

Domestic Passenger Travels

In 2010, 6,000km/year with 90% of passenger movements were by road with car taking the dominant position. Fossil fuel still dominated as the only source of fuelling. The future of domestic travel will still largely be due to economic activities and increase in population with more people travelling further than today.

Level 1

In 2050, the energy demand will increase significantly with passenger travel double (12,000km) compared to the base year 2010. The mode of transportation is 50% by Cars, 20% by Buses, 1% by Trains, 20% by Motorcycles/Tricycles, 3.5% by Bike/Walking, 0.5% Ferry and 5% Aeroplane of the modal share.

Level 2

The energy demand decrease by 10% compared to Level 1. The mode of transportation will decrease for Cars and Motorcycles/Tricycles, and increases for Buses, Trains, Bike/Walking, Ferry and Aeroplane. The share of Train increases from 1% in level 1 to 8.1% in level 2.

Level 3

In 2050, there is continuous decline in energy demand due to a shift to more energy efficient vehicles and decline in the use of cars and motorcycles/tricycles. The proportional share of cars and motorcycles/tricycles will reduce to 40% and 10% respectively, while the share of buses and train increase to 23% and 13% respectively.

Level 4

This level assumes a significant increase in the use of aeroplane for passenger travel compared to level 1, the share of aeroplane will be 10% compared to 5% as of today. Share of cars will reduce to 35% and motorcycles/tricycles will reduce to 5%. Buses and train will contribute a about half of the total travels.

Interaction

The emission reduction in the sub-sector will be made possible if the fuelling is taking from low carbon options.



Domestic train transport in Nigeria

