



LAGOS STATE GOVERNMENT

GUIDELINES FOR ON-LINE HAILING BUSINESS OPERATION OF TAXI IN LAGOS STATE.

2020

***PRODUCED BY THE LAGOS STATE
MINISTRY OF TRANSPORTATION***

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INTRODUCTION

Lagos State is by all indices and standards the economic hub of Nigeria and indeed West Africa. The status of Lagos as an economic nerve center is further enhanced by its proximity to the Atlantic Ocean which makes it a natural host to the busiest sea and air ports in Nigeria. This made the State a very attractive zone for both foreign and local investments as well as for entrepreneurship growth. Equally, a well over 60% of Value Added Tax (VAT) is realized from Lagos and this scenario has created a lot of avenue for different businesses and people from various parts of the country, other African countries and the world to migrate to Lagos State for a source of livelihood and as an avenue to expand their business frontier.

The surge in human movement from various parts of the world to Lagos State and the various activities embarked upon by different organizations and individual made Lagos polymorphous society just like any other developing economy.

Thus, there is need for the authorities to have a clear cut policy on transportation sector as transportation is one of the essential ingredients to aid commerce, business development and movement of people to various destinations.

In view of the above statement, there is an urgent need to upgrade the existing guidelines for the operation of Taxi Business in Lagos State based on the reality of insecurity and safety confronting the sector as people of questionable characters have hijacked the process which has resulted into increased road crashes, kidnapping, robbery, pollution and insecurity, thereby eroding the confidence of the general public in Taxi business.

Consequently, there is need to curtail and curb the ugly incidence in order to restore safety, standard, sanity and security of lives and properties as well as prompt public confidence into the scheme. The Lagos State Government has put in place various measures to upgrade the existing guidelines for the operation of Taxi Business to ward off the security challenges in the sector.

Part 1

PROBLEM IDENTIFICATION

The problems confronting the operation of Taxi Business are enormous, ranging from violation of operational regulation introduced by the Ministry, increased road crashes and accidents, lack of proper training and education of the drivers on road traffic rules and regulations, lack of proper maintenance of the Vehicle by the operators, disregards to the required capacity, disregard to the route restrictions in line with the Transport Sector Reform law, (2018), and lack of comprehensive data base of operators.

The challenges confronting the operation of Taxi Business could be attributed to lack of proper monitoring of the activities of the operators and drivers.

The flagrant disobedience to road traffic rules and regulations by the drivers is unacceptable and all necessary steps must be taken to bring safety, sanity, standard and security back to the operation of the Business. Thus, there is need to introduce accreditation scheme/registration that will have all the necessary and significant data of operators, drivers and the number of registered Taxi details of which will include the route and tag numbers. This exercise will go a long way to curb the excesses of the operators and drivers in the State.

PART 2

GOALS, OBJECTIVES AND TARGETS

A. GOALS

- i. Enhance the safety, standard, sanity and security of lives and properties on Lagos roads.
- ii. Reduce or eliminate illegal Taxi Business operation in the State.
- iii. Promote a public transport (formal and informal taxi operations) culture in accordance with the road traffic rules and regulations.
- iv. Reduce or eliminate avoidable carnage and curb kidnapping through unidentified operators.
- v. Promote sustainable development of traffic management and transportation to aid planning processes.
- vi. Develop a robust data base of the Operators, Drivers and App developers/deployers

B. OBJECTIVES

- i. To ensure free flow of traffic on Lagos roads and to prevent loss of lives.
- ii. To obtain accurate and distinct data base of all taxi operators and drivers in the State.
- iii. To sanitize Taxi Business and App Deployment.

C. TARGETS

- i. To enhance compliance with road traffic rules and regulations in line with the Transport Sector Reform Law, (TSRL), 2018.
- ii. To Ensure conformity with the global standard in operation of the Taxi scheme.
- iii. To Promote the safety of lives and properties on Lagos roads.
- iv. To ensure training and professionalization of Taxi Operators.

PART 3

TAXI STANDARDS

3.1 RELEVANT LAWS

- i. Section 16: Prohibition of use of Unregistered or Unmarked vehicle
- ii. Section 19: Owner to be responsible for condition of vehicle.
- iii. Section 50: Careless and Inconsiderate Driving.
- iv. Section 51: Reckless or Dangerous Driving.
- v. Section 192 (1,2&3): Registration and Licencing of Vehicles.
- vi. Part XI (General Provision):

“Commercial Vehicle” means a hackney, a stage carriage, a tractor, and any motor vehicle primarily designed for the carriage of goods or passengers, excluding any such vehicle used exclusively for carrying the personal effects of the owner.

“Prescribed Particulars” means in relation to any vehicle, the driver’s licence of the driver, the rider’s card, the vehicle registration, the vehicle licence, roadworthiness certificate, certificate of insurance of the vehicle, hackney licence, and stage carriage licence or any other document required by law to be obtained in relation to the vehicle”

“Vehicle” means carriages, wagons, carts, motorcycles, tricycles, vans, lorries, trailers, handcarts, sledge, trucks barrows, and all other machines for the carriage of goods or persons”

- vii. Section 319: “Power to Retain Driver’s Licence in certain circumstances”
- viii. Section 323: “General Penalty”
- ix. Schedule 1, Section 1 (C): “Professional Driver” includes paid driver.
- x. Schedule 1, Section 326 (10): Examination of private vehicles.
- xi. Schedule 1, Section 326 (20): Fares, Time-Table, etc.
- xii. Schedule 1, Section 326 (32): Drivers shall not stop vehicle longer than necessary.
- xiii. Schedule 1, Section 326 (33): Drivers shall not refused to be hired without reasonable excuse.
- xiv. Schedule 1, Section 326 (35): Limitation of Number of passenger.
- xv. Schedule 1, Section 326 (38): Offences in vehicle.
- xvi. Schedule 1, Section 326 (40): Commercial Vehicle Operator Licence.
- xvii. Schedule 1, Section 326 (41): Prohibition of Unauthorized Marks, Painting, etc.
- xviii. Schedule 1, Section 326 (42): Registration and Certification,
- xix. Schedule 1, Section 326 (43): Maximum period of Driving Commercial Vehicle (not more than 51/2 hours of continuous driving and 10_{1/2} hours in any period of 24hours).
- xx. Schedule 1, Section 326 (45): Power to Inspect.
- xxi. Section 326 (2): Licence to operate Taxicab in the State.
- xxii. Section 326 (3): Application for a licence.
- xxiii. Section 326 (4): Grant of a Licence.
- xxiv. Section 326 (5): Taxicab Licence.
- xxv. Section 326 (5): Taxicab Licence Renewal.

3.2 Lagos State Taxi System Model

1. The Taxicab Licence system is a value added franchise scheme that enables the Franchisees (Taxicab Licence Owners) to render taxi services by creating and /or having assistance in Organising, training, advertising, merchandising and/or clientele in exchange for a defrayment of cost, royalties or commission.
2. The Taxicab licence shall be the authority to operate taxi business and the licence shall be affixed on the vehicle.
3. The operation of Taxi business is divided into the following categories:
 - a. **Service Entity:**

This is an App developer (i.e Uber, Bolt etc) who does not operate or own any vehicle but manage and connect taxi owners and the commuters by using its App as an operational platform.
 - b. **Taxi and App Operators:**

This is an individual/organization who own and operate both the vehicle & the App. Such individual/organization is the owner of the fleet as well as the owner of the App and might also have other third-party (vehicle from different owner) fleet in its operation.

The proposed Taxi System model will afford the single Franchisee that has enlisted under the Lagos State Taxi Drivers and Cab Operators Association (yellow Taxicab) and the corporate franchisee to add values and offerings that will support the business development targets of Taxi Scheme.

The Taxicab Licence system will also create other opportunities for franchisees to have access to bulk, discounted service offerings and partnership to generate income and collect such effectively, thereby creating a formal and robust taxi industry – a Lagos Taxi Exchange.

The taxicab licence shall be a tradable commodity and shall not expire but renewed annually. Taxicab licenses shall correspond in quantity to the number of taxicabs in circulation as well as respond to the forces of demand and supply in such manner to guarantee sustainability. Within the franchise arrangement there shall be only two e-Hailing classes:

3.3 Licensing

The Taxicab Licence shall be the Authority to operate a Taxi Services (for either of the two categories) In Lagos State.

- i. It shall be affixed on a vehicle specification and/or operational lifespan and is owned and/or in the fleet of a taxi franchisee as provided for in the policy.
- ii. The Ministry shall issue taxicab/App operating licence and other licenses so prescribed from time to time by this policy at a prescribed fee for the operation and provision of taxicab services.
- iii. The licence shall be issued to an individual, firm, partnership, corporation, cooperative and association with a franchise to operate under the Lagos State Taxi system.
- iv. All issued taxicab licences shall be registered with the ministry and any search in respect of a taxicab license.
- v. Every taxicab shall have a taxicab license instrument which shall be fixed to the space provided for such in the taxicabs.
- vi. Every taxicab shall have a taxicab vehicle number plate system which shall be related to the taxicab license and shall be affixed to the space provided for number plates on the taxicabs (vehicle).
- vii. A vehicle that is not affixed with a taxicab licence shall not render taxi services, and such vehicle shall not be flagged down on the street for passenger pickup, solicit for passengers/customers, be at a taxi park, or be at a location in order to scout for or solicit for passenger.
- viii. The minimum price of a taxicab licence shall be determined by the Ministry from time to time based on market demand and supply forces.
- ix. The taxicab licence shall be a tradable commodity and shall not expire but renewed annually.
- x. Taxicab licences shall correspond in quantity to the number of taxicabs in circulation.

3.3.1 Licencing Authority

- i. A franchisee may only remove the taxicab licence instrument from the vehicle for the purpose of taxicab licence instrument to the designated Ministry office.
- ii. As from the commencement of this policy, no person shall operate or permit another to operate or not having been licensed operates for hire **a taxicab in Lagos State unless authorized to do so under this policy and in accordance with the TSRL, 2018.**

3.4 Application for Taxicab Operator Licence

Pursuant To Policy 1 and 2 Above;

- a. An application for the grant of a taxi franchise under the provisions of this regulation shall be made in the prescribed form and manner and shall be filed with the Ministry.
- b. The date and time of the receipt of each application shall be noted and recorded by the Ministry.

3.5 The Lagos State Taxi Exchange

The taxicab licence shall be a tradable commodity. The Ministry shall oversee/facilitate the operation of an orderly, transparent and efficient market for the sale and transfer of taxi licence through a taxi exchange system for the assignment of the rights to operate the taxicab licences.

3.6 Additional Licenses

The Ministry shall issue additional taxicab license only as follows:

- i. The Ministry may, upon its own motion or directive of the State Government conduct public hearings to determine whether the public convenience, welfare and necessity require the operation of additional taxicabs. Notice of such public hearing shall be published in at least two Daily National Newspapers.
- ii. If the Ministry determines that additional taxicabs are necessary it shall certify the number of new licenses to be granted.
 - a. The granting of new licenses shall rest on the principle of demand and supply forces.
 - b. Not more than one such public hearing shall be held during any calendar year.
 - c. Additional taxicab licenses shall not be more than one (1%) percent increase from the current level except there is a Lagos State Government Executive Council approval for the additional taxicab licenses to be more than the specified percentage
 - d. The Ministry through the Commissioner shall seek the approval of the Governor for the addition of more taxicab licenses.

3.7 The Propose Policy for the State Taxi System

- i. In making its determination, the Ministry shall consider among other things the traffic and transportation demand for the services, the effect upon traffic, the public demand and socio-economic implications among others.
- ii. The number of additional taxicab licence determined shall be allocated by auction or as may be determined by the Ministry.

- iii. If any allottee does not accept his allotted license within thirty (30) days, its allocation shall be allocated to new applicant in the same manner or **held in trust** by the Ministry.
- iv. At the commencement of this policy, all single allottees shall enlist under the Lagos State Taxi Drivers, Cab Operators Association (Yellow Taxicab Franchise), Licenced Taxi Operator or an App Developer. Such single allottees must conform to the operational requirements of the corporate franchisee.
- v. Subsequently, all single allottees shall be enlisted under the Lagos State Taxicab Cooperatives or any other existing corporate franchisee.

3.8 Taxicabs License Renewal

- i. Franchisees must file an application to renew a taxicab license starting thirty (30) days before the expiration of the taxicab license. The application must be accompanied by such documents as may be prescribed by the Ministry.
- ii. A franchisee must renew his taxicab license before the last date of the month of expiration date of the licensing term.
- iii. Taxicab license renewed after the expiration of the licensing term is considered a late renewal and is subject to late payment fees.

3.9 Transferability (Sale of a Taxicab License and/or Taxicab)

Upon the voluntary sale or transfer of a taxicab by the owner or its legal representative, the taxi franchisee shall immediately notify the Ministry of the intension/decision to trade its taxicab license.

3.9.1 Re-Possession

Any taxicab license which is transferred involuntarily because of a default in the payment of installments due under the contract of sale, or any other contract or in any other manner, and which is disposed of according to law at public or private sale, as the case may be, may be operated by the purchaser thereof, or its vendee, provided the purchaser or its vendee is acceptable to the Ministry as a person suitable to operate a taxicab.

3.10 The Taxi Cab

- i. A vehicle shall be used as a taxicab, only after it has been thoroughly examined and inspected and found to comply with all the requirements of the Road Traffic Law of the State and under a special Taxicab inspection protocol.
- ii. A laminated card frame shall be affixed in front of the passenger seat beside the driver facing the passengers, and shall be of a size sufficient to display the drivers identification.

- iii. The taxicab shall be equipped with a taximeter approved by the Ministry
- iv. Franchisees must deliver the taxicab (vehicle) for inspection as designated by the Ministry at least once a year.
- v. The Ministry shall notify franchisees of their scheduled vehicle inspections by any method, including but not limited to mail, e-mail, fax, sms or by web-site posting.
- vi. In addition to inspections scheduled in accordance, the Ministry may request a franchisee to submit the franchisee's vehicle for an inspection based upon a complaint.
- vii. The Ministry may notify a franchisee of a complaint based inspection by phone call, e-mail, or citation. Franchisee must submit the vehicle to inspection within two (2) business days of Ministry notification.
- viii. A franchisee who fails to bring his taxicab (vehicle) for inspection as required by this policy rule and failed to either secure a rescheduled vehicle inspection date pursuant to Ministry procedures or fails to surrender to the designated Ministry office its taxicab licence instrument and licence card before 10:00am of the scheduled inspection date is considered to have missed its inspection and is subject to the missed inspection penalties.
- ix. Franchisees must bring to any scheduled inspection the taxicab licence instrument and licence card at the time of the inspection. If the franchisee does not bring the licence instrument and licence card for the inspection the vehicle will be considered to have missed the scheduled inspection and is subject to the missed inspection penalties.

3.11 The Taxicab Requirement

The vehicles to be deployed as taxicab must meet the following conditions:

- i. Be brand new
- ii. Where the vehicle is not new, the vehicle must be within the first three (3) years of its manufacture as specified by the manufacturer
- iii. The capacity of the vehicle must not be less than 1.3cc.
- iv. A completed, signed and dated safety features compliance form prescribed by the Ministry

3.11.1 Requesting Change of Equipment (COE) Processing

A franchisee must submit a request for a change of equipment at least five (5) business days prior to a scheduled periodic inspection. Any change of equipment request submitted less than five (5) business days prior to the scheduled periodic inspection date may result in a rescheduling of the periodic inspection date and attract a fine/penalty.

3.11.2 Replacement of Unsafe Taxicab

- i. In determining whether any taxicab vehicle is unfit for public use, the Ministry shall give consideration to its effect on the safety, health, comfort and convenience of the drivers and passengers, and its public appearance on the streets of Lagos.
- ii. If the Ministry finds a taxicab (vehicle) to be unfit for public use, the Ministry shall suspend the vehicle until it passes the Special Taxicab Inspection and it is found to be fit for public use.
- iii. Franchisee shall keep its taxicab(s) in an undamaged, clean and safe condition; and shall not operate the taxicab(s) unless the vehicle is in a clean and undamaged conditions with clear colours.

3.11.3 Minimum Standards of Cleanliness Include, But Are Not Limited To:

- (a) the interior of the vehicle (including the boot) shall be kept free from all waste paper, cans, garbage, or any other item not intrinsic to the vehicle or to the conduct of operating a taxicab;
- (b) the interior of the vehicle (including the boot) shall be kept free from all dirt, grease, oil, adhesive resin, or any other item which can be transferred onto the person, clothing or possessions of a passenger by incidental contact;
- (c) The interior of the vehicle (including the boot) shall be kept free from all infectious species (e.g. bed bugs and lice) which can be transferred onto the person, clothing or possessions of a passenger by incidental contact;
- (d) The interior of the vehicle shall be kept free of any material or odour which a reasonable person would find noxious or unpleasant;
- (e) The exterior of the vehicle shall be kept free from all dirt, grease, oil or any other substance besides water or snow which can be transferred onto the person, clothing or possessions of a passenger by incidental contact;
- (f) The taxicab shall be equipped with a tracking device for the purpose of tracking and monitoring the movement of the taxicab;
- (g) All taxicab vehicles must be equipped with a permanently installed air conditioning system capable of regulating the interior temperature of the passenger section;
- (h) Any franchisee request shall be in writing to the Commissioner to evaluate a specific year, make and model of vehicle for use as a taxicab;
- (i) The operational lifespan of the vehicle must not exceed ten (10) years from date of manufacture; and
- (j) Roadworthy Certification:**
 - (a) If the vehicle is new, the required Roadworthy Certification can only be required after six (6) months of usage or if it is evident that a roadworthy check needs to be carried out on the vehicle in line with the TSRL, 2018.
 - (b) If the vehicle is not new, either it has been in usage as new for more than 6 (six) months or was procured as second hand vehicle; it must be

certified every six months or if it is evident that a roadworthy check needs to be carried out on the vehicle, certification must be done on demand immediately taken off the road for roadworthy certification.

3.12 Periodic Inspection (Special Taxicab Inspection)

The Ministry shall cause all taxicabs now or hereafter to be inspected at least once every year aside from the regular roadworthy certification prescribed by the RTL 2012. The date of such inspection and the signature of the person making the inspection shall be recorded upon the inspection card as designated by the Ministry.

3.13 Taxi Stands

The Ministry shall designate space upon the public highways and streets of Lagos, Taxi stands for the exclusive use of taxicabs, awaiting passengers. it shall be the duty of the Ministry to create as many taxi stands as possible and needed and/or work in partnership with taxi franchisees to create taxi parks in order to eliminate cruising and to permit wherever it does not interfere with traffic, the space adjacent to railways and elevated entrance, public offices, shopping malls, markets and exits to be used as taxi stands in accordance with the State Urban and Regional Planning Laws Regulation.

PART 4

e-HAILING TAXI OPERATION

4.1 TAXI/OPERATOR'S DOCUMENTATION

A. Service Entity Permit Provisional Licence Application/Renewal

No entity shall operate as a Support Entity in Lagos State without first having obtained a Support Entity Permit from the Licencing Authority.

- I. The Service Entity Permit must apply for Operator's Provisional Licence prior to operation and a payable fee of **₦10,000,000.00 (Ten Million Naira only)** for 1000 (One Thousand) units of E-hailing Taxi.
- II. The Service Entity Permit must apply for Operator's Provisional Licence prior to operation and a payable fee of **₦25,000,000.00 (Twenty-Five Million Naira only)** for 1001 and above (One Thousand and One above) units of e-Hailing Taxi.
- III. The Service Entity Permit Provisional Licence is subject to annual renewal with a renewable fee of **₦5,000,000.00 (Five Million Naira only)** for every 1000 (One Thousand) unit of E-Hailing Taxi.
- IV. The Service Entity Permit Provisional Licence is subject to annual renewal with a renewable fee of **₦10,000,000.00 (Ten Million Naira only)** for every 1001 and above (One Thousand and One above) unit of E-Hailing Taxi.
- V. All Operators of e-Hailing Taxi Services must pay the State Government 10% Service tax on each **transaction** paid by the passengers to the operators.
- VI. The Service Entity Permit must commence the renewal process 3 (Three) months before expiration of the existing licence.
- VII. The Service Entity Permit must have a quarterly meeting with the Ministry of Transportation for Operational updates and feedbacks.
- VIII. The Service Entity Permit must operator under a particular franchise as no single operator/operation will be licenced.
- IX. On payment of the permit fee, the Licensing Authority shall issue a Support Entity Permit to the applicant.
- X. All Operators of e-hailing taxi services must give the Ministry access to their database.
- XI. All Operators of e-hailing taxi services must abide to rules and regulation guiding Lagos State PublicTransportationSystem.

B. Operator's (Taxi and App Operators) Provisional Licence Application/Renewal

- I. Operator's must apply for Operator's Provisional Licence prior to operation and a payable fees of **₦5,000,000.00 (Five Million Naira only)** for 50 (Fifty) units of Cabs.
- II. Operator's must apply for Operator's Provisional Licence prior to operation and a payable fees of **₦10,000,000.00 (Ten Million Naira only)** for 51 and above (Fifty-One and above) units of Cabs.
- II. The Operator's Provisional Licence is subject to annual renewal with a renewable

fees of **₦1,500,000.00 (One Million, Five Hundred Thousand Naira) only** for 50 (Fifty) units of Cabs.

- III. The Operator's Provisional Licence is subject to annual renewal with a renewable fee of **₦3,000,000.00 (Three Million Naira) only** for 51 and above (Fifty-One and above) units of Cabs.
- IV. The Operator's must commence the renewal process 3 (Three) months before expiration of existing licence.
- V. Operators must have a quarterly meeting with the Ministry of Transportation for Operational updates and feedbacks.
- VI. Taxi Operators must operate under a particular franchise as no single operator/operation will be licenced.

C. Taxicab License Instrument and License Card Fees

- I. N5,000:00 the fee to reaffix a taxicab license instrument.
- II. N5,000:00 the fee to reorder and replace a taxicab license instrument.
- ii. N5,000:00 the fee to replace a taxicab license (hard card) card.

D. Required Documents for Taxicab Registration and Change of Equipment (COE)

The franchisee, at franchisee's expense, shall provide the following documents when requesting to register or change an equipment (or replacement of the taxicab):

- I. A completed, signed and dated COE request form on a form prescribed by the Ministry;
- II. Title of vehicle or manufacturer's certificate of origin;
- III. A Bill of Vehicle Sale or Vehicle Lease;
- IV. Taxicab licence (hard card) card;
- V. Special Plate number
- VI. Allocation of plate number form
- VII. Proof of ownership
- VIII. Pre-registration Inspection Certificate
- IX. Roadworthiness Certificate
- X. Insurance policy (Comprehensive)
- XI. Vehicle license
- XII. Hackney Permit
- XIII. Approved Route Document (Body Tag)
- XIV. Drivers' Barge

E. DRIVER'S DOCUMENTATION

- a. Driver's Literacy: All registered drivers with any Operator must be a literate.
- b. Valid/Genuine Drivers' licence.
- c. Original Annual certificate of competence from Lagos State Drivers' Institute (LASDRI) in order **to determine their competence and fullness** (LASDRI) Card.
- d. Lagos State Residents Registration Agency (LASRRA) Card.

4.2 OPERATIONAL GUIDELINES

4.2.1 Ministry Access to e-Hailing Taxi Companies' database (e.g drivers details, accident reports etc)

The Ministry and her Agencies shall have access to the data base of the operators/companies operating e-Hailing Taxi Business in Lagos State.

4.2.2 Service Entity Permit (e-Hailing Taxi Operations)

In exercise of the powers conferred upon him by Section 139 of the Lagos State Transport Sector Reform law, 2018 and all powers enables The Commissioner makes the Regulations.

4.2.3 In these Regulations, unless the context otherwise requires-

“Hackney Carriage” means any motor vehicle designed by official paintings or sticker approved by the Motor Vehicle Administration agency and constructed to carry not more than seven (7) persons, used or intended to be used for carrying passengers for hire or renewal under a contract, expressed or implied for the use of the vehicle as a whole at or for a fixed or agreed rate or sum;

- a. “Support Entity” means a corporation, partnership, sole proprietorship, or other entity that is registered in Nigeria and licensed pursuant to this Regulation as an entity that supports or promote Hackney Carriage Operations in Lagos State;
- b. “Support Entity Permit” means a permit issued by the Licensing Authority entitling the **holder to operate as a** Support Entity;
- c. “Licensing Authority” means the Directorate of Public Transport and Commuter Services or such other body as the Commissioner of Transport may from time to time designate; and
- d. “Licensed Driver” means an individual who is licensed to operate a Hackney Carriage in Lagos;

4.2.4 The enactment of these Regulations, no person shall use a vehicle to provide Hackney Carriage Services without such vehicle being licenced as a hackney Carriage, as set out in Sections 135-137 of the TSRF, 2018.

4.2.5 Before operating as a Licensed Driver:

- a. The individual shall apply to the Licensing Authority in the form specified and shall:
 - i. Be at least twenty-one (21) years of age, and a citizen of Nigeria.
 - ii. Possess a valid National Driver's Licence;

- iii. Possess a certificate of competence issued by the Lagos State Drivers Institute;
 - b. The Licencing Authority shall issue a driver's badge to each applicant that meets the requirements set out in (a) above within five (5) business days.
- 4.2.6 An individual shall not act as a Licenced Driver where such individual does not have a driver's badge **issued by the Licensing Authority**.
- 4.2.7 A Licensed Driver shall have the driver's badge on their person at all times whilst **operating a Hackney Carriage**.
- 4.2.8 A Licenced Driver shall not solicit or accept street hails.
- 4.2.9 A Support Entity shall not be deemed to control, direct or manage Vehicles or Drivers, except where expressly agreed to by written contract.
- 4.2.10 For the purposes of this Regulation, Hackney Carriage shall be considered a "Taxi", "Cab", or "Taxicab" neither shall a Support Entity be considered an "Operator" within the meaning of Scheduled 7 of the TSRL, 2018.
- 4.2.11 These Regulations may be cited as TSRL (Interim Hackney Carriage) Regulation (8) and shall apply to all Hackney Carriage operations in Lagos State.

PART 5

5. PENALTIES FOR NON-COMPLIANCE

Non-compliance by either the Taxi Operators or App deployment Organisation with the provisions of these Guidelines will attract the following penalties and fines as contained in Section 68, Schedule 1, Section 326 (40, 48 & 49) as well as the various schedules outlining Offences and Penalties of the Transport Sector Reform Law, 2018:

- A.** Any Taxi Operators or the Service Entity Permit who fails, or whose Driver fails, neglect or refuses to comply with the provision of these guidelines shall have their operating licence queried upon the 1st non-compliance. Subsequent non-compliance with relevant requirement shall result in the suspension of same for 14 (fourteen) days pending compliance, and a fine of ₦100,000.00 (One Hundred Thousand Naira only) to be paid during this period.
- B.** If after 14 (fourteen) days, the Taxi Operators or the Service Entity Permit does not comply, the licence of such Operators is liable to be revoked.
- C.** Any Driver who flouts any provision of Lagos State Transport Sector Reform Law, 2018 as set out in the Section highlight above, and shall be punished in line with the penalties indicated therein.
- D.** Taxi Operators or the Service Entity Permit whose Driver fails to comply with the provision of Lagos State Transport Sector Reform Law, 2018 as well as the provisions of these Guidelines, and such Operator fails, neglect or refuses to call such Driver to order, is liable to have their licence queried and/or suspended as stated in 5A above.
- E.** The penalties for offences under these Regulations, where no other penalties are provided, shall be as prescribed under Section 323 of the Transport Sector Reform Law, 2018.

PART 6

IMPLEMENTATION STRATEGIES

A. CAPACITY BUILDING.

Taxi Operators or the Service Entity Permit in partnership with the State enforcement agencies such as VIS, LASDRI and LASTMA will periodically train riders to effectively carry out their responsibilities.

B. ENLIGHTENMENT

Public enlightenment shall be organized by the State Ministry of Transportation on print and electronic media, workshop, seminar and conference to create the necessary awareness.

C. ENFORCEMENT

The Vehicle Inspection Service (VIS), Nigeria Police, Lagos State Traffic Management Authority (LASTMA) and Federal Road Safety Corps (FRSC) shall ensure that the above mentioned conditions/specifications are met and enforced in line with Section 68, Schedule 1, Section 326 (48 & 49) and VIS and LASTMA Offences and Penalties.

CONCLUSION:

It is expected that, if adopted and implemented the policy will drastically achieve the objective of safe and convenient Taxi/Cab Operations in the State.