

**COMMUNIQUE ISSUED AT THE END OF THE**  
**TOURISM TRANSPORT SUMMIT AND EXPO**  
**HELD AT THE INTERNATIONAL CONFERENCE**  
**CENTRE, ABUJA FROM MONDAY 21<sup>ST</sup> TO**  
**TUESDAY 22<sup>ND</sup> MAY, 2018.**

**1.0 PREAMBLE**

In its drive to reposition the economy through a vibrant Transportation and Tourism sector, the Federal Government, at the 15th National Council on Transportation (NCT) Meeting in Sokoto approved the annual hosting of the Tourism Transport Summit owing to the obvious synergy existing between Tourism and Transportation and the need to create awareness among stakeholders in the two industries for both public and private sectors so as to explore and tap from the inherent benefit of the synergy. Council directed the Ministry of Transportation and other Government and Non-Government Agencies, including the Organized Private Sector (OPS) to promote tourism and collaborate with the Institute of Tourism Professionals (ITP) in holding the National Tourism Transport Summit and Expo as an annual event.

**1.2** What culminated in the successful hosting of the maiden edition of the Annual Tourism Transportation Summit and Expo came about as a result of the concerted efforts of the support and collaboration of the Federal Ministry of Transportation and the Federal Ministry of Information and Culture as well as critical stakeholders in the private sector of the industry.

**1.3** The Theme of the 2018 Summit and Expo is *Tourism and Transportation, the Key Sectors for Sustainable Growth and Development* and has the following Sub Themes: *Tourism and Transportation Interdependencies for Mutual Growth and Sustainable Development; Potentialities of Developing Regional Inter-Connectivity in Transportation and Inter-Modal Connectivity; Traveler Safety and Security; Licensing Regulations and Oversight – Meeting the International Standards for Sustainable Development of the Transportation and Tourism*



***Industries; Marketing Destination Nigeria - What Role for the Transportation and Tourism Sectors; Public Private Partnership and Investment in the Tourism and Transportation Sectors - Prospects and Challenges; Development of Critical Infrastructure and the Ease of Doing Business in Nigeria - The Case of Tourism and Transportation Industries; and Building Capacity for Global Best Practices in the Tourism and Transportation Sectors.***

**1.4** The Summit and Expo drew participation from major key players and stakeholders in the Transportation and Tourism sectors such as the Air Transportation; i.e. Airlines, Tour and Travel Operators; Administrators and Policy Makers of the Aviation industry; the Maritime industry which includes Sea Transport, Boats and Sea Cruising Operators; Road Transportation including major transport owners, Car Hire Services, Uber, NURTW, RTEAN, Road Traffic and Safety Agencies including the FRSC, Motor Insurance Companies; State Transport Ministries and Agencies; Rail Transport Services; Operators of the Tourism and Hospitality industry including NTDC, NIHOTOUR; Tourism Resort Operators, National Parks Services; Museums and Monuments, State Tourism Ministries and Management Boards, Conferences, Festivals and Tourism Events Managers; Hoteliers, Restaurants and Fast Food Operators; Writers and Journalists of Tourism, Hospitality, Creative Arts and Culture, Motor and General Transportation Matters; Other line ministries and Agencies including Federal Capital Territory Administration and its Agencies, Federal Ministry of Education, Federal Ministry of Budget and National Planning, Federal Ministry of Industry, Trade and Investments, Federal Ministry of Environment, Office of the Accountant General of the Federation, Infrastructural Concessioning and Regulatory Commission, Foreign Embassies and High Commissions International Organizations based in the country, Tourism and Transportation experts in the Academic Communities as well as service providers in the Finance, Banking, Oil and Gas industries.

**1.5** The Summit was declared opened by the Hon Minister of Information, Culture and Tourism, Alhaji Lai Mohammed ably represented by the Permanent Secretary of the Ministry, Deaconess Grace Gekpe who emphasized on the inherent benefits derivable from the synergy between Tourism and Transportation and urged participants to extensively explore all means and strategies and come up with solutions to the growth and development of the two sectors for the socio-economic benefits of the country. Goodwill messages were read by Federal and State Ministries, Departments and Agencies such as the Accountant General of the Federation, Director General of NIMASA, Commissioners of Tourism Yobe and Nasarawa States, etc.; International Organizations, Universities and Captains of the Industries from the Organized Private Sector, The Summit was officially closed by the Hon Minister of State, Aviation, Sen. Hadi Sirika who called for greater



collaboration and cooperation amongst operators of the two industries in both public and private sectors to grow the national economy.

**1.6** Paper presentations were made on the basis of the Sub Themes of the Summit and presented thus at the plenary sessions: A) ***Tourism Interdependencies for Mutual Growth and Sustainable Development*** with the following paper presentations; i. 'NPA, Providing Efficient Port Service for Resilient Growth and Economic Development of the Transportation and Tourism Industries' ii. 'NAN as a platform for the Dissemination of Balanced Reportage for Sustainable Travel and Tourism Industry in Nigeria' iii. 'Creating Symbiotic Relationship between Voice of Nigeria and the Travel and Tourism Industry in Nigeria' B) ***Marketing Destination Nigeria – What Role for the Transportation Sector?*** With the following paper presentations; The Opportunities and Challenges of Selling Nigeria to Nigerians for a Robust Domestic Tourism in Nigeria – NTDC; ii. Grassroots Mobilization of Nigerians for Sustainable Domestic Tourism for Peace, Stability and Economic Diversification – FRCN; iii. Marketing Destination Nigeria – The Role of International Hotel Brand – Transcorp Hilton Hotel; iv. The National Festival of Arts and Culture (NAFEST), as a Veritable Platform for the Promotion of Creativity and Cultural Identity. C) ***Building Capacity for Global Best Practices in the Tourism and Transportation Sectors*** With the following paper presentations; i. Building Capacity for Global Best Practices in the Tourism and Transportation Sectors – NIHOTOUR (Best IATA Training Center in Africa); ii. NCAT – (The foremost Aviation Training Institution in Africa) The Systematic Development and Maintenance of the 'People Ware' in Systematic Improvement and Broadening of Knowledge and Skills in the Aviation Industry. iii. Building Capacity for Global Best Practices in the Tourism and Transportation Sectors – NITT; iv. Transport and Tourism Industries, Key for Economic Transformation of Nigeria - CILT; Building Human Capacity for the Transportation and Tourism Sectors for Sustainable Economic Growth in Nigeria – NOUN. D) ***Licensing, Regulations and Oversight – Meeting the International Standards for Sustainable Development for the Transportation and Tourism Industries.*** With the following paper presentations; i. 'Licensing, Regulations and Oversight – Meeting the International Standards for Sustainable Development for the Transportation and Tourism Industries' – NIHOTOUR; ii. The Role of the National Transport Policy for Sustainable Transportation and Tourism Development in Nigeria; - NITT. E) ***Inter Modal Connectivity, Traveler Safety and Security.*** With the following paper presentations; 'Best Practice in Civil Aircraft Accident Prevention and Investigation for Sustainable Development of the Transportation and Tourism Industries' – AIB; ii. 'Maritime and Tourism Connectivity and Opportunities for Social Economic Development' – NIMASA; iii. 'Efficient Inter-Modalism- Panacea for Economic Growth and Recovery' –



NCAA; iv. The Importance of Highway Safety to the Sustainable Development of the Transportation and Tourism Industries' – FRSC. F) **Development of Critical Infrastructure and the Ease of Doing Business in Nigeria – The Case of Transportation and Tourism Industries.** With the following paper presentations; Inland Dry Port for Sustainable Growth and Economic Development of Transportation in Nigeria. G) RTEAN, High Chief Musa Shehu Isiwele, Rep. by Chief Henry Ugwu: **The Role of Transportation and Tourism in Socio-Economic Development.**

## 2.0 OBSERVATIONS

From the papers presented, Good will messages and comments by participants during the interactive sessions, the following observations were made which were noted:

- 2.1 That over the years, effective synergy has been lacking in the transport and tourism industries. This makes the hosting of the transport and tourism conference imperative and key to current efforts of the Government to diversify the economy.
- 2.2 That for any industry as transport and tourism to succeed, there must be a body of knowledge to drive the sectors.
- 2.3 Transport is a fundamental enabler of tourism and therefore a prerequisite for developing tourism in any country.
- 2.4 A major condition for the exploration of the tourism potentials of any city or country is the efficiency, safety, security and sustainability of its transportation system. Prevailing circumstances on the non-availability of this condition may have been responsible for the low tourism patronage of Nigeria and its cities.
- 2.5 That even though, there are over 1 billion tourism arrivals worldwide and which is expected to grow up to 1.6 billion by 2020 and a projected revenue of 1.5 trillion dollars, Nigeria may not be able to tap maximally from these benefits giving our current low status in tourism activities.
- 2.6 The approval of the National Transport Policy and consequent implementation represent a land mark requirement to enhance efficient sustainable transportation with symbiotic benefits to the tourism industry in Nigeria.



- 2.7 The economic, environmental and social imperatives of the National Transport Policy need mainstreaming in the interdependency of the transport and tourism industries.
- 2.8 The success story of Switzerland in their inter modal/multi modal connectivity remains a good example to learn from in promoting tourism in Nigeria.
- 2.9 For transportation to become a truly fundamental enabler of tourism there must be a shift from the current isolated transportation practice to a more efficient and effective intermodal transportation practice.
- 2.10 Airlines in Nigeria pay about 37 different types of taxes, which is a major contributing factor to high cost of airfares in Nigeria. Cost of air fare can be reduced to affordable cost if these taxes are substantially reduced or cost of air transport subsidized, especially during festivals.
- 2.11 That the reckless driving culture, presence of rickety vehicles on the roads and indiscriminate parking habits especially on walkways, constitute great nuisance for tourism to thrive.
- 2.12 Transport systems linking tourism destinations, heritage sites, and cultural festivals in Nigeria needs serious attention if tourism is to earn greater revenue for Nigeria.
- 2.13 That deficit of tourism data is a major problem to tourism development in Nigeria.
- 2.14 Nigeria is yet to come to term and see tourism as a major driver of the economy.
- 2.15 There is gap instead of synergy between practitioners and the academics in the transport and tourism industries as is observed in this summit where the academics are just a drop.
- 2.16 There is gross underutilization of the country's waterways both for transportation and tourism.



- 2.17 Too many individuals and institutions are claiming ownership of transport and tourism business in Nigeria.
- 2.18 The appointment of non-professionals to head and lead government Transport and Tourism institutions greatly limits growth and development of the sectors.
- 2.19 The low level of marketing in the tourism and transport industry needs to be improved and intensified with government leading the drive.
- 2.20 The inter-modal operational system prevailing at the airports and sea ports needs to be improved for better effective and efficient performance and service delivery.
- 2.21 The transportation sector should be seen as a social security service sector because profitability from the sector may not be as viable as to command the robust investment required of the private sector.
- 2.22 The over dependence on individual car mobility instead of a functional public transport system has left the country's land transportation system saddled with series of unwholesome challenges.

### **3.0 RECOMMENDATION**

In line with the above observations, participants resolved and adopted the followings:

- 3.1 That stakeholders in the Transport and Tourism sectors in Nigeria should support and facilitate the hosting of this summit annually in line with the resolution of the NCT.
- 3.2 Stakeholders in the Transport and Tourism industries, especially Government Agencies, should remove all barriers hindering effective synergy for a sustained and robust symbiotic relationship in developing Transport and Tourism.
- 3.3 Approval of the National Transport Policy and its implementation is long overdue. Further delay is detrimental to the objectives for which it was set



out to achieve. Summit therefore directs that it should be immediately approved.

- 3.4 Transport and Tourism Agencies should take responsibility to develop platforms for collation, analysis and publish appropriate data for the industry.
- 3.5 The Federal Ministries of Transportation, and Information and Tourism should facilitate the possibility of having tax rebate or subsidy for the aviation industry to reduce cost of air fare locally, especially during festive seasons to encourage patronage and decongest the roads.
- 3.6 The Transport Secretariat under the Federal Capital Territory Administration should come up with a modern Transportation system that makes mobility of people and traffic systems within the Territory convenient, safe and secure for commuters.
- 3.7 The Federal Road Safety Corps and State Traffic Management Agencies should up their game in addressing road safety issues particularly along routes to tourist destinations and public facilities that enjoy international patronage.
- 3.8 Training Institutions and Agencies such as NIHOTOUR, NITT, NCAT, NICO, ITP, etc. should intensify publicity of their training Programmes and Courses to personnel in Transport and Tourism sectors to enhance capacity development for quality service delivery in the two sectors.
- 3.9 As a matter of necessity, the Federal Ministry of Works and State Governments should pay attention to roads leading to tourist and heritage sights to ensure they are in best motor able conditions.
- 3.10 In promoting Tourism Education, Government Agencies like NIWA, FAAN, NPA, NRC, etc. should partner the Organised Private Sector in a Public Private Partnership collaboration for the training of its personnel on Tourism-Transport related issues for the benefits of the two sectors.



- 3.11 Subsequent Transport and Tourism Summit should bring together more academicians to share knowledge with practitioners in the two industries.
- 3.12 More collaboration and synergy should be encouraged between Training Institutions such as NIHOTOUR, NITT, NCAT, NICO, ITP, CILT on the one hand, and relevant Ministries, Departments and Agencies (MDAs) at both Federal and States levels such as Ministry of Transportation, Aviation, Tourism and Culture, FAAN, NCAA, NIMASA, NPA, NRC, FRSC, NURTW, RTEAN, NTDC, NGA, NCMM, NCAC, etc. on the other in coordinated personnel training that will enhance performance and quality service delivery in the industries.
- 3.13 Stakeholders should work with NIMASA and NIWA to invest in maritime related tourism businesses such as Cruise Boating, Beach Resorts, Maritime Parks, Pleasure Boating, Jet skiing, Sports fishing, Wind Surfing, Coastal Hiking and Rift Walking, Underwater Photography, Diving and Snorkeling, etc.
- 3.14 There should be a National Survey on training and skill requirements in tourism and transport industry. It is suggested that stakeholders should work with NITT on this.
- 3.15 The Federal Ministry of Information and Tourism, ITP and NIHOTOUR should work with state governments along the Coastal Lines to develop Sea Side Tourism.
- 3.16 Government should invest adequately in road transport to augment private sector involvement because of low profit from the sector due to its social security service nature.
- 3.17 Government appointments in the Transportation and Tourism industries should take cognizance of professional expertise rather than pure political considerations.



- 3.18 The implementation of the National Transport Policy, when approved, should take cognizance of the tourism component.
- 3.19 NIWA and NIMASA should collaborate to arrest boat mishaps and associated fatalities and make the waterways safer for users.

#### 4 CONCLUSION AND AJOURNMENT

Stakeholders and participants from the Transport and Tourism industries who participated in the Summit commend the initiative of a unified stakeholder platform to drive Tourism and Transport as the fundamental factor for the growth and development of the industries, and by extension the national economy. To this end, it was unanimously agreed that the initiative be sustained and stakeholders from Government and the Organized Private Sector should commit resources to support its sustenance. This will further ensure a robust synergy envisaged between the respective organs of government, academics and the private sector and uplift the nation's Transport and Tourism sectors to an enviable level and position.



A red ink signature, appearing to be "Hadi Sirika", written over a horizontal line.

**Sen. Hadi Sirika**  
Hon. Minister of State for Aviation

A green ink signature, appearing to be "A. Odusanwo", written over a horizontal line, with the date "6/7/18." written next to it.

**Chief Abiodun Odusanwo FITP**  
Chairman Main Organizing  
Committee