



NARTO PROFILE

The Nigerian Association of Road Transport Owners (NARTO) is an amalgam of three hitherto regionally based transport association namely; the Northern Association of Licenced Buying Agents and Transporters (NALBAT) for the then Northern Region, the Nigerian Transport Owners Association (NTOA) for the then Western Region and Eastern Road Haulage Association (ERHA) for the then Eastern Region.

The Nigerian Association of Road Transport owners (NARTO) today is the umbrella organization of all commercial vehicles owners in Nigeria engaged in the haulage of Petroleum Products, general Cargoes, and movement of passengers, within the country and the entire West-Africa sub region.

NARTO therefore is an Association of all investors in the road transport business in Nigeria whose membership cuts across race, religion, ethnicity and geographical difference.

Like other legal entities NARTO is registered as a company limited by Guarantee with the Corporate Affairs Commission, Abuja with **RC NO. 113153** since 24th May, 1988.

OBJECTIVES

Among its other noble objectives, NARTO is committed to the protection, promotion, defence, articulation and representation of the views of all transporters and transport operators sub-sector of the Nigerian economy.

ACHIEVEMENTS

1. For the brief period of its existence, NARTO has made significant contribution to the National economy. Apart from accounting for a large percentage of revenue to government vide taxes, rates and levies of all kinds, NARTO is the biggest



- employer of labour next to the Federal Government. For every sided truck, for example, about twenty people derive their livelihoods excluding their dependants i.e. from origin to destination.
2. It is the mouthpiece for the projection and articulation of transporters problems. To this end, it was able to set up machinery for the periodic review of freight rates with the Federal government for the interest of all transporters in Nigeria.
 3. It has successfully reacted against obnoxious policies in the past such as failed attempt by government at imposing a particular brand of fire extinguisher on transporters. Equally an attempt by the military junta of General Sanni Abacha to impose tolls on the use of bridges in Lagos State was successfully resisted by the Association.
 4. It has fought against multiple taxes, rates levies and extortion by Local Government in the Country which led to the promulgation of decree No.21 of 1998 now Act.
 5. In conjunction with NUPENG, NARTO instituted a joint Welfare Insurance Scheme for its Tanker Drivers so as to take care of driver and their dependants in the event of accident during services and post services periods. This scheme, the first of its kind globally enable the relations of a deceased tanker driver to collect N100,000.00 (One Hundred Thousand Naira only) in the event of accident resulting to death or permanent disablement. This is without prejudice to the in house death benefits of his employer.
 6. NARTO provides statistics to government, its agencies and parastatals on vehicle cost, operations and data and numbers of vehicles in circulation in the Country from time to time.



7. NARTO, since 2006 till date has established a business Relationship between the members and American Manufacturers of Trucks by sending not less than Two Hundred (200) members to different part of USA for a Trucking Show and purchase of Trucks and Spare Parts and not less than Twenty (2)) to Paris for management Seminars/Workshops.

ORGANIZATIONAL STRUCTURE

1. The Annual General Meeting:

This is the highest decision making body of the Association whose decision is final on all issues. It is the elective forum for offices under the Memorandum and Articles of Association of the organization. Attendance at the AGM is free for all bonafide members of the Association. It is held annually except during emergency. And it's characterized by stock taking of major events that happened the previous year and the way forward. It deliberates on all issues referred to it from time to time by NEC.

2. The National Executive Council:

This is the policy formulation and action implementation level. It meets quarterly and reach consensus by means of ordinary resolutions.

The National Executive Council (NEC)

- a. The Grand National Patron (Appointive)
- b. The National Patron for the North & south (Appointive)
- c. The National President Elective for a period of Four (4) years)
- d. The Deputy National President (Elective also for Four(4) years)
- e. The National Treasurer (Elective for Four(4) years)
- f. The Six (6) zonal chairmen from the Six geo-political zones with four other persons also elective for four years.



- g. In view of the strategic position of Lagos State where transporters from all over the country can be found, it was agreed that Lagos metropolitan NARTO be created to cater for the interest of non-indigenous transporters. To this end, the National Executive Council has nominated four (4) persons into the council.
- h. The Executive Secretary who acts as the Secretary of the council is by appointment.

THE UNIT FORMATION:

In order to cover the interest of our members for the purpose of the post assistance and problem intervention, NARTO has organized its members at the Oil Installation, Depots and Refineries, Industrial Complexes, Ports and other loading points into Unit officials which serve as the last tier of administration of the Association. The Units are directly under the State Branches. However, their membership is on the register of members kept at the National Secretariat.

For more information please visit our website at www.narto.org