fidelra.africa@fidelra.ai
fidelra.ai
linkedin.com/company/fidelra

LAGOS CITY TWIN / TRANSPORT

Transport

Domain Guide

Inspect passenger journeys, fares and home or work context. Explore selected passenger and private vehicle histories in the interactive demo.

City	Lagos
Coverage	Public sample available
List price	$3,995 USD - standalone domain
Guide edition	Striped Donkey V5.89 - 7 September 2026

Use this guide

Read the documented coverage and limitations alongside the published sample and release evidence. Model counts and sample distributions describe their stated source and period. The final accepted order specifies licensed scope, usage rights, duration and delivery.

Useful questions

- Inspect boarding and alighting for a passenger journey
- Compare dates, fares, routes and vehicles
- Follow the supplied events in a selected transport history

Scope and limitations

Direct route-, trip- and vehicle-registration evidence does not extend back to the 1940s-60s for Lagos. Those early decades are reconstructed rule-by-rule from the historical model, with fares, fees and operating assumptions scaled well below present-day levels. The page therefore treats early-period detail as calibrated history rather than literal observed records.

The strongest ownership-split evidence currently available to this release is the NBS/FRSC Q4 2018 national stock total of 11.8M vehicles (41.2% private, 57.5% commercial, 1.3% government and 0.05% diplomatic). It is useful context, but it is not a Lagos commercial-fleet benchmark and is not presented as one. Private and institutional ownership remains the responsibility of the Vehicles domain.

Peak, midday and off-peak occupancy in the current Lagos trip population still read at roughly the same level. The time-of-day behavior was corrected in the model, but the current Lagos release still reflects the earlier pattern and awaits a release refresh before the improved distribution is visible. The limitation is disclosed here rather than being hidden behind a passing structural check.

Lagos Transport generation is complete for the certified release, while the visible sample remains a representative semantic record rather than a captured live-query result. This affects presentation only, not the generated transport population.

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01 How Transport fits the City Twin.

FCTE's Transport domain represents the city's commercial mobility ecosystem: transport operators, buses and danfo vehicles, drivers and crews, routes, stops, licenses, fares and individual journeys. Trips form the operational layer, allowing fleet utilization, passenger movement, route activity, travel demand, operating economics and network performance to be studied through time rather than as isolated snapshots.

It does not represent every registered vehicle in the city. Personal and institutional ownership belongs in Vehicles → , while government-owned operational assets belong in Fleet → . Transport instead answers the movement question: how vehicles become services, services become journeys, and journeys connect people to the city.

Because Transport is connected to the wider City Twin™, movement can be analyzed alongside population , employment , businesses , housing , infrastructure and geography - making it possible to study how urban growth and changing demand reshape mobility across Lagos.

Supporting links

Vehicles →

Fleet →

population

employment

businesses

housing

infrastructure

02 Known and possible relationships.

Connections follow the published domain scope. Optional, contextual and planned relationships retain their stated limits below.

Domain or context	Relationship and published scope
Demographics	Resident and driver identity supplies lifecycle context for mobility records.
Households and Employment	Home and work context support commute analysis when supplied. They do not establish universal household-to-vehicle or employment-to-trip joins.
Geography	Wards and stage locations place routes and journeys in the city.
Business	Operator-to-business context is documented for commercial transport.
Insurance	Accident claims have a guarded insurance relationship where supported by the city release.
Finance context	Fares, fees and fuel spend describe journey economics; they are not asserted as links to bank accounts or government budget records.
Fleet and Vehicles	Commercial transport, government fleets and private vehicle ownership are distinct models. Similar vehicle labels are not a cross-domain identity link.
Roads	Planned relationship only. A named route is not a physical road segment, and the guide reports no road-segment relationship today.

Supporting links

Vehicles

Fleet

Employment

Demographics

Households

Business

Finance

Insurance

Roads

03 Six connected capabilities, one semantic mobility model

Individual, business, government, diplomatic, parastatal and NGO ownership - the household side of transport, distinct from commercial fleets. See the dedicated Vehicles → page for ownership, registration and multi-vehicle detail.

Licensing, categories and renewal chronology, age-gated against each citizen's real date of birth.

Routes, stops, operator patterns and scheduled or observed service structures for buses, ferries and other formal shared-mobility services.

Ownership models and route types that reflect how Lagos danfo, bus and other commercial transport operations actually run, not a formalized fiction of them.

Vehicle-level trips and passenger-level journeys, boarding and alighting at named stages.

Crew, maintenance, fares, ticketing, enforcement and accidents - the operational layer behind every trip.

Transport does not claim to reproduce real individuals, vehicles or journeys. Every driver, vehicle, route and trip is synthetic - generated against real regulatory, fleet and demand benchmarks for Lagos, not sampled from any real transport system.

Supporting links

Vehicles →

04 Vehicles and trips age the same way people do

Every vehicle, license and journey is dated against the same citizen and household timeline used by every other domain - not generated independently and hoped to line up.

Insured is labeled Planned because AccidentClaim currently holds a guarded relationship into Coverage - the public release records this as a planned cross-domain capability rather than a live relationship. Ownership changes (transfer/resale of a private vehicle) is labeled Planned for the same reason: acquisition and retirement are modeled, a full ownership-transfer chain is not yet.

05 1940-2026, reconstructed against real regulatory history

Baseline era. No direct vehicle-registration data exists this far back for Lagos - reconstructed rule-based, with fares and fees scaled to a small fraction of present-day levels.

Urban expansion and deregulation.

Safety regulation era.

Managed mass-transit expansion and stronger formal oversight. Lagos BRT was operating at scale, LASTMA enforcement had matured, and the modeled network increasingly separates regulated corridor services from the wider commercial bus and danfo ecosystem.

Contemporary calibration threshold - fare, fee and occupancy scaling reach full modern levels in generation, and Nigeria's real driver/vehicle licensing fee schedule (effective 2020-01-01) anchors present-day cost figures.

Recent hardening and expansion: private-vehicle ownership modeling (2026-07-26), multi-vehicle ownership and a real 99-route Lagos route pool (2026-08-01), and a post-graduation certification hardening pass.

Real published figures - Nigeria NBS/FRSC vehicle evidence and Lagos-specific operator, route and transport-system references.

Computed directly from observed sources, e.g. ownership-split percentages from NBS's national stock totals.

Fleet scale, route activity, operating patterns and mobility behavior are calibrated to cited transport evidence and release-level checks. Exact operating weights and assignment parameters remain controlled.

Individual synthetic assignments are generated under controlled domain rules. Exact sampling, assignment order and parameterization are not published.

View Transport Evidence Catalogue →

Supporting links

View Transport Evidence Catalogue →

06 Representative mobility entities and relationships

Showing representative public entity families. View evidence & lineage →

Representative Lagos mobility record shape at the public semantic level. Exact physical fields, row volumes and generation methods are controlled.

Entity	Represents	Connected to
Vehicle	A commercial/PSV vehicle in an operator's fleet	Operator, Route, Trip
PrivateVehicle	A household or business-owned vehicle	Citizen, Household, Business
DriverLicense	A driver's license, category and renewal history	Citizen, LicenseRenewal
Route	A defined path between an origin and destination	Operator, Stage, Trip
Stage	A named boarding/alighting point (terminus, exchange, roadside)	Route, PassengerJourney
Trip	A single vehicle journey along a route	Vehicle, Route, Crew
PassengerJourney	An individual passenger's boarding-to-alighting record	Citizen, Trip, Stage
RoutePerformance	Aggregated delay/occupancy performance per route	Route, Employment (via a cross-domain consistency check)

Table columns 1, 2, 3, 4, 5 (first column repeated)

JourneyId	Resident ID	Boarding Stage	Alighting Stage	Boarded
4213087	1029441	Oshodi Terminal	CMS Ferry Terminal	2026-07-14 07:12
4213091	2207765	Ikeja Along	Berger BRT	2026-07-14 07:18

JourneyId	Resident ID	Boarding Stage	Alighting Stage	Boarded
4213108	1884402	Mile 12 Exchange	Ojota BRT	2026-07-14 07:31
4213122	3390117	Ketu Roadside Major	Obalende Terminal	2026-07-14 07:44

Table columns 1, 6, 7 (first column repeated)

JourneyId	Fare (₦)	Payment
4213087	250.00	Cashless
4213091	200.00	Cash
4213108	150.00	Cash
4213122	300.00	Cashless

Supporting links

View evidence & lineage →

07 Where this domain is weakest today

Direct route-, trip- and vehicle-registration evidence does not extend back to the 1940s-60s for Lagos. Those early decades are reconstructed rule-by-rule from the historical model, with fares, fees and operating assumptions scaled well below present-day levels. The page therefore treats early-period detail as calibrated history rather than literal observed records.

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Route, Stage, RoutePerformance and PassengerJourney are fully populated for Lagos: 99 Routes, 20 Stages, 738,000 RoutePerformance rows and 8,850 PassengerJourney rows, verified live on 2026-08-03. All 10 Lagos Transport generation jobs have completed.

View all Transport limitations →

View Full Transport Change Log →

Supporting links

View all Transport limitations →

View Full Transport Change Log →

08 One rider, two real trips in one day.

Citizen 15407729, Lagos. Two real, currently-live PassengerJourney rows, both starting from Berger Motor Park, three hours apart.

₦35.00, paid by Cash.

₦35.00, paid by Cash - a second real journey the same day, same starting point, different destination.

Explore This Record →

Supporting links

Open Commute Demo →

Explore This Record →

09 See mobility inside the connected city

Available as Standalone Domain · Multi-Domain Bundle · Full City Twin™

Supporting links

Review licensing & delivery details →

View Pricing & Licensing →

Browse Transport Data →

Explore Multi-Domain Access →