Transport: Nigeria Transport Demand

The total average passenger distance travelled in 2015 4,584.13 km per year (excluding trips abroad) by various modes of transport. These different modes all have different emissions associated with them. This lever therefore changes both the total demand for travel in km per person and the proportion of this distance travelled by each mode to explore how such 'modal shifts' can contribute to the Nigeria's overall emissions. Other factors affecting emissions from this sector are the occupancy (number of people sharing the same vehicle on a journey) and range (how much distance can be covered by one vehicle) by each mode of transportation.

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Level 1
Generally, people increases their total distance travelled each year but have no ambition to change the way in which they move around the country.

Level 2
Travel demand remains the same as the base year. Incentives such as the Cycle to Work Scheme encourage people to shift from car travel to cycling and rail.

Level 3
People are more willing and able to work from home and use delivery services, and so reduce the amount they travel.

Level 4
A greater shift to cycling is made possible by cycles increasing trip distance, and incentives for cycling. Rail travel exceeds and use of public transport reduces the reliance on car travel

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Default Timing Start Year: 2025 End Year: 2050

Sub-Lever	Units	2015	Level 1	Level 2	Level 3	Level 4
Domestic passenger travel	Psg km. / person	4,584	13,500	12,000	10,500	9,000
Share of passenger travel						
Walking	share	2%	2%	2%	2%	2%
Cycling	share	4%	3%	3%	3%	3%
Car	share	72%	70%	58%	51%	40%
Bus	share	19%	20%	22%	23%	25%
Rail	share	1%	1%	9%	14%	21%
Aviation	share	2%	5%	7%	8%	10%
Car Occupancy/sharing	Psg / Vehicle	5	4	3.8	3.5	3

Domestic Annual Passenger Distance Travelled