Nigeria

In **Nigeria**, transport demand is dominated by road-based travel, with private cars and motorcycles accounting for the largest share of passenger transport. The country's transport sector is the third-largest contributor to national GHG emissions, contributing 15.3% of national GHG emissions in 2023, and transport emissions have increased by almost one third from 2015 to 2023 (29.5%). Nigeria also has a very low level of access to public transport, with only 13.8% of the population having convenient access.

Efforts to address emissions include the promotion of Bus Rapid Transit (BRT) systems and cleaner vehicle technologies, such as CNG adoption. However, there is limited progress in renewable energy integration for transport. Nigeria's Nationally Determined Contributions (NDC) set targets for public transport expansion and improved vehicle emission standards. Nigeria is also in the process of developing a national walking and cycling strategy, and has plans to expand and modernise the railway transport network.

- **Income group:** Middle-income
- **Human Development Index (2023):** 0.56
- **Population size (2023):** 193.03 million — **+19.74%** (2015 - 2023)
- **Urban population share (2023):** 53.53% — **+39.26%** (2015 - 2023)
- **GDP per capita (2023):** 2 441.95 USD — **-6.73%** (2015 - 2023)
- **Share of transport and storage jobs in workforce (2023)** — **4.7%**
- **Share of women employed in transport and storage (2023)** — **2.5%**

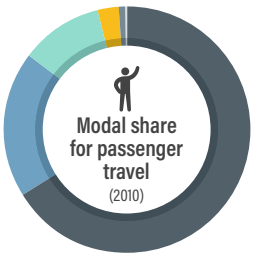
Transport Demand Trends

Passenger transport activity

405 300

million passenger-km in 2010

— (2015 to 2023)



10.7%	Motorcycles
66.3%	Private cars
19.2%	Taxis
0.6%	Light buses
3.0%	Coaches
0.2%	Rail

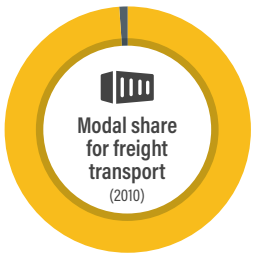
SDG 9.1

Freight transport activity

68 000

million ton-km in 2010

— (2015 to 2023)



99.0%	Trucks
1.0%	Rail

SDG 9.1

Transport energy consumption (2022)

864 836 TJ

+0.4% (2015 to 2023)

Oil products

100% of total transport energy consumption

Per capita fossil fuel subsidies (2022) SDG 12

96.8 USD per capita

Fuel quality standards (2022)

15-50 ppm

Average light duty vehicle fuel consumption (2022)

No data

Lge/km

Road traffic fatalities (2021), **WHO estimates** SDG 3.6 — **17.2** deaths per 100,000 people (18.7 Regional, 15.0 Global)

Road traffic fatality cost as percentage of GDP (2021) — **4.4%**

Premature deaths linked to transport air pollution (2019) SDG 11.6 — **0.6** deaths per 100,000 people (1.0 Regional, 2.3 Global)

Contribution of transport to air pollution (2019) — **2.6%**

Transport Emission Trends

Transport GHG emissions (2023)

59.0

million tonnes of CO_2 equivalent

+29.5% (2015 to 2023)

-3.1% (2022 to 2023)

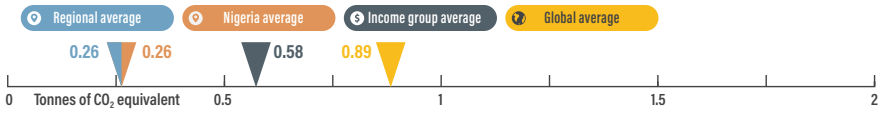
2015 — 2023

Per capita transport GHG emissions (2023)

0.26

tonnes of CO_2 equivalent per capita

PER CAPITA EMISSION COMPARISON

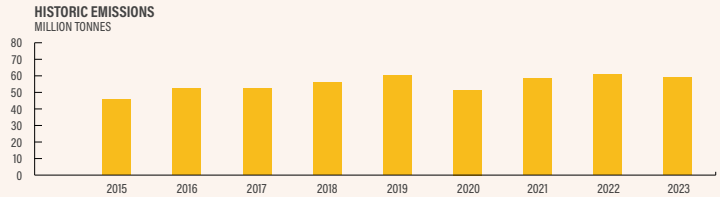


Transport is the third-largest GHG-emitting sector in the country in 2023.

Transport Decarbonisation Pathways

Transport strategy identifies climate change	✓
Long-term strategy submitted to UNFCCC	✓
NDC submitted:	1st and Updated NDC
NDC highlights transport for GHG mitigation	✓
Transport mitigation targets in NDC	✗
Other non-emission related transport targets in NDC	100,000 extra buses to be introduced by 2030 Bus Rapid Transport will account for 22.1% of passenger-km by 2035 25 % of trucks and buses using CNG by 2030
VNR highlights transport	✓ 2020 VNR with transport linkages to SDG 2, SDG 4 and SDG 9

Transport GHG emissions from 2015 to 2023



Transport actions in VNRs

- Improve access to schools
- Rural road development

Transport actions in NDC

Mitigation

- Bus Rapid Transport
- LPG/CNG/LNG
- Vehicle air pollution emission standards

Adaptation

Policy Areas: Indicators and Targets

Integrated Transport Planning

National urban mobility framework (2024)	✕
Sustainable urban mobility plans (2024)	✕
Number of sustainable urban mobility plans (2022)	✕
Low emission zones (2022)	✕

Adaptation and Resilience

ND-GAIN Index (2022)	39.41
Vulnerability score for infrastructure (2022)	0.21

Walking

Walkability Score (2024)	0.06
National walking strategies (2024)	✓

Target

- In progress

Cycling

Cycling infrastructure in capital (2022)	–
Percent near protected bikeways (2024)	0%
Bike sharing systems (2024)	2
National cycling strategies (2024)	✓

Target

- In progress

Public Transport

Bus rapid transit (2024)	22 km of total length in 1 city
Bus rapid transit daily passenger volume (2024)	200 000 passengers per day
Urban rail (LRT, metro, tram) (2024)	66.7 km in 2 cities
Proportion of population that has convenient access to public transport (2020) SDG 11.2	13.38

Intercity Rail

Rail network (2015)	3 528 km
Rail travel activity (2005)	173.632 million passenger-km
Rail freight activity (2005)	76.926 million ton-km
High-speed rail	–
High-speed rail travel activity	–
National plans for passenger and freight rail expansion (2024)	✓

Target

- To boost intra-African trade as envisaged by the African Continental Free Trade Area (AfCTA)
- The second phase of the 1,315-kilometre Nigeria Railway Expansion and Modernisation Plan envisages linking Lagos to Abuja and then Kano through Minna and Kaduna.

Road Transport

Total road vehicles in use per 1,000 people (2020)	54.8
Road vehicle fleet growth (from 2015 to 2020)	2763%
Rural Access Index (2019) SDG 9.1	85 RAI PST
Diesel prices (2022)	0.70 USD per litre
Gasoline prices (2022)	0.66 USD per litre

Aviation

Air passengers carried (2021)	4.5 million people
Air freight activity (2021)	1.6 million ton-km
Carbon-accredited airports (2023)	1
of which carbon neutral:	none

Shipping

Logistics Performance Index (2023)	2.6
Liner shipping connectivity index (Q4 2024)	20.8
Container port traffic (2020)	1528 520.0 TEU

Transport Energy Sources

Biofuel blend overall mandate (2023)	–
Biofuel blend biodiesel mandate (2023)	20.0%
Biofuel blend ethanol mandate (2023)	10.0%
Carbon intensity of electricity (2023)	508.82 gCO_2/kWh
Renewable energy (biofuels and electricity) share in transport (2022) SDG 7.2.1	0.0% of total transport energy consumption
Biofuels (2022)	–
Electricity (2022)	–
Targeted renewable power share	–

Vehicle Technologies

Emission standards for LDVs (2024)	Euro 4 and above
CO2 emissions performance for passenger cars (2024)	–
Targeted CO_2 emissions performance (2024)	No target set
Regulatory environment ranking on used vehicles (2024)	Good
Electric vehicles stock for passenger cars (2023)	–
Share of electric vehicles in car sales (2023)	–
ICE phase-out targets	✕
Electric vehicles stock for vans (2023)	–
Electric vehicles stock for trucks (2023)	–

This fact sheet is part of the SLOCAT Transport, Climate and Sustainability Global Status Report – 4th Edition. The country fact sheets have been made possible thanks to financial support from the ClimateWorks Foundation. Information presented in this fact sheet is based on desk research and may not be complete or reflect the most recent status. Data has been collected to the best of our knowledge and availability. Where no information could be retrieved, the indicators are shown in grey. The content does not represent the views of the SLOCAT Partnership on Sustainable, Low Carbon Transport or the ClimateWorks Foundation. For more information, please visit **gsr4.slocat.net**.

Supported by: Drive Electric CAMPAIGN

List of acronyms

GDP	Gross-domestic product
HDV	Heavy-duty vehicle
ICE	Internal combustion engine
kWh	Kilowatt-hour
LDV	Light-duty vehicle
LRT	Light-rail transit
NDC	Nationally determined contribution
PST	Primary, secondary or tertiary roads
TEU	Twenty-foot Equivalent Unit
UNEP	United Nations Environment Programme
UNFCCC	United Nations Framework Convention on Climate Change
VNR	Voluntary national review of the Sustainable Development Goals
WLTP	Worldwide harmonised light vehicles test procedure