the concept and to utilise the stimulus for enterprise associated with the HGV parking, as the start of a city based enterprise zone – with warehousing, ‘break-of-bulk’ facilities, and associated wholesale shops and markets.

The principle of coordination will enable similar hubs to be developed at Kano, Zaria, Tafa, and at the FCT-Abaji Satellite Town where in each case there is land identified for the purpose.

The NIAF led PPP process for the investments means that there will be early implementation of the concept.

