



# SSATP

Africa Transport  
Policy Program

## Second Development Plan (DP2) Progress Report

January-June 2013



Austrian  
Development Cooperation

NORWEGIAN MINISTRY  
OF FOREIGN AFFAIRS

## Acronyms

AFD	Agence Française de Développement ( <i>French Development Agency</i> )
AfDB	African Development Bank
AGEPAR	Association des gestionnaires et partenaires africains de la route ( <i>Association of African Road Managers and Partners</i> )
AIKP	African Infrastructure Knowledge Program
ARMFA	African Road Maintenance Funds Association
ASANRA	Association of Southern African National Roads Agencies
AU	African Union
AUC	African Union Commission
BRT	Bus Rapid Transit
CCTTFA	Central Corridor Trade and Transport Facilitation Agency
CEO	Chief Executive officer
CICOS	Commission Internationale du Bassin Congo-Oubangui-Sangha ( <i>International Commission for the Congo-Oubangui-Sangha Basin</i> )
CRM	Commercialized Road Management
DFID	UK Department For International Development
DP2	Second SSATP Development Plan
EAC	East Africa Community
EC	European Commission
GFP	Governance Partnership Facility
IDA	International Development Association
MOU	Memorandum of Understanding
MTR	Mid Term Review
PIDA	Program for Infrastructure Development in Africa
PGPTS	Pro-growth, pro-poor transport strategies
PMT	SSATP Program Management Team
PPP	Public Private Partnership
REC	Regional Economic Communities
REC-TCC	Regional Economic Communities Transport Coordination Committee
RMI	Road Management Initiative

RONET	Road Network Evaluation Tools
SADC	Southern African Development Community
Sida	Swedish International Development Cooperation Agency
SSATP	Africa Transport Policy Program
TFF	Trade Facilitation Facility
TMEA	TradeMark East Africa
TOR	Terms of Reference
TSDMS	Transport Sector Data Management System
UNECA	United Nation Economic Commission for Africa
WB	World Bank

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## A. INTRODUCTION

In accordance with the original reporting schedule, this progress report for the period January – June 2013 would have covered the final program activities under SSATP’s Second Development Plan (DP2), since the multi-donor trust fund that has been providing the financial resources for DP2 was scheduled to close on June 30, 2013. However, SSATP’s donor partners decided that, considering the findings of the mid-term review of DP2 and their continued confidence in the program, there was a need to extend the duration of the trust fund by a year, until June 30, 2014. Consequently, this report provides an update on measures SSATP has taken in light of the mid-term review findings and on progress made in implementing SSATP’s regular program activities during the reporting period.

In addition to rigorous implementation of on-going activities, and continued efforts in strengthening ownership of the program among its African stakeholders and building partnerships, three major tasks have characterized the reporting period. In line with feedback received during SSATP’s Annual Meeting in December 2012, a revised strategic framework for SSATP’s Third Development Plan (DP3 2014-2018) was completed; a comprehensive communications strategy was developed and some of its key features gradually implemented; and a donors meeting was organized in June 2013 to review the draft DP3 and discuss funding options for implementing it.

Details of the main activities and achievements during the reporting period are outlined below, starting with a progress update on on-going program activities, followed by a summary of the main tasks referred to above, continuing with a brief presentation of recent SSATP publications, and ending with administrative matters and an overview of SSATP’s financial situation.

## B. PROGRESS ON ON-GOING ACTIVITIES

The activities presented in this section are grouped according to the respective sources of funding SSATP has been drawing on, which is understood to also include the World Bank’s in-kind contribution for managing SSATP’s activities.

### I. SSATP Multi-Donor Trust Fund

#### *1. Road Safety*

**Road safety management.** SSATP advanced road safety dialogue with Ethiopia, Cameroon and Zambia, as well as some of the Lagos-Abidjan corridor countries. SSATP support included reviewing road safety strategic plans and preparing country specific proposals for capacity building in Ethiopia and Cameroon. One of the lessons from this support was that it would be most effective by focusing on strengthening the mandate and capacity of such road safety lead agencies that had demonstrated an interest in receiving support from SSATP. SSATP assisted in drafting a Memorandum of Understanding (MoU) with road safety stakeholders in Zambia. Due to the far reaching implications of the MoU, the government has decided to involve the Ministry of Justice and the Cabinet Office, which are now in the process of reviewing the MoU. The launch is planned to

take place in early December, 2013. In April 2013, the consultant contracted for this support submitted its final report which included recommendations for activities under a second phase of a similar assignment. Due to funding constraints, SSATP took the decision to recruit an individual consultant to assist in finalizing these assignments and deliverables during the remaining part of DP2. Phase 2 of the program started in July 2013. Senegal and the Gambia have requested SSATP support in strengthening their road safety management, including facilitating stakeholder consultations. Preparations for providing this support are now underway. The National Road Safety Council in Ethiopia also requested SSATP to undertake a review of Ethiopia's road safety strategy.

**Other activities.** During the reporting period, other activities undertaken with regard to road safety included the following.

- a. A review of the pipeline of World Bank projects under preparation for the sub-Saharan Africa region was conducted jointly with the Global Road Safety Facility with the purpose of recording road safety related contents. It revealed a mixed portfolio, stretching from strong road safety components to limited reference to road safety, reflecting the various stages in the project preparation process. The results of the review will be presented by SSATP and the Global Road Safety Facility (GRSF) to the Transport Unit of the Africa Region of the World Bank.
- b. SSATP participated in the Federation of Eastern and Southern Africa Road Transporters Associations (FESARTA) conference in April 2013, and proposed to FESARTA the inclusion of specific road safety concerns along corridors as one of the items to be formally monitored by its members.
- c. Continuing its strategy to partner with other actors in the transport sector in Africa to broaden the reach of its activities, SSATP jointly with the Global Road Safety Partnership (GRSP) prepared a conference in Addis Ababa on September 4-5, 2013. The objective of the conference is to discuss strategies for improving the safety of vulnerable road users.

## **2. Transport Policy Performance Review**

The work on the Transport Policy Performance Review has been making good progress, even though it was to some extent slowed down by unexpected delays in some countries. The consultant submitted the Interim Report in March, and it covered most of the requirements in the Terms of Reference. SSATP provided its comments on the report, the most significant being that in order to strengthen its credibility, the report needs to substantiate the process followed in arriving at the findings and recommendations that are presented in the report. Copies of the report, including the country annexes, were sent to the six participating countries for comments. So far only two countries have provided comments, and SSATP has been in contact with the remaining four to get their comments. The draft final report was produced in July 2013 and forwarded to a panel of reviewers for comments. To allow for the necessary reviews, including the input from the review panel, it was decided to extend the completion date of the contract until December 2013.

## **3. Transport Sector Data Management**

SSATP has been working on Transport Sector Data Management Systems (TSDMS) on several fronts. A comprehensive review of the TSDMS was completed in Burkina Faso, and discussions have been initiated for preparing the second phase, which is to set up a TSDMS. This work has to be funded from other sources than SSATP, however. Finalization of the TSDMS institutional assessment report for Swaziland was reassigned to another consultant and was substantially

completed in June 2013. The report is being reviewed by stakeholders and once adopted an action plan will be prepared for implementation of the TSDMS. The review of TSDMS activities in the DP2 with the objective of setting strategic directions for the DP3 was substantially completed in June 2013. It involved field visits in four countries - Zambia, Tanzania, Uganda and Ethiopia - to document case studies intended to contribute information for updating TSDMS guidelines as well as for advocacy to set up TSDMS in countries. SSATP also discussed a strategic framework for partnering with the African Infrastructure Knowledge Program (AIKP) at the African Development Bank (AfDB) on statistical capacity building. The drafts of updated TSDMS guidelines and policy note and the MoU with AIKP were submitted and reviewed internally. The updated TSDMS guidelines will be subject of a peer review by selected experts, and prior to publication they will be disseminated for validation by African stakeholders through demand-driven country workshops planned in the second half of 2013. The workshops will also discuss action plans to set up TSDMS.

#### **4. Urban Mobility**

SSATP has completed the procurement and preparation for launching the study on *“Mobility and Accessibility in Urban Areas of Africa: Preparation of Policy Discussion Paper on Existing Trends, Emerging Issues and Strategies for Addressing Them”* and the work is now well underway. The objectives of the study are: (i) to determine and establish a baseline of the key issues in urban mobility and accessibility in Africa, including depicting existing trends, emerging issues and gaps, with a view to developing policies and strategies for addressing them; (ii) to identify policy options and strategies, and propose actions that the countries in Africa can adopt to improve mobility and accessibility in their cities; (iii) to define a strategy to guide the activities of SSATP Third Development Plan (DP3, 2014-2018) to support African countries and cities in policy development, capacity building, and advocacy for sustainable urban mobility and accessibility. The Swiss State Secretariat for Economic Affairs (SECO) agreed to co-finance the study to broaden its geographic scope and extend the analysis from 12 to 20 countries for the collection of secondary data and establishment of the baseline, and from 5 to 8 countries, including two in North Africa, for the collection of primary data and discussions on policies, strategies and action plans for improvement of urban mobility and accessibility.

#### **5. Rural Transport**

**Policy support in Uganda and Nigeria.** As part of its effort to promote the adoption of good policies and practices in Rural Transport (RT) in sub-Saharan Africa, SSATP has provided support for the development of a new RT policy in Uganda, and for updating an outdated one in Nigeria. Notably, this support implemented the recommendations of the SSATP Working Paper, *“Rural Transport – improving its contribution to rural growth and poverty reduction in sub-Saharan Africa”* published in October 2012. Support for the RT policy development in Uganda was completed and the final draft policy and strategy document was submitted to and subsequently approved by the government. The new RT policy will form an integral part of Uganda’s National Transport Policy that is currently being developed by the government. The process for developing the policy involved two stakeholder consultation workshops held in January and March 2013, respectively, and was led by the Ministry of Works and Transport. The progress for updating the RT policy in Nigeria experienced some delays due to changes in key staff responsible for the policy in the government, but two stakeholder consultation workshops were held, one in March and one in June 2013. They were led by the Federal Ministry of Agriculture and Rural Development, which is the custodian of the RT policy. Based on the outcome of the workshops, the policy is being updated and

it will incorporate a clearly articulated strategy for its implementation at Federal, State, and Local Government levels.

***Filling knowledge gaps in RT planning and prioritization.*** In May 2013, SSATP launched a short-term consultancy to fill specific knowledge gaps in Rural Transport Planning and Prioritization based on one of the four concept notes prepared under a previous assignment in 2012. The objectives of this new assignment are: (i) to synthesize the existing knowledge on methodologies and tools for improving the planning and prioritization of the RT infrastructure and services along with required institutional and regulatory frameworks; and (ii) to prepare a framework with criteria to guide the selection of appropriate methodologies and tools for planning and prioritization of RT infrastructure and services based on purpose and context. This will be complemented with a strategy for dissemination of the framework and associated criteria to the African countries in 2013.

***Filling knowledge gaps in RT Monitoring & Evaluation (M&E).*** Complementary to the above described assignment, a second study is underway to fill the knowledge gaps identified in M&E of RT improvements in line with one of the four concept notes prepared in 2012. The main focus will be on impacts of RT interventions on rural growth and poverty reduction. The intended output of the assignment is a framework to enable practitioners to make sound judgments on appropriate methods, tools and indicators for measuring the performance and impact of RT infrastructure and services improvements on poverty reduction and growth. The analysis will include supportive policy actions and capacity requirements for sustainable M&E system for RT. Also, a strategy for dissemination of knowledge will be developed as part of the assignment.

## **6. Road Management**

***Review of progress on commercialized road management practices in sub-Saharan Africa.*** At the 6<sup>th</sup> African Transportation Technology Transfer Conference in Gaborone, Botswana in March 2013, SSATP presented a paper entitled “*A Review of Progress on Commercialized Road Management Practices in sub-Saharan Africa*”. It is part of the planned dissemination of the framework for performance assessment of road agencies elaborated in the SSATP Working Paper No. 92 (2012). The paper will be also presented during the International Seminar on Performance and Governance of Road and Transport Administrations organized by the World Road Association (PIARC) in Arusha, Tanzania in September 2013 and to World Bank transport task team leaders the same month. The aim of the dissemination effort is to generate interest among road sector organizations and professionals in Africa to adopt the framework for measuring performance within and across countries.

***Support to Association of Southern African National Roads Agencies (ASANRA) Peer Review of Road Asset Management Practices.*** A consultancy was commissioned in March 2013 to provide support to the ASANRA Peer Review and Benchmarking Study of Road Asset Management Practices in the Southern African Development Community (SADC) member countries. The study is led by ASANRA and includes self-assessments of performance by road agencies and road fund institutions. These were funded by participating agencies and completed in nine SADC countries in 2012. The consultant hired by SSATP will provide input to an independent peer review panel of experts financed by the DFID (U.K. Department for International Development)/AFCAP (African Community Access Program) in support of the ASANRA peer review study. The study has experienced unforeseen delays due to the initial decision in September 2012 by AFCAP, which is the

main co-financier of the peer review together with SSATP, to drop the activity from its priority list. In March 2013, however, the decision was revised to allow for a continuation of the study with the independent peer reviewing process to be launched in July 2013. The output of the peer review will be a report with benchmarks for comparison of performance in road asset management among countries, recommendations for improvements, and a plan of action for implementation and advocacy on road sector reforms in sub-Saharan African countries.

***Study on Public-Private Partnerships (PPP).*** A “*Study to Consolidate Good Practices for Advocacy on Private Sector Involvement in Road Financing, Provision, and Management Applicable to African Countries*” was launched in June 2013, somewhat delayed due to budget constraints. The study is in response to demands expressed in 2012 by SSATP’s partner countries for policy guidance on PPPs in the transport sector. The study is focused on the road sector with the objectives: (i) to enable in-depth understanding of the key issues and principles of private sector involvement in the road sector focusing the analysis on road PPPs; and (ii) to provide a set of case studies on good practices of applicable and replicable PPP structures for roads expansion and rehabilitation in the African context. The study will develop guidelines to provide strategic direction for advocacy on road PPPs, including procedural guidelines for identifying and developing road PPP projects. SSATP is discussing dissemination of the results of the study linking with PPP programs funded by other partners (World Bank Institute, French Ministry of Foreign Affairs).

## **II. Trade Facilitation Facility**

To contribute to trade and transport facilitation in low income countries in Africa, SSATP received four grants for the period 2011 – 2014 from the Trade Facilitation Facility for a total US\$5.7 million. All activities have been planned in consultation with the Regional Economic Communities (RECs), the private sector, other trade facilitation initiatives in Africa, and development partners, and implemented by SSATP with the REC’s Transport Coordination Committee providing oversight.

SSATP’s support has been provided in two interrelated areas: (i) develop systems to collect and manage data on the performance of key trade corridors and to monitor and assess the impact of trade facilitation initiatives by the private sector, governments, and development agencies; and (ii) promote participation mechanisms for all main stakeholders in managing trade corridors, notably taking into account the specific needs of all countries served by the corridor, coastal and landlocked. Overall progress in implementing the activities has been satisfactory and several of them have been completed with fully achieved objectives. A summary of progress and results is presented below.

### **1. Corridor development and regional integration**

***Standard methodology for data collection, database and baseline.*** The methodology for data collection on corridor performance was developed for use by future Corridor Transport Observatories, and is detailed in the Transport Observatory Guidelines prepared by SSATP and to be published in November 2013. The data collected in East, West and Central Africa were transferred to the respective RECs and corridor management authorities. Results of the identification of data sources and formats are used by Trade Mark East Africa for the establishment of the Transport Observatory on the Northern and Central Corridors. For the Dar Corridor, the results are an input in the creation of the observatory which is being considered for support from

the Southern Africa Trade and Transport Facilitation Project funded by the World Bank. The European Commission has agreed to provide support to the creation of a regional transport observatory to monitor the West Africa corridors. For the purpose of benchmarking, the RECs also agreed to a common set of corridor performance monitoring indicators, and a database of core indicators was partially created by SSATP as requested by the RECs.

***Logistic costs in West and Central Africa.*** The study will help build awareness in the community of transport facilitation practitioners on the need to broaden the approach of costs to logistic costs, which include financial costs - gateway, inland transport and inland processing - and hidden costs - inventory and reliability. The study compared East, West, and Central corridors, highlighting the differences in the structure of logistic costs and priorities for policy decisions. A framework for cost reduction was provided, including a menu of actions from which decision makers can choose when responding to their specific problems. The study is being published for dissemination during next REC TCC, SSATP Annual Meeting and to partners preparing corridor projects in the region. The study is a major input in the preparation of the West Africa competitiveness project under preparation by the World Bank

***CICOS river transport observatory.*** SSATP has supported the process to create a river transport observatory in the International Commission of the Congo Oubangui Sangha River (CICOS). The process has now reached the decision stage, but has suffered from delays due to the difficult political situation in the Central African Republic and capacity constraints of the REC for Central Africa which is the authority which will make the decision. A Ministerial meeting is expected in January 2014 to review the proposal to create the observatory and the funding requirements for its operation.

The European Commission has made funding available to support the operation of the observatory during its launch through a Euros 1.1 million grant to remove obstacles and improve security on the rivers in the CICOS member countries. This is contingent however to the decision at the Ministerial meeting. Advocacy has been provided except in CAR as part of the activity. Resources are available for further advocacy work in particular on the financing scheme. Further work is pending waiting the ministerial decision. This includes preparing legal documents to make national legislation compliant with the establishment and financing of the observatory and preparing an action plan to guide the establishment of the observatory.

## **2. Corridor Management**

***Support to road transport associations in East Africa.*** SSATP carried out a survey of the road industry in Kenya and the results were shared with the road transport industry associations in Kenya and the RECs in East Africa, thereby contributing to a better understanding of the problems and priorities. The methodology, results, and lessons from the surveys are presented in a document to be published by SSATP. It provides information on the road industry and serves as a tool when necessary policy decisions need to be taken.

Action plans for the road industry in Kenya and Tanzania were developed based on the challenge areas highlighted by the survey. The survey identified truck overloading as one of the main regulatory requirements where compliance is weak, impacting negatively on the overall efficiency of the road transport industry. Thus further support from SSATP/TFF is envisaged in this area to

help implement the May 2013 Act on axle load control adopted by the legislative assembly of the East African Community.

Recognizing the added value of the survey in East Africa, similar surveys are proposed to be carried out in West Africa where a reform of the road transport industry is underway. This would provide the basic knowledge of the road industry to underpin the consultation on the reform and to provide the baseline to measure the impact of the reform. The first phase of the reform will be on the Abidjan-Ouagadougou corridor. However, the intention is to progressively expand the reform program to the entire region. Thus, in a longer-term perspective, the survey will provide a template which will be applied to other corridors.

***Monitoring of border post performance along the Northern Corridor.*** To establish a baseline before their transformation into One-Stop Border Posts (OSBPs), a survey of three border posts was conducted. It took place at a critical time when decisions to reduce cross-border times were taken by the governments of Kenya and Uganda. The survey found that clearance times of 48 hours were reduced to six hours, and the average cross border time was reduced from 24 hours to four hours. The survey provided several important lessons about low-cost-high-impact-measures, such as:

- a. Border management agencies, through advance preparation with prearrival lodgment of the declaration, and when the trucks have arrived, through coordination between appropriate agencies
- b. Clearing agents through mandatory pre-arrival lodgment of declarations (used to be optional and at the discretion of the agents, hence rarely used)
- c. Truck drivers through traffic and parking rules to decongest Customs Controlled Zone

The document “*Border Crossing Monitoring along the Northern Corridor*” presenting the results of the survey and the lessons learned has been published by the SSATP and is being disseminated.

***Revised Mozambique Transit Regime.*** The Parliament adopted the new law that regulates the transit regime in October 2012. The comments received during the SSATP-facilitated consultation process were taken into account in the preparations of the final version of the law. This activity is completed.

***Agreement to harmonize norms and standards on the Trans-African Highways.*** SSATP developed under the leadership of the African Union Commission (AUC) and in close consultation with the RECs an agreement, which in addition to covering the harmonization of norms and standards for engineering design of the Trans-African Highways also covers road safety and environmental and social aspects. AUC has finalized the document and it has been translated to French, Portuguese, and Arabic. It will be presented for endorsement by the next Conference of African Ministers of Transport and for adoption by the African Heads of States in 2014.

### **3. Road Safety**

***Road Safety Charter for Africa.*** The process to prepare the charter was facilitated by SSATP, which also together with AUC and the United Nations Economic Commission for Africa (UNECA) drafted the charter. The charter will be presented to the next Conference of African Ministers of Transport and to the African Heads of States in 2014. The charter is being finalized by the AUC and no further support from SSATP is expected.

***Improved cooperation and capacity building for road safety along the Central Corridor.*** SSATP provided support to an initiative to promote cooperation for road safety and build capacity of road transport operators and public authorities along the Central corridor. As a result of this initiative, new legislation on licensing and regulation of heavy good vehicles (HGV) was ratified and became effective in Tanzania, including the stipulation for mandatory training of more than 100,000 truck drivers. The legislation covers a broad range of issues to promote road safety, such as banning imports of trucks older than 10 years, stepping up vehicle inspection by the traffic police, and establishing an independent vehicle inspection unit. The initiative also looked at ways to minimize the hazards to road safety at the borders between Tanzania, Rwanda and Burundi, due to the change of driving side of the road. The consultant's final report based on comments provided has been completed, and a factsheet on lessons learned will be published and disseminated.

***Road safety guidelines for corridor projects.*** SSATP and the World Bank jointly published the report, "*Guidelines for Mainstreaming Road Safety in Regional Trade Corridors*", which (i) highlights global best practice road safety management in regional corridors; (ii) summarizes the current road safety management capacity along regional corridors in Low-Medium Income Countries; (iii) identifies critical success factors; (iv) outlines the generic components of best practice road safety investment projects; (v) provides a road map for identifying, preparing, and implementing best practice road safety projects along regional corridors; and (vi) sets out a range of terms of reference and other tools to assist corridor project management. The guidelines were presented during the joint SSATP/GRSP workshop in Addis Ababa in September 2013 and to the AfDB transport staff as a background to the discussion on integration of the guidelines into the NEPAD/PIDA corridors. They will continue to be disseminated for use by the countries and regional economic communities as well as development partners in their regional projects.

### **III. Islamic Development Bank**

#### **Sierra Leone Transport Strategy**

Sierra Leone sought support from the SSATP to update its transport strategy and replace its national transport and investment plan that dated back to 2003. Once a diagnostic of the sector became available and to validate the findings and discuss the recommendations of the updated strategy, several workshops were organized with key stakeholders, as well as a workshop to disseminate the contents of the strategy. The updated strategy addresses both physical – infrastructures and services – and organizational dimensions of the national transport system and serves as an important input to Sierra Leone's second Poverty Reduction Strategy Paper (PRSP II), also called the Agenda for Prosperity 2013-2017. The updated strategy characterizes the national transport system as the major nodes and links that connect major centers within the country and links Sierra Leone to its neighbors and the rest of the world. The strategy is in the process of being tabled to Parliament for adoption as a government document.

## **C. LAYING A FOUNDATION FOR THE FUTURE**

### **I. SSATP Third Development Plan**

Although the mid-term review of SSATP's past performance identified several areas for improvement in the execution of the program, it also recognized the program's critical importance for strengthening the transport sector in Africa and recommended a continuation of the program. Accordingly, a draft framework for SSATP's Third Development Plan (DP3) was presented at the 2012 SSATP Annual Meeting, developed through an inclusive stakeholder consultation process and drawing on a thorough analysis of the challenges facing the African transport sector. The consultation agreed on the overarching goal of the framework to create "efficient, safe, and sustainable transport for the people in Africa".

The draft framework as presented at the meeting was structured around four initial clusters: (a) regional integration, connectivity, and cohesion; (b) urban mobility and accessibility; (c) road safety; and (d) emerging issues and specific needs. It received strong support from the participants in the annual meeting who encouraged SSATP to continue to be innovative, stay locally engaged, and be responsive to changing needs in Africa's transport sector.

In line with the feedback articulated at the Annual Meeting and additional comments received from various stakeholders afterwards, the draft framework was further developed during the reporting period. In February 2013, SSATP's Program Management Team held a retreat to review and refine the draft in light of the input it had received. The final draft outlined a framework for addressing the critical constraints in developing Africa's transport sector in a comprehensive way, both in terms of providing support to removing well recognized bottlenecks for addressing issues of road safety and regional integration, but also in terms of championing issues related to such areas as urban mobility and climate change.

## **II. SSATP Donor Meeting in Brussels**

In order to provide the donors with an opportunity to have substantive discussions on the now revised draft DP3 framework, SSATP organized a meeting with its donor partners<sup>1</sup> in Brussels on June 28, 2013. The meeting focused on reaching an agreement on the proposed plan's priorities, operational aspects, and implementation arrangements, and it also provided an opportunity for the donors to make a preliminary indication of their intent to participate and financially contribute to DP3.

At the meeting, there was a general consensus regarding the proposed framework, and the participants acknowledged that considerable alignment does exist between the donors' priority areas and the focus of DP3. Urban mobility and regional integration are also key priorities for the donors, as are climate change and more broadly, green and inclusive growth. It was recognized that in all these areas SSATP can play a strong role and provide leadership, knowledge and expertise. While the meeting endorsed the overall direction and contents of the DP3 plan, it was agreed that

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<sup>1</sup> The following 10 institutions were represented at the meeting: Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ Germany), KfW Bankengruppe (Germany), State Secretariat for Economic Affairs (SECO Switzerland), Agence Française de Développement (AFD France), World Bank (WB), African Development Bank (AfDB), Arab Bank for Economic Development in Africa (BADEA), European Commission (EC), UN Habitat and the representative from the Transport Coordination Committee of Regional Communities in Africa (REC TCC).

further sharpening of the plan's focus was needed, which could be achieved by merging the fourth cluster on emerging issues and specific needs with the first three thematic clusters.

Although donors expressed general support for a continuation of the program with a revised DP3 framework, the meeting could not produce a financial commitment to meet the required resource envelope of US\$40 million. However, some donors were in a position at the meeting to indicate a level of a possible financial contribution. The European Commission could contribute 5 to 8 million dollars, but the funds would not be available until early 2016. The Swiss State Secretariat for Economic Affairs has already approved in principle a contribution of US\$4 million, and the final decision is expected in early 2014. The Agence Française de Développement is expecting a flat budget environment for the next few years and could therefore consider only a limited total support, between 0.5 and 1 million Euros. Due to an overall flat budget, the African Development Bank would contribute US\$600,000, which is at the same level as its contribution to DP2. To ensure that a reasonable level of continuity between the current plan and DP3 will be maintained, the meeting agreed that the potential funding of DP3 should be identified by December 2013.

In view of the financial uncertainty for DP3, the SSATP Program Manager made two observations at the meeting. First, he emphasized that the financial commitments indicated at the meeting did not provide enough resources for SSATP to stay relevant, achieve results and have an impact. The lessons from DP2 clearly showed that having an inconsistency between the objectives the program had been set to achieve and the resources that had been made available resulted in underperformance and questionable impact. Considering that SSATP now has an even larger group of client countries with the inclusion of the North African countries in the membership, achieving the results as outlined in DP3 definitely requires substantial additional resources. Second, in addition to insufficient funding, the timing when the pledged resources will be available poses a major challenge for a consistent and effective implementation. The funds from Switzerland, France, and the African Development Bank may be available by mid-2014, while those from the European Commission may be available only in early 2016. With Switzerland and France giving priority to urban mobility, and the European Commission to regional integration, merging funds in a multi-donor trust fund creates additional challenges. Moreover, the implementation of DP3 would have to be sequenced, raising questions as to the continued relevance and impact of SSATP as a sector program.

The issue of hosting the program was also brought up during the meeting. Both the African Development Bank and the World Bank expressed interest in being the host institution. They were requested to reach an agreement on the way forward and to inform the other development partners once an understanding has been reached.

### **III. Communications – critical support to effective program implementation**

In today's world, communications is an essential tool for effective execution of any program, anywhere. In the past, communications had been a mostly neglected tool in implementing the SSATP program, a fact highlighted also in the mid-term review which recommended a strengthening of the program's communications efforts. Work on developing a communications strategy started in March 2013, and a comprehensive plan was finalized in May. The strategy covers all areas of SSATP's communications needs, including effective dissemination of SSATP's publications and other knowledge products to key constituents, such as client countries, donor

partners, and development practitioners. Its overarching goal is to position SSATP as a key policy development instrument for strengthening Africa's transport sector and increase both the level of interest and level of engagement of all SSATP stakeholders in this regard through a variety of communications tools and tactics. Initial steps in implementing the strategy have been taken during the reporting period.

**Revamped website** ([www.ssatp.org](http://www.ssatp.org)). SSATP's website has undergone a complete transformation and is now a state-of-the-art dynamic interactive website which will handle SSATP's day-to-day information needs, but also serve as a knowledge platform and support tool for a community of practice on transport policy development in Africa. When fully developed, all key SSATP documents and publications will be uploaded on a regular basis to the website, together with video clips, news, and useful articles. The website will show blogs and have links to development partners' and other relevant stakeholders' websites, as well as to other important sources of information. The website is maintained in both English and French and has a modern interface that is visually and functionally appealing.

**Newsletter published more frequently.** SSATP's newsletter has been revised and updated with a more appealing design that reflects the interactive website and will now be published quarterly. Also the newsletter is available in both English and French.

**Other communications tools.** SSATP has also initiated measures to utilize a wide range of other communications tools that have become available thanks to innovations in communications technology. Videos can be powerful advocacy tools and SSATP will utilize them alongside video clips and other multimedia tools, such as podcasts and slide shows to present the program and its achievements. SSATP is already present on the YouTube channel with video clips that include clips with transport and road safety experts from across Africa. ([www.youtube.com/user/AfricaTransport](http://www.youtube.com/user/AfricaTransport)). An example of SSATP's outreach efforts using a combination of tools was the study, "*Border Crossing Monitoring along the Northern Corridor*", which was officially launched during the REC-TCC meeting on April 16 – 17, 2013, in Johannesburg, South Africa. A press statement was issued to local journalists, along with a video clip showing the Malaba border crossing between Kenya and Uganda, a special interview with Donat Bagula, Executive Secretary of the Northern Corridor in East Africa was done, and a link to download the actual publication was uploaded. The video clip can be watched on SSATP's YouTube channel: <http://www.youtube.com/watch?v=bPps85dwoJM>. SSATP also commissioned a video with sound bites from key participants, capturing why they felt the event was relevant to them, their views on challenges in the transport sector across Africa, and how they saw the role of SSATP. The SSATP study and the Malaba video clip have been featured on *AllAfrica.com* under its resource section, in a World Bank newsletter about Africa, and in the magazine *Corporate Africa* as part of a larger story submitted by the UK Department for International Development (DFID) on its investments in Africa's transport sector.

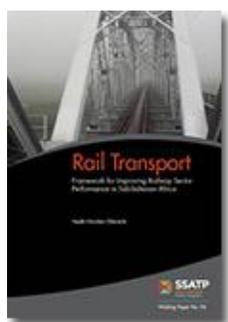
Capabilities for the full use of social media have also been initiated. SSATP has created a LinkedIn group, which is currently being used as a discussion platform and to announce SSATP publications, events, and other news. To significantly expand its usage and membership, an integrated social media approach is being taken, using Facebook, Twitter, Instagram, and other social media platforms to direct users towards the SSATP website. SSATP is increasingly also maximizing the use of press coverage, especially at local events to inform local stakeholders, and press excerpts are being posted on SSATP's website, shared with donors, and published in the newsletter. Also SSATP

technical staff who are doing reports and studies are a tremendous asset for advocating results and sharing knowledge, but they do not always have the skills and confidence to engage with the press. SSATP is therefore offering training to build their capacity to interact effectively with the media.

#### D. SSATP Publications

During the reporting period, SSATP published four working papers, which were widely publicized using different dissemination channels. They were posted on the SSATP web site, hard copies were delivered directly to SSATP's main stakeholders, and announced using new social networks like LinkedIn, and social media like video clips.

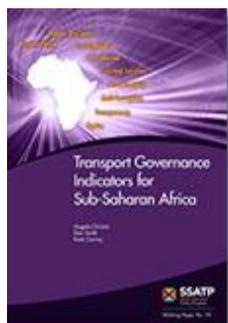
***Railway Transport - Framework for Improving Railway Sector Performance in Sub-Saharan Africa*** - The study draws conclusions from the past 15 years of experience in railway concession in sub-Saharan Africa, and re-examines the performance of the railways in light of the considerable changes in the transport and logistics industry in the last two decades that have



affected the African continent, as well as the rest of the world. What policies and frameworks are required to restore railways' competitiveness? What improvements are needed in terms of managing railways assets, restoring train operations reliability, and securing the financial sustainability of the sector? What lessons should be learned and which lines should be drawn in terms of ownership, partnership, and financial responsibility of the public and private actors? The study highlights the most urgent problems facing the rail transport sector and provides a set of recommendations that can help both public and private interests to partner constructively in the revitalization of the African rail network. The study's executive summary was made available at the 2012

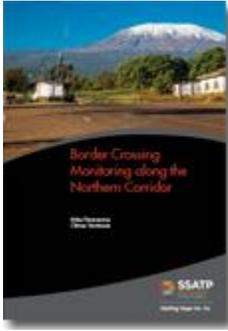
SSATP Annual Meeting in Addis Ababa. The complete study was published in January 2013, and the French version was published in August 2013.

***Transport Governance - Indicators for Sub-Saharan Africa*** - Based on assessments in four countries - Mali, Tanzania, Kenya, and Zambia, the study identifies the main governance issues in the transport sector. The countries were selected by SSATP based on their commitments and efforts toward improving governance in the transport sector. The objective of the study was to develop a



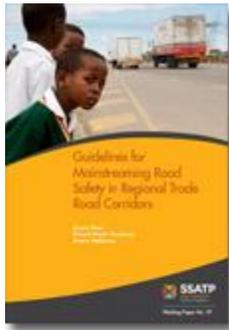
methodology for data collection and monitoring that would define a set of easily collectible 'advocacy' performance indicators to measure governance at the national and transnational levels. Having indicators helps focus attention on critical factors that demonstrate good or poor governance performance. They can help expose and measure the quality of governance in the transport sector and enable judgments to be made about decisions which are critical to good performance in the sector. In this way, indicators can form the basis for greater transparency and be the starting point for improved accountability. The indicators were selected to fit within a governance framework. The value of a framework approach is that each part inter-connects with the others.

Indeed, poor performance - or improvements - in a particular area will have a knock-on effect in another area, and this can work in both directions. For instance, a good budget discipline can be undermined by a poor program design. The study was published in January 2013, and the French version in June 2013.



***Border Crossing Monitoring along the Northern Corridor*** - When one thinks of border crossing in Africa, the image that comes to mind is that of a long line of trucks waiting idly for papers to be filled. Improving corridor infrastructure was supposed to reduce transport costs and prices. However, all the benefits from investments can be undermined by time lost at the borders. In the last decade, several border posts on main trade corridors in Africa have been converted into One Stop Border Posts (OSBP), which have been perceived as an efficient solution to save time. However, results have rarely met expectations, since coordination between border agencies from different countries is far from simple. With support from SSATP, the Northern Corridor

Secretariat has developed a comprehensive corridor performance measurement framework. The publication sheds light on the reasons for slow border processing in Eastern Africa. It shows also how effective cooperation between border agencies results in a highly improved border crossing and brings a new perspective on the relative importance of infrastructure versus inter agency cooperation. This paper will soon be published in French.



***Guidelines for Mainstreaming Road Safety in Regional Trade Road Corridors***

- This SSATP Working Paper, jointly prepared by the World Bank and SSATP, provides best practice guidelines for mainstreaming road safety in regional road trade corridors (RTRCs) investment programs in low and middle income countries (LMICs). The benefits of both physical and institutional improvements implemented under trade and transport corridor investment projects in developing countries often have been compromised by the increase in road accident risks as a result of increased truck traffic volumes and higher speeds. There is therefore a clear need to maximize the effectiveness of these investments in RTRCs through more comprehensive and efficient interventions

in road safety. However, the available guidance on how corridor projects should address road safety issues has been found to be limited. The guidelines intend to fill this gap and provide a tailored approach to RTRC road safety priorities by (i) highlighting global best practice for road safety management on RTRCs; (ii) summarizing current road safety management capacity in RTRCs in LMICs; (iii) outlining generic components of best practice road safety investment projects; and (iv) setting out a roadmap and a range of tools to assist in the identification, preparation and implementation of road safety projects in RTRCs. The report will also be available in French.

## **E. ADMINISTRATIVE ISSUES AND FINANCIAL UPDATE**

### **1. Extension of the Closing Date of the Administration Agreement for DP2**

The administration agreement between the SSATP donors and the World Bank as the host for SSATP and its multi-donor trust fund, stipulated that the trust fund for the DP2 was set to close on June 30, 2013. However, to allow for preparing DP3 and after SSATP had revised its results framework and developed a road map based on the findings of the mid-term review for completing DP2, SSATP donors agreed to extend the closing date of the trust fund to June 30, 2014. It is expected that all DP2 activities will be completed by end of May 2014, leaving the month of June 2014 for finalizing any outstanding issues and close the account.

## 2. Donor Exiting the Program

Following the extension of the multi-donor trust fund, SSATP's long time donors, the Swedish International Development Cooperation Agency (Sida) and DFID, exited the program as of July 1, 2013. This resulted in a reduction of approximately US\$526,000 in the total contribution to the program, because Sida's procedures require to be refunded a prorated portion of its share on the remaining undisbursed balance upon the exit from a program.

## 3. SSATP Financial Situation (January 2012 – June 2013)

### a. Receipts

***Multi Donor Trust Fund.*** With the exception of the European Commission (EC), all contributions from all other SSATP developing partners (DFID, Norway, Sida and AfDB) to the DP2 Multi Donor Trust Fund (MDTF) had already been fully paid by the end of June 2012. In September 2012, EC remittance of \$4.4 million was received which allowed the program to launch various advocacy activities from October 2012 to June 2013, including the Annual Meeting in Addis Ababa in December 2012. The EC third installment, 5 percent of the EC contribution, remains now the only receipt expected until the DP2 closes in June 2014. The Agence Française de Développement (AFD) formally joined the MDTF in November 2012 by signing an administration agreement for €500,000. Its contribution was received at the end of December 2012. Table 1 presents the situation of receipts at the end of June 2013.

**Table 1. Receipts in the Multi Donor Trust Fund as of June 30, 2013 (US dollars)**

MDTF Financing Partners	Total up to June 2013
United Kingdom - Department for International Development (DFID)	1,159,738
African Development Bank (AfDB)	600,000
EU Commission	9,839,264
Norway - Ministry of Foreign Affairs	581,714
Swedish International Development Cooperation Agency (Sida)	2,429,089
Agence Française de Développement (AFD)	663,000
<b>TOTAL</b>	<b>15,272,805</b>

***Other Contributions.*** In 2012, SSATP applied for additional funding from the Trade Facilitation Facility (TFF)<sup>2</sup> and received an additional \$65,000 towards an advocacy workshop for the operationalization of the CICOS River Transport Observatory. The proposal for funding of around \$751,777 to support the African Union on harmonization of norms and standards for the Trans African Highways and an application to support the One-Stop Border Post Program of the Economic Community of West African States (ECOWAS) for \$900,000 were also approved by TFF. With this, TFF contribution to SSATP increased from \$4,835,000 to \$5,836,777 by end of June 2013.

<sup>2</sup> The Trade Facilitation Facility (TFF) is a multi-donor trust fund that supports operational activities of the World Bank that help developing countries take better advantage of global trade opportunities by reducing trade costs.

**Table 2. Other Receipts as of June 30, 2013**

<b>Other Financing Partners</b>	<b>Total up to June 2013</b>
Islamic Development Bank	187,528
World Bank <sup>3</sup>	2,500,236
Trust Fund for Building Analytical Capacity to mainstream Adaptation to Climate Risk	200,000
Trade Facilitation Facility (TFF)	5,836,777
Austria <sup>4</sup>	350,000
World Bank Governance Initiative	8,565
<b>TOTAL</b>	<b>9,083,106</b>

***Total Receipts.*** Total receipts (paid-in and in kind) up to June 2013 combining MDTF financing partners as well as other financing partners amounted to \$24,425,911.

***Leveraging additional funds to achieve results.*** SSATP has been able to leverage additional funds either through direct partnership to carry out its activities or through the contribution from development partners, countries, and partner institutions to implement and apply the knowledge generated by SSATP. In the road safety area, the Global Road Safety Partnership and UNECA co-financed workshops with SSATP. ASANRA is financing from its own resources the evaluation of the performance of road agencies in nine countries in Southern Africa with SSATP contributing as peer reviewer. The EC is considering amending a Euros 1.1 million grant to CICOS to include support to the creation of a river transport observatory as a follow-up to the baseline study and advocacy work funded by the SSATP. The Swiss State Secretariat for Economic Affairs (SECO) is bringing \$150,000 in co-financing of the on-going study on urban mobility and accessibility in Africa to expand the geographic reach of the study and prepare action plans that can receive further support from SECO and other development partners. The government of Zambia is preparing a decision to fund from its own budget for about \$5 million the Road Safety initiatives initiated in partnership with SSATP, including the execution of a Memorandum of Understanding (MoU) between various government agencies involved in road safety and the development of a safe corridor. IDA has also agreed to fund an Accident Information System up to US\$ 600k within the framework of the MoU.

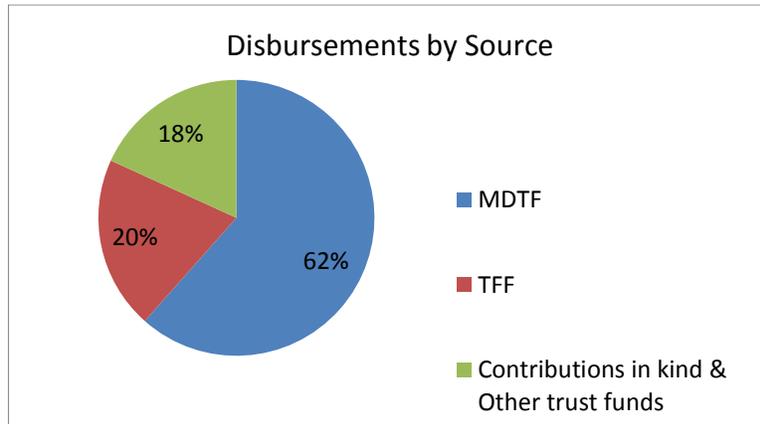
b. Disbursements and Commitments

As of June 2013, SSATP had disbursed \$17,854,577, representing about 73% of paid-in and in kind contributions. Disbursements from the MDTF amounted to \$10,990,576 at the end of the period (72% of the receipts). Disbursements from the TFF focused on corridor management, regional integration and trade facilitation and amounted to \$3,617,672 (62% of the receipts). Contributions in kind and from other trust funds were disbursed at 100 percent and amounted to the balance of \$3,246,329.

<sup>3</sup> World Bank contribution is in kind. Disbursements are estimated based on staff weeks of World Bank staff allocated to the program. Future contributions from World Bank are not included.

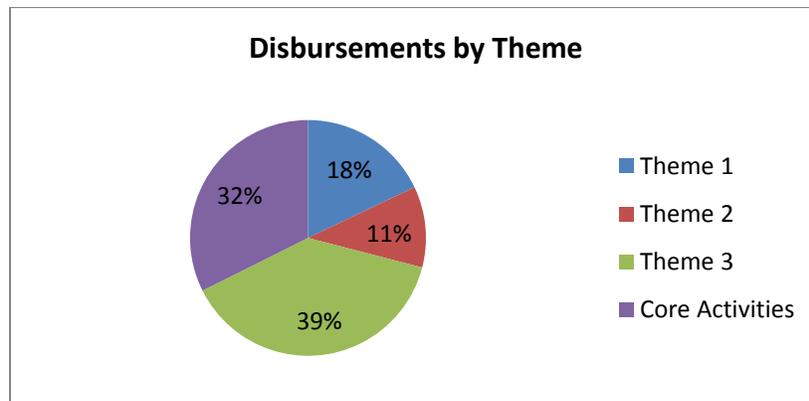
<sup>4</sup> Contribution in kind.

**Figure 1. Distribution of disbursements by source of financing<sup>3</sup> (Jan 2012 - Jun 2013)**



As for disbursements per theme, an amount of \$2,652,996 was disbursed on Theme 1 activities, related to Transport Strategies and Policies; \$1,642,933 on Theme 2 activities, related to Transport Management; and \$5,709,790 on Theme 3 activities, related to Regional Integration. Disbursements related to core activities (such as management, dissemination, publications, annual meetings, website) amounted to \$3,342,595. Management costs amount to \$1,447,462, equivalent to 11 percent of other expenses compared to a maximum of 12 percent in the administration agreement. Annex 1 provides the list of activities per theme.

**Figure 2. Distribution of disbursements by theme<sup>5</sup> (Jan 2012 - Jun 2013)**

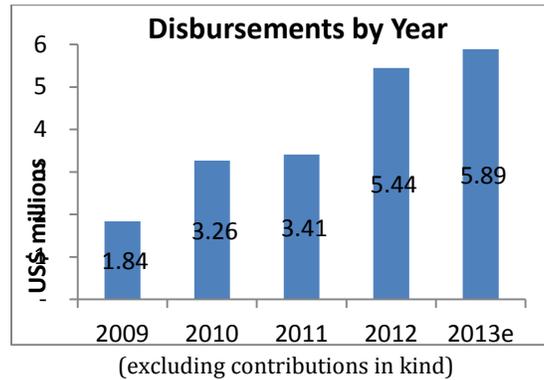


2012 and 2013 have seen a significant acceleration of disbursements with \$5.44 and \$5.89 million<sup>6</sup> disbursed, \$2.00 to \$2.50 million more than 2011 (\$3.41 million) and 2010 (\$3.26 million). This reflects the efforts in 2012 and 2013 of the team to revitalize the SSATP after the difficulties of 2011.

<sup>5</sup> As a percentage of disbursements on activities (excluding resources in kind).

<sup>6</sup> Estimated figure.

**Figure 3. Distribution of disbursements by calendar year**



Outstanding commitments against signed contracts and consultant services amounted to \$705,497 as of June 2013. Commitments do not include salaries of full-time SSATP staff, as well as overheads.

c. Forecasts until June 2014

The following table shows MDTF forecast expenses until completion of DP2 activities in June 2014. Additional commitments for on-going and new activities amount to \$1,932,114 as of June 31, 2013.

**Table 3. MDTF forecast expenses until June 2014<sup>7</sup>**

Contribution paid-in by donors up to June 2013	15,272,805	(1)
Investment Income	148,607	(2)
Administrative Fee	305,456	(3)
Disbursement up to June 2013	10,990,576	(4)
Commitments up to June 2013	705,497	(5)
Cash Balance up to June 2013	3,419,883	(6)
Additional Commitments until June 2014	1,932,114	(7)
Total Salaries until June 2014	747,512	(8)
Overhead	76,780	(9)
Travel (excl. Activities)	49,993	(10)
Additional Contribution from EC <sup>8</sup>	513,743	(11)
Sida Withdrawal from MDTF <sup>9</sup>	525,932	(12)
Total Contribution by June 2014 <sup>10</sup>	15,103,766	(13)
<b>Cash Balance in June 2014</b>	<b>601,295</b>	<b>(14)</b>

$$(6) = (1) + (2) - (3) - (4) - (5)$$

$$(13) = (1) + (2) - (3) + (11) - (12)$$

$$(14) = (6) - (7) - (8) - (9) - (10) + (11) - (12)$$

<sup>7</sup> As of June 30, 2013.

<sup>8</sup> Equivalent to EC third installment.

<sup>9</sup> In July 2013, Sida decided to stop financing SSATP and withdrew remaining funds from the MDTF.

<sup>10</sup> Total contributions including investment incomes and net of admin fees.

As for the TFF trust fund, all on-going activities are expected to be closed by the end of October 2013. With disbursements and existing commitments amounting to \$3,676,301 and \$859,518 up to August 2013 respectively, this leaves a balance of \$1,210,958. A new program that will cover activities until June 2014 is being discussed in consultation with the management of the TFF.

## Annex 1. Financial situation of all SSATP activities as of June 30, 2013

Activity	Granted*	Disbursed*	Committed*	Available Balance
<b>Theme 1: Transport Strategies and Policies</b>				
<b>Pro-Growth Pro-Poor (PGPTS)</b>				
PGPTS Sierra Leone – Supervision Costs	113,000	113,000	0	Closed
PGPTS Sierra Leone – Transport Sector Strategy	187,528	187,528	0	Closed
PGPTS Burkina-Faso – Recipient executed	185,647	185,647	0	Closed
PGPTS Burkina-Faso – Supervision costs	16,782	16,782	0	Closed
Transport Policy Performance Review	600,000	480,703	116,142	3,155
Governance Indicators	223,088	223,088	0	Closed
Climate Change Mitigation and Adaptation	321,750	168,952	131,736	21,062
Road Safety Support to Countries – Phase 1	960,000	744,558	0	215,442
Application and Impact Review of Poverty Reduction and Transport Strategy	71,185	71,185	0	Closed
Gender and Inclusion	103,054	103,054	0	Closed
Transport and Gender in Uganda	30,904	13,625	0	17,279
<b>Total Theme 1</b>	<b>2,812,938</b>	<b>2,308,122</b>	<b>247,878</b>	<b>256,938</b>
<b>Theme 2: Transport Management</b>				
<b>Urban Transport</b>				
Documentation of BRT Experiences	122,951	122,951	0	Closed
Development of a Module and Toolkit on Fare Collection for Urban Transport	243,274	243,274	0	Closed
Urban Transport Capacity Building and Policy Reform Workshop	101,507	101,507	0	Closed
<b>Rural Transport</b>				
Rural Transport Activities	1,035,000	435,951	25,170	573,879
Removing Rural Access Constraints to Agricultural Productivity, Growth and Marketing	30,815	30,815	0	Closed
<b>Transport Data Management Systems – TSDMS</b>	<b>515,000</b>	<b>380,405</b>	<b>12,500</b>	<b>122,095</b>
<b>Framework for Improving Railways Performance</b>	<b>16,100</b>	<b>16,100</b>	<b>0</b>	<b>Closed</b>
<b>Total Theme 2</b>	<b>2,064,647</b>	<b>1,331,003</b>	<b>37,670</b>	<b>695,974</b>
<b>Theme 3: Regional Integration</b>				
CICOS – Baseline Survey on the river corridor	415,495	415,495	0	Closed
Review/Design Legal Instruments for Regional Trade and Facilitation	257,000	128,879	2,000	126,121
Support to REC-TCC 2010	396,476	396,476	0	Closed
Support to SSATP National Coordinators - Regional Coordinators	109,554	109,554	0	Closed
Support to National Coordinators	98,913	98,913	0	Closed
Choke Monitoring Survey	166,563	166,563	0	Closed
Baseline Survey of the Central and Dar Corridor	144,964	144,964	0	Closed
TFF Corridor Facilitation	3,050,000	2,386,694	256,525	406,781
TFF Corridor Facilitation – Supervision Costs	980,000	557,790	0	422,210
Operationalization CICOS River Transport Observatory	65,000	17,191	0	47,809
Trans-African Highway Support	751,777	655,997	0	95,780
Support to ECOWAS One-Stop Border Posts	900,000	0	0	0
<b>Total Theme 3</b>	<b>7,335,742</b>	<b>5,078,516</b>	<b>258,525</b>	<b>1,998,701</b>

Activity	Granted*	Disbursed*	Committed*	Available Balance
<b>Core Activities</b>				
DP2 Program Management	1,249,000	1,162,432	0	86,568
Operational TF for core DP2 program activities	1,678,000	1,584,867	0	93,133
DP2 Regional Coordination	1,250,000	1,043,013	0	206,987
Website Development	198,000	182,625	0	15,375
Annual Meeting 2009	584,923	584,923	0	Closed
Annual Meeting 2010	871,119	871,119	0	Closed
Preparation of DP3 (incl. Annual Meeting 2012)	700,000	627,430	48,629	23,941
<b>Total Core Activities</b>	<b>6,531,042</b>	<b>6,056,409</b>	<b>48,629</b>	<b>426,004</b>
<b>Total</b>	<b>18,744,369</b>	<b>14,774,050</b>	<b>592,702</b>	<b>3,377,617</b>

\* Excluding resources in kind

## Annex 2. Detailed Implementation Progress of DP2 activities

The following table presents as of June 30, 2013, the detailed progress in implementing the activities under the Second Development Plan.

### Theme 1. Comprehensive pro-poor and pro-growth transport sector strategies

#### *Policy Performance Review*

Scope	Progress	Comment
<b>Transport Policy Performance Review</b>		
(a) Analyse transport policy performance; (b) assess compatibility between country and AIKP data collection systems; (c) assess the integration of MDG-related transport indicators	Started in July 2012, the review covers Ethiopia, Ghana, Zambia, Benin, Gabon and Mali. Data was collected and analyzed to evaluate the impact of policy changes. The interim draft report was submitted in March 2013. Two countries have provided comments, and SSATP has contacted the remaining four to get theirs. The draft final report was produced in July 2013 and sent to a panel of reviewers. To allow for the necessary reviews, including input from the review panel, it was decided to extend the completion date of the contract until December 2013.	Recommendations will assist SSATP and member countries to identify key gaps in transport policies in Africa. This will lead to an improved SSATP engagement strategy, in particular during the proposed DP3.

#### *Pro-Poor Pro-Growth Transport Strategies (PGPTS)*

<b>Support the update of Sector Transport Strategies</b>		
Promote pro-poor pro-growth transport strategies through a participatory process: transport sector update; sector vision developed by stakeholders; investment framework, policy measures and strategies; monitoring framework; awareness of sustainable transport strategies facilitating economic growth and poverty reduction.	<b>Sierra Leone:</b> The objective is to update the national transport strategy. The strategy addressed both the physical (infrastructure and services) and organizational dimensions of the national transport system. The approach includes: transport demand assessment, transport system assessment, infrastructure gap analysis, transport network development, priority projects, transport sector organization and governance, infrastructure delivery, cost recovery, transport operations and commercialization and private sector participation. The completed assessment and the government's vision for the future of the sector led to the policy (the guiding principles for the sector), the strategy (the approach to achieve the policy goals), and the high level programs and projects that support the strategy. All Working papers and Technical Notes going into the preparation of the Transport Sector Strategy Update (TSS) have been completed and the final Transport Sector Strategy document submitted to the government of Sierra Leone. The TSS is in the process of being tabled to Parliament for adoption as a government document.	A workshop to discuss the main recommendations of the study and get the inputs and endorsement of the study at the highest level of Government was organized. It is expected that the TSS will be formally adopted by the government and be the driver of transport sector policy changes on the ground.

## Cross-cutting Issues

### Road Safety

Scope	Progress	Comment
<b>SSATP Road Safety Program/Activities Management Support &amp; Technical Advisory Services</b>		
<p>(a) Help establish road safety lead agencies in countries where none exists; (b) prepare country specific road safety action plans where none exists; (c) help implement high-impact road safety policy interventions; (d) help implement interventions to improve road safety in a selected trade transit corridor</p>	<p>Phase 1 of this activity included work in Zambia, Ethiopia, Cameroon, and the Abidjan-Lagos corridor. With the submission of the final report by the consultant in April 2013, Phase 1 was completed. Implementation of Phase 2 started in July 2013. In discussions with authorities in Senegal, it was agreed that SSATP will provide support to strengthen Senegal's road safety management, including facilitating stakeholder consultations. Also The Gambia has requested similar support from SSATP. Preparations for providing the requested support to the two countries are underway. SSATP has also done a review of Ethiopia's road safety strategy which initial findings have been discussed with the relevant authorities.</p> <p>In early September, SSATP co-organized with GRSP a road safety conference in Addis Ababa where SSATP presented its "<i>Guidelines for Mainstreaming Road Safety in Regional Trade Corridors</i>". SSATP also had discussions with AfDB regarding road safety issues, and among the issues discussed was collaboration on translating the institutional management framework for the Ethiopian Road Safety Council into a more generic set of guidelines for lead road safety agencies in Africa.</p>	<p>The road safety program has deepened SSATP's understanding of the regional and country level ability to achieve the UN Decade of Action and Africa Action Plans. Thus SSATP is now in a position to initiate: (i) Steps towards better integration of road safety interventions in externally funded projects; (ii) Development of framework for better funding of road safety from existing facilities such as road funds; (iii) Capacity review of road safety lead agencies; (iv) Strategies for pedestrian safety; and (v) Promotion of effective multi-sectoral road safety initiatives.</p>

Scope	Progress	Comment
<b>Road Safety Practice on Transport Corridors: Synthesis of Experience and Best Practice Guidelines</b>		
<p>Provide guidance and a best practice roadmap to the transport authorities in client countries and to development partners on mainstreaming road safety interventions into road corridor projects.</p>	<p>Task 1 presents a literature review of specific issues pertaining to road safety on regional trade road corridors and sets out the challenges for bringing road safety outcomes on corridors under control in low and middle income countries. The Task 2 synthesizes international experiences and lessons learned in a series of three Case Studies. The report assesses the approaches used in various regional corridor projects worldwide to assist the development of specific guidance for investment in the regional road corridor safety based on international best practice. Task 3 consists in preparing guidelines "<i>Guidelines for Mainstreaming Road Safety in Regional Trade Corridors</i>", which were jointly published by SSATP and the World Bank. The guidelines are now being disseminated.</p>	
<b>Technical assistance to the Central Corridor Trade and Transport Facilitation Authority (Dar es Salaam)</b>		
<p>(a) improve the professional qualifications of the truck drivers, including for road safety in partnership with the International Road Union (IRU); (b) promote dissemination of good practices (road safety, but not necessarily limited to) among road transport operators and their staff; (c) minimize the hazards caused by the change of driving side around the borders between Tanzania, Rwanda and Burundi; and (d) prepare the replication of similar good practices on the corridors originating from the port of Dar Es Salaam supported by the Total /World Bank Corridor Road Safety Initiative.</p>	<p>As a result of this SSATP supported initiative, new legislation on licensing and regulation of heavy good vehicles (HGV) has been ratified and become effective in Tanzania, including the stipulation for mandatory training of more than 100,000 truck drivers. To promote road safety, other issues covered by the legislation include banning imports of trucks older than 10 years, stepping up vehicle inspection by the traffic police, and establishing an independent vehicle inspection unit. The initiative also looked at ways to minimize the hazards to road safety at the borders between Tanzania, Rwanda, and Burundi, due to the change of driving side of the road. As road safety hazards linked to the change of driving side are not limited only to the border area, a plan proposing adjustments to infrastructure and signage was proposed for the whole Central Corridor for adoption by Tanroads. The consultant's final report has been submitted based on comments provided, and a factsheet on lessons learned will be published and disseminated.</p>	<p>At the East Africa Road Network Project meeting in September 2013, a recommendation was made to adopt the driving curricula developed as part of this initiative also for EAC. The recommendation will now be processed by the relevant ministries of the five EAC countries for Ministerial level approval before being signed by the Presidents.</p>

## Governance

Scope	Progress	Comment
<b>Transport Governance Indicators</b>		
<p>Recommend a methodology for data collection and monitoring that would define a selected set (by relevant sub-sector) of easily collectable “advocacy” performance indicators to measure transport sector governance at the national level</p>	<p>The Transport Governance Indicators report published by the SSATP in 2012 was shared with the Governance Partnership Facility (GPF) at the World Bank with the proposal to pilot the use of the indicators in four countries (Kenya, Zambia, Tanzania, and Senegal). Following delays on the decision regarding collaboration with the Facility, a decision was finally taken that the work would be largely funded by SSATP. GPF would contribute towards the country level activities in Zambia. The assignment is now underway using the same consultant that prepared the initial report. After initial discussions, Kenya, Tanzania and Senegal have agreed to participate in the pilot. Follow-up missions to Kenya and Tanzania to discuss the implementation of the pilot in have been done. SSATP also presented the transport sector governance indicators at the meeting of the PIARC Committee on Governance.</p>	<p>The results would have far reaching impact on “doing business” in transport and would lead to: (i) better integration of governance in Transport Sector lending; (ii) more informed dialogue with member countries on governance; and (iii) proposals on further sector governance policy work in countries</p>

## Climate Change

<b>Development of an Environmentally Sustainable Transport Forum in Africa (ESTF)</b>		
<p>(a) Concept Paper to define the objectives, purpose, structure, audience, goals, stakeholders, partners, and context of an EST-Forum; (b) Funding and Implementation Plan for launching an EST-Africa forum; (c) planning and implementing side event at international transport conference oriented around EST-Africa.</p>	<p>A number of events to inform stakeholders, generate interest, and build ownership for establishing ESTF have been undertaken. A concept note and an implementation plan have been finalized and a project office in Nairobi is being established. The office will be jointly financed by SSATP and UNEP, with additional funding from UN-Habitat and UNCRD for temporary positions.</p>	<p>The project office’s immediate focus will be on preparing the first ESTF conference, which is planned to take place in September or October 2014. After that, focus will be on establishing a framework for the long term functioning of ESTF.</p>

Scope	Progress	Comment
<b>Capacity building for integration of transport into climate discussions in Africa</b>		
<p>(a) Development and dissemination of a transport roadmap or guidelines for integrating climate change mitigation and adaptation actions in national transport strategies and programs in Africa, and for integrating transport into adaptation plans and Nationally Accepted Mitigation and Adaptation Actions; (b) dissemination and knowledge building activities on finance, best practices, and low-carbon and vulnerability assessments in transport.</p>		<p>This activity has been dropped as no more resources are available. It will be reconsidered under DP3.</p>

Gender and Inclusion

<b>Policies for gender and inclusion</b>		
<p>In early 2013, SSATP launched a review aimed at supporting the implementation of Uganda's national gender policy in the road sector and at monitoring gender outcomes in the road sector more systematically. Focus was on (a) review formats and modalities for reporting on gender in the road sector; (b) ensure that gender is adequately covered in all training and awareness activities in the road sector and for contractors; (c) help establish an M&amp;E system to monitor tender documents and contractor gender compliance; and (d) collect and organize gender-disaggregated road works data.</p>	<p>Completed in June 2013, the report '<i>Support to the Implementation of the Government of Uganda's Gender Equality Policy Commitments in the Road Sub-sector</i>' describes the mechanisms and actions necessary for integrating gender dimensions into the planning and programming of road sector activities. Key gender-relevant indicators used in selected road operations have been identified to document results and impact as well as targets for the inclusion of women in road committees and for rural roads improvement, such as labour-based methods and the promotion of gender equality in road works.</p>	<p>The review will inform the government of Uganda and also governments of other countries on the factors required for improving the implementation of national gender policy commitments in the road sector.</p>

## Transport Data Management

Scope	Progress	Comment
<b>Institutional Assessment of Transport Sector Data Management Systems (TSDMS)</b>		
<p>(a) Analyze existing transport sector data and information management frameworks; and (b) design appropriate improvements of the frameworks and identify activities, resources and budget requirements for the sustainable implementation of these improvements</p>	<p>The consultant for Swaziland could not finalize the report after the review by the Government and SSATP in 2012 due to ill health. Consequently, the task was reassigned to another TSDMS consultant and the report substantially completed in June 2013. It was sent for final review by the government, following which preparations for implementing phase 2 of the TSDMS will start.</p> <p>The institutional assessment for Burkina Faso was completed and the final report was submitted to the government in April 2013. Discussions were initiated with the government for preparation of TSDMS phase 2 and the government is looking for funding to cover the first stakeholders workshop to validate the report and launch preparations.</p>	<p>Expected outcomes:</p> <p>Agreement reached with the governments of Swaziland and Burkina Faso on action plans and institutional arrangements for setting up Transport Sector Data Management System.</p>
<b>Transport Sector Data Management: Strategic Direction for improvement of DP2 and Delivery of DP3</b>		
<p>(a) Assess SSATP transport sector data management activities and recommend improvement with clearly defined priorities and operational framework; (b) review 2 SSATP TSDMS pilot countries (Uganda and Zambia) and 2 countries which set up their TSDMS (Ethiopia, Tanzania) to assess and document; (i) progress, process and challenges in the improvement of data management systems and related capacities; (ii) options to increase capacities of SSA countries in data management including opportunities for alignment with existing national performance assessment frameworks (e.g. Public Expenditure Reviews, and Joint Sector Reviews); and (iii) sustainability issues taking into account demand and incentives for countries to invest in data systems.</p>	<p>The work was substantially completed in June 2013. The consultant conducted field visits in four countries - Zambia, Tanzania, Uganda and Ethiopia - to document TSDMS case studies and obtain information for updating the TSDMS guidelines and preparing a policy note. The consultant also visited AfDB to discuss the framework for partnership between SSATP and AIKP for statistical capacity building in the transport sector in African countries, following which a draft MoU was prepared (currently being reviewed). The draft updated TSDMS guidelines were internally reviewed pending peer review by selected data management experts. Wider dissemination of guidelines and validation by stakeholders in Africa will take place through country workshops planned in 2013 on demand. The workshops are intended to provide guidance to interested countries on the application of TSDMS guidelines to improve their data management and M&amp;E systems. Burkina Faso, Liberia, Tanzania, Uganda, and Zambia have expressed an interest for the workshops which will be held by end of November.</p>	<p>Expected outcomes:</p> <p>(i) Strategic direction for DP3 activities</p> <p>(ii) Preparation and implementation of action plans for joint activities with AfDB/AIKP in capacity building for data management in African countries.</p> <p>(iii) Guidelines for TSDMS updated and disseminated to African stakeholders.</p> <p>(iv) Action plans for implementation of TSDMS</p>

## Theme 2: Sustainable institutional and financial arrangements for road infrastructure and rural and urban transport services

### Rural Transport

Scope	Progress	Comment
<b>Promoting the Adoption of Good Policies and Practices in Rural Transport (RT) in Africa Knowledge Products, Dissemination Strategy and Approach Paper</b>		
(a) Identification of gaps in knowledge and practice and strategies to fill them focusing on planning, M&E, contracting methods, and sustainable maintenance; (b) preparation of a draft dissemination strategy for promoting the adoption of good policies and practices in rural transport; (c) preparation of approach paper for Rural Transport	The paper on gaps in knowledge and practice was submitted in September 2012. The resulting four concept notes on specific areas of knowledge gaps in Rural Transport (RT) were submitted in January 2013 and peer reviewed by selected RT experts. Based on one of the concept notes, ToR was developed to fill the knowledge gaps in RT Planning and Prioritization. Also, the ToR was drafted based on another concept note to fill the knowledge gaps on M&E of the impact of RT improvements. Two studies are now underway and will be concluded by December 2013. The expected new knowledge and tools will be disseminated through country workshops based on demand from countries interested to apply the knowledge to improve RT planning and M&E practices and systems. Also, the dissemination strategy for rural transport knowledge submitted in December 2012 will be used to guide further dissemination through other channels.	The strategy for dissemination of available and new RT knowledge products requires partnership with other stakeholder organizations and networks in RT.  Partnerships will also be sought for implementation of follow up activities in four priority areas as per concept notes, with the aim to leverage financing and wider adoption of resulting tools. AfDB is a co-Task Team Leader with SSATP for the ongoing assignment for filling the knowledge gaps on RT planning and prioritization.
<b>Improving Rural Transport Policy Framework</b>		
(a) Contextualization of key findings and recommendations of the SSATP RT framework paper for adaptation to country context; (b) institutional assessment; (c) stakeholder analysis; (d) preparation of draft policy and strategy for improving Rural Transport (planning, design, implementation, M&E); (e) preparation of operational and monitoring frameworks; (f) development of strategy for implementation	SSATP has provided support for developing a new RT policy in Uganda, and for updating an outdated one in Nigeria. The assignment supporting Uganda is completed. The final draft policy and strategy document was submitted to and subsequently approved by the government. It will form an integral part of Uganda's National Transport Policy, currently being developed. The policy development involved two stakeholder workshops held in January and March 2013, respectively, and led by the Ministry of Works and Transport.  Updating the RT policy for Nigeria has experienced some delays, due to changes in key government staff responsible for the policy, but two stakeholder workshops were held, one in March and one in June 2013. They were led by the Federal Ministry of Agriculture and Rural Development, which is the custodian of the RT policy. Based on the outcome of the workshops, the policy is being updated and it will incorporate a clearly articulated strategy for its implementation at Federal, State, and Local Government levels.  SSATP's Rural Transport Training Materials (RTTM, 2004) was updated and	SSATP will advise the two countries on possible operational projects through which the RT strategies can be implemented and case studies sought for further policy improvements.  SSATP will widely disseminate Rural

	peer reviewed and a capacity building strategy is being developed to facilitate the use of RTTM by African training institutions. It will also be posted on the SSATP website.	Transport Training Materials (RTTM) to promote adoption by relevant training institutions and programs in Africa. Consultation with regional training institutions will take place to manage the dissemination program.
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Road Management and Financing

Scope	Progress	Comment
<b>Progress on Commercialized Road Management in Sub-Saharan Africa</b>		
(a) Identify key issues and constraints affecting the commercialized management of a selection of road agencies in SSA; (b) identify the underlying principles governing successful organization reform of road sector management; and (c) provide guidelines for increasing managerial effectiveness and efficiency of road agencies	The study focused on the organizational, technical, and managerial issues associated with the restructuring and commercialization of road agencies in seven countries: Botswana, Cameroon, Ethiopia, Ghana, Namibia, Tanzania, and South Africa. Four main principles governing successful organization reform were identified. The study provides a methodology to evaluate how these principles are applied and to benchmark road management performance. It was published in January 2012 as SSATP Working Paper No. 92, entitled "Progress on Commercialized Road Management Practices in Sub-Saharan Africa". Several presentations on the key findings and recommendations of the study were given in 2012. During the reporting period, presentations were made at the 6th African Transportation Technology Transfer Conference in Gaborone Botswana in March 2013, and in September at the meeting of the PIARC Committee on Governance, to disseminate the framework for performance assessment of road agencies.	Further dissemination events on the findings and recommendations of the study are planned in 2013. They aim to generate interest from road sector practitioners and decision-makers to adopt the recommended framework for performance measurement, and also to advocate for good practices in road sector reforms in SSA.
<b>Strengthen the capacity of regional road associations (ARMFA, ASANRA, AGEPAR) to play an increased leadership role in fostering efficiency in road asset management in SSA and advocacy on road sector reforms</b>		
Support the peer review of road asset management practices in SADC countries led by ASANRA, in partnership with ARMFA, SSATP and AFCAP, the main financier.	In 2012, nine participating countries in the SADC region completed their self-assessments in order to: (i) evaluate performance in road asset management; and (ii) examine the impact of adopted road asset management practices on quality and conditions of the network. This phase will be followed by peer reviewing and verification of self-assessments by a team of four experts led by ASANRA. Based on the peer review findings, performance benchmarks will be established and advocacy launched for adoption of good practices in road asset management among SADC member states. SSATP is providing support – a consultant has already been hired - contributing to Road Management expertise in the Peer Review Panel.  The output of the peer review will be a report with benchmarks for comparison	SSATP will support ASANRA, ARMFA (SADC group) and participating countries to translate the results of the peer review into strategies and action plans for improving road asset management and performance monitoring. Also, SSATP through the AGEPAR and ARMFA, will facilitate dissemination of peer review results to other regions, with the aim to advocate the adoption of good road management practices.

	of performance in road asset management among countries, recommendations for improvements, and a plan of action for implementation and advocacy on road sector reforms in sub-Saharan African countries.	
<b>Scope</b>	<b>Progress</b>	<b>Comment</b>
<b>Good practices for advocacy on private sector involvement in road financing, provision, and management applicable to SSA</b>		
(a) Provide synthesis of available PPP options and methodologies for the roads sector, including PBCs and compile lessons on policies, principles and practices relevant to SSA; (b) identify PPP models already in use in the road sector in SSA and suitable for adoption or adaptation in similar contexts.	The assignment was commissioned in June 2013. This activity will enable SSATP to design policy guidance and strategies to advocate appropriate types of private sector involvement in the road sector in SSA focusing on road PPPs. Expected deliverables will include: PPP policy options and framework for the SSA countries to attract private sector investment in road financing; and procedural guidelines for the process to be followed by public institutions in identifying and developing road PPP projects.	Dissemination of PPP policy options and framework, and guidelines for road PPPs will be done in collaboration with ARMFA, ASANRA, AGEPAR, and development partners including the World Bank and AfDB.
<b>Road Network Evaluation Tool (RONET) Training</b>		
Strengthen planning and M&E capacity within road agencies and road funds at country level through training in the use of RONET for road asset management	Based on the request by ARMFA, a second training on RONET for Anglophone and Francophone countries was given in September 2013, which focused on training of RONET trainers in order to ensure availability of trainers from African countries. In addition, training was given in Botswana where SSATP funded the local consultant, and Botswana funded the international consultant and other training costs. Mozambique has requested training that it will fund from its own budget.	The emphasis of SSATP's support for RONET training in 2013 is to create a critical mass of RONET trainers in Africa to sustain development of skills beyond SSATP. ARMFA intends to evaluate the extent of the use of RONET by Road Funds and Road Agencies and provide feedback to SSATP on applicability of the tool and possible scaling-up.

### Urban Transport

<b>Access and Mobility in Urban Areas of Africa: Defining Policy Framework for Development</b>		
Capacity building for urban mobility planning initiated.	Procurement of a consultancy firm and preparation for launching the activity were completed in June 2013. The first phase of this activity is the study, <i>"Mobility and Accessibility in Urban Areas of Africa: Preparation of Policy Discussion Paper on Existing Trends, Emerging Issues and Strategies for Addressing Them"</i> , which is now underway. The study will identify policies and strategies that countries in SSA can adopt to improve access and mobility in their cities. It will also define a strategy to guide the activities of SSATP DP3 on urban mobility. A draft policy paper is planned for discussion at the SSATP 2013 Annual Meeting. A presentation by SSATP was given in Morocco in October 2013 as a side-event of the World Congress of Local Governments.	Action plans will be developed with five countries and cities (recommended by the study) that would be willing to partner with SSATP and other development partners in the development of policies and strategies for improvement of urban access and mobility, and capacity building.  Also, the Swiss government confirmed funding for phase 2 of the study.

## Railways Performance

Scope	Progress	Comment
<b>Framework for improving railways performance</b>		
(a) Public governance and institutional and regulatory frameworks to enhance railway sector growth; (b) policies that ensure that Government resources and regulations result in an equitable and harmonized (in the case of trans-borders railways) intermodal competition along national and/or international transport corridors; (c) policies and actions to foster the building of rail infrastructure in support of their mining sector activities; (e) strategies to rescue existing concessions (Malawi, Zambia, Mozambique) and lessons learned.	SSATP Working Paper No. 94, “ <i>Rail Transport – framework for improving railway sector performance in Sub-Saharan Africa</i> ” was published in March 2013 as SSATP Working Paper No. 94. It is being disseminated to provide lessons from the performance of railways systems in existing and past concessions in SSA. It is also used for a new strategic approach in the World Bank’s involvement in railways projects in Sub-Saharan Africa: Malawi, Zambia, Mozambique and Tanzania.	The framework will become a critical benchmark when discussing railways developments and strategies in SSA. It underpins the approach of development partners who are now determined to work on capacity building and effective business model improvements, rather than using a systematic concessioning or PPP approach. The materials can also be used for specific training or communication purposes.

### **Theme 3: Improving transit transport along selected corridors**

<b>Harmonization of road standards on the Trans-African Highway network</b>		
(a) Finalize norms and intergovernmental agreement for the TAH including road safety, environmental and social development aspects; (b) incorporate experience of other regions in the area of the activity; (c) prepare plan of action for the implementation of the TAH norms and the intergovernmental agreement; (d) disseminate standards in African countries	To finalize the intergovernmental agreement on harmonization of road norms and standards in the Trans African Highway, two workshops were organized in 2013, in Johannesburg on Feb 20-21, and in Accra on June 4-6. Because of the various issues raised in the Accra workshop, it was agreed that participants would send their comments to AUC. The agreement is now being finalized by AUC and no further support from SSATP is expected. The validated and final draft of the Intergovernmental Agreement and the African Road Safety Charter will be presented to the Third Session of the Conference of African Ministers of Transport, scheduled to be held in Equatorial Guinea in the last quarter of 2013 or early 2014.	

Scope	Progress	Comment
<b>Congo River Basin Observatory</b>		
<p>(a) Baseline survey of river transport users and stakeholders; (b) institutional framework and operational arrangements for the observatory; (c) support to decision to create the observatory</p>	<p>The SSATP funded study on establishing a river transport observatory on the Congo, Ubangi, and Sangha rivers was finalized and shared with stakeholders. In follow-up discussions the need for continued technical support to CICOS to finalize the design and funding for the establishment of the observatory was identified. Additional funding to support this technical advisory work was made available through the Trade Facilitation Facility. A grant proposal from the European Commission was revised to partly fund the observatory and support CICOS in preparing the national and regional consultation and validation workshops. With respect to the specific indicators measuring results achieved by the SSATP funded part, the situation is as follows: (a) baseline survey has been finalized; (b) institutional framework and operational arrangements for the observatory have been recommended; (c) continued support to the decision to create the observatory has been secured.</p>	<p>The observatory will monitor non physical barriers on the Congo-Ubangi-Sangha corridor and lead to targeted advocacy work to take measures to reduce barriers, facilitate transit transport on the rivers, and as a consequence, reduce transport costs in the sub-region.</p> <p>Creation of the observatory is pending the decision from the Ministers of the CICOS member countries.</p>
<b>Review of Legal Instruments</b>		
<p>Update the review of legal instruments for trade and transport facilitation</p>	<p>RECs and regional partners requested a review of legal instruments for trade and transport facilitation. The scope of work was agreed to at a 2010 joint SSATP, UNECA and AUC validation workshop on the Review of Africa Legal Instruments on Trade and Transport Facilitation. The final version of the review is being edited. It is expected to be published in English by mid-November 2013. It will be translated and published in French in 2014.</p> <p>The proposed dissemination plan includes two half-day seminars during REC-TCC and SSATP Annual Meeting and at least one session for World Bank staff. It also includes a dissemination seminar with UN-OHRLS in New York and a presentation of the review during one of the UN Treaty events (depending on the acceptance by UN Treaty Section). The possibilities to register the report with the United Nations will be explored.</p>	<p>The updated report will continue to be a key standard reference report and compendium for RECs and partners regarding any questions and issues related to transport legal instruments in Africa. It will allow identifying potential gaps and opportunities to strengthen regional integration and cooperation and facilitate transfer of knowledge and experience on legal instruments from one sub-region to another.</p>
Scope	Progress	Comment
<b>Central Corridor Protocols</b>		
<p>(a) Draft initial analysis as explanatory notes for the Agreement and protocols; (b) ensure the correctness of legal documents in reference to the protocols drafted; (c) draft the roadmap for the adoption of the protocols by the CCTFA members states; and (d) facilitate the validation workshop in which protocols drafted and road map will be presented</p>	<p>The analysis report was produced and protocols were drafted in 2012. In early 2013, validation workshops were held in the Democratic Republic of Congo, Burundi, Rwanda, Uganda, and Tanzania, in addition to a regional meeting organized in Tanzania. A final draft report was completed, translated to French, and sent to member states in preparation for the TTFA Executive Board and Inter-state Council of Ministers Meeting in April 2013. A decision on the report was postponed, however, to the next meeting in November 2013, pending approval of the protocols by the Attorney General of the respective member states.</p>	

Axle Load Control in Eastern Africa		
In its May 2013 Legislative Assembly, the EAC adopted an axle load control act. Successful implementation of the act requires, however, support from the trucking industry.	After consultations with stakeholders – EAC, EU, USAID, TIMEA, World Bank – regarding the support needed for effective implementation of the act, several actions have been identified that are proposed to receive support from SSATP. (i) Advocacy to demonstrate that compliant trucks are more effective than overloaded trucks; (ii) intervention at loading points to seek agreement on a charter that will ban overloading; (iii) promotion of self-compliance by the trucking industry; (v) sensitization at borders to prevent crossing of overloaded trucks.	EU has agreed to take the lead on this activity which will be implemented by SSATP.
Review of Maputo Corridor Logistics Initiative		
Analyze the causes of the good performance of the MCLI corridor	The revival of the Maputo Corridor has been possible thanks to pre-existing characteristics, but also thanks to a right set of priorities supported by a right sequencing of institutional setup. The review attempts to draw lessons that could benefit other corridors by determining how the corridor organization was instrumental in the improvement of the Maputo Corridor.	The report will be disseminated to REC TCC partners during the next REC TCC meeting scheduled in April 2013.
Facilitation of Regional Economic Communities Transport Coordination Committee (REC TCC)		
Provide a platform for regional integration focusing on the synergies at the regional and country levels through knowledge generation, knowledge sharing, exchanging good practice among partners and raising awareness on the importance of cross-cutting issues in fighting poverty	The REC TCC is the forum for the trade and transport facilitation community in sub-Saharan Africa, comprising RECs, countries, Corridors, regional industry organizations, and development partners. It provides a platform for regional integration focusing on the synergies at the regional and country levels through knowledge generation and knowledge sharing. The periodic meetings review progress of the Corridor Facilitation Program and help formalize the lessons learnt. On April 15-16, 2013, SSATP co-sponsored together with FESARTA a meeting in Johannesburg in South Africa in connection with the Africa Road Transport Forum.	The REC TCC partners cooperated in: (i) drafting a paper on core indicators for corridor performance monitoring (including methodology and data sources); (ii) measuring corridor performance across corridors in Africa, and (iii) defining a mid-term action plan for the trade and transport facilitation cluster of the proposed SSATP DP3.
Scope	Progress	Comment
Corridor Observatories		
Establish corridor performance monitoring databases on the following corridors: (i) TTCA, (ii) Central Corridor Transit Transport facilitation Authority (CCTTFA), (iii) Dar Corridor, (iv) Walvis Bay Corridor Group, (v) Douala corridors, (vi) Abidjan-Lagos Corridor (ALCO) and (vii) West Africa gateway corridors	For the Douala corridors and the Walvis Bay corridors, the creation of pilot transport observatory databases was cancelled due to difficulties in securing access to critical data. However, in East Africa, the transport observatories for the Northern (TTCA) and Central Corridors (CCTTFA) were successfully launched, and a pilot was established for the Dar Corridor. In West Africa, a pilot transport observatory was created combining data collected for the Abidjan-Lagos and the West Africa gateway corridors on Benin, Ghana, Cote d'Ivoire and Burkina Faso. The transport Observatory Guidelines were prepared on the basis of comprehensive field tests of the methodology, presenting key results from the various pilots.	Progress in the pilots was presented to trade facilitation institutions to demonstrate added value of corridor observatories and use of data in support of policy decisions and gather support for full implementation. The Transport Observatory Guidelines will be disseminated during the 2013 SSATP Annual Meeting. Phase 2 of the Corridor Facilitation Program will focus on strengthening the capacity of institutions in West Africa to sustain the pilots.
Support to Road Transport Associations in East Africa		

Build capacity among road transport associations to enable them to produce industry data that will (i) contribute to the transport observatories, (ii) ground in evidence policy notes for advocacy purposes, and (iii) deliver service to their members	The survey of road transport industry was completed in three countries - Kenya, Tanzania and Rwanda. The methodology, results and lessons from the surveys are presented in an SSATP document, which provides information on the road industry and serves as a tool for making policy decisions. Recognizing the added value of the surveys in East Africa, similar surveys are proposed to be carried out in West Africa where a reform of the road transport industry is underway. Once SSATP has published the document, the activity is completed.	The objective is to obtain an agreement with RTA and Corridor authorities on the sustainability of the surveys
<b>Revision of the Mozambique Transit Regime</b>		
Provide the inputs from private stakeholders on the transit regime on the Maputo Corridor as part of the modernization process of the Customs Law, in order to improve the competitiveness of the corridor.	Input from private stakeholders on the transit regime on the Maputo Corridor was provided as part of the modernization process of the Customs Law aiming at improving the competitiveness of the corridor. The government has adopted the new law that regulates the transit regime, enabling the launch of training for shippers and clearing agents. The comments received during the SSATP facilitated consultation process were taken into account in the preparations of the final version of the law. This activity is completed.	Increased competitiveness of the transit regime should result in expansion of the catchment area of the port of Maputo, opening new trading opportunities. In addition, the revised regime will also benefit other Mozambique transit corridors, notably to Malawi and Zimbabwe.
<b>Logistics Costs Study for Central and West Africa</b>		
The logistics costs concept is an expansion of the total transport costs (which includes inventory costs in addition to pure transport and logistics costs) that measures the financial impact to shippers of uncertainties on transport and logistics service, which is often in the same magnitude than total transport cost itself.	The logistics costs concept is an expansion of the total transport costs (which includes inventory costs in addition to pure transport and logistics costs) with a view to measure the financial impact to shippers of uncertainties on transport and logistics services, which are often of the same magnitude as the total transport costs themselves. The method developed links prices to cost factors which in turn link to policy measures that can be adopted in order to reduce their weight. The activity is completed, once SSATP has published the study.	The analysis of road transport costs and prices in West Africa will constitute an input for the definition of the road industry reform for the region with support from the European Commission and the World Bank.
<b>Scope</b>	<b>Progress</b>	<b>Comment</b>
<b>Border crossing delays on the Northern Corridor</b>		
Establish the baseline prior to the conversion of the border posts on the Northern corridor into One-Stop-Border-Posts (OSBP) and generate data supporting a diagnostic of the inefficiencies.	The activity monitored border crossing delays at the three main border posts along the Northern Corridor (Malaba and Busia between Kenya and Uganda) and Gatuna/Katuna between Uganda and Rwanda. The survey was completed, which demonstrated the success of the One Stop Border post (OSBP) approach, as Customs authorities adopted decisions during the survey period, building on the gradual transformation of Malaba into an OSBP, which resulted in dramatic reduction of the border crossing delays.	In cooperation with other development partners and corridors involved in border crossing monitoring programs, a how-to guide for border crossing monitoring, with clear methodology and comparable indicators was developed and included in the guidelines for development of corridor observatories.
<b>Walvis Bay Corridor</b>		
(a) Develop systems to collect and manage data on the performance of key trade corridors and to assess the impact of trade facilitation initiatives by the private sector, governments	Data collection to pilot the creation of a corridor observatory on the Walvis Bay corridor was started, with integration of port authority and weighbridge data for Namibia. However, the Walvis Bay Corridor Group (WBCG) failed to secure commitment of Namibia's customs authorities to provide the necessary data that	This activity was cancelled at the end of Phase 1 of the Corridor Facilitation Program which ended in June 2013.

and development agencies; and (b) establish a corridor transport observatory for the Trans-Cunene (Namibia / Angola) and Trans-Caprivi corridors (Namibia / Zambia / DRC)	would have enabled completing a successful pilot.	
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### Annex 3. MTR Action Plan Implementation, as of June 30, 2013

Action	Responsibility	Timetable	Progress
<b>Invite the African Union Commission (AUC) to become part of the SSATP Board</b>	UNECA	April 8, 2012	AU joined the SSATP in August 2012
<b>Prepare analysis of options for physical and institutional relocation of SSATP</b>	SSATP PMT	May 31, 2012 (draft) June 30, 2012 (final)	A report on institutional options was prepared and distributed to Board for discussion during the Board meeting of July 2012. A summary and a paper on options on the level of decentralization of the program were presented during the December 2012 annual meeting. Discussions will take place between AfDB and the World Bank which have both expressed interest in hosting the SSATP.
<b>Review the coherence of SSATP with PIDA and other initiatives and how SSATP is positioned in the current institutional framework of these initiatives</b>	SSATP PMT	May 31, 2012	This is highlighted and addressed in the DP3 strategic framework.
<b>Start dialogue with AUC on mission statement for endorsement at higher level</b>	UNECA	June 30, 2012	
<b>Request AUC to invite North African countries to join the program</b>	SSATP PMT	June 2013	North African countries were invited to join SSATP and participate in the 2013 annual meeting.
<b>Decide on priorities for completion of DP2 based on activities proposed in draft 2011 annual report</b>	Board/UNECA	April 8, 2012	Achieved: Program of activities revised and agreed by the Board with greater focus on advocacy and results
<b>Draft paper on potential priorities beyond DP2 to be submitted to the Board</b>	EC	June 30, 2012	Paper prepared and presented by SSATP Program management Team during the annual meeting in Addis
<b>Send letter to Ministers on Permanent Secretaries as National coordinators and creation of working groups</b>	SSATP PMT	April 16, 2012	Letters sent to countries on July 31, 2012. Permanent Secretaries or their representatives attend SSATP annual meetings.
<b>Review graph on governance structure and provide reasoning</b>	SSATP PMT	June 30, 2012	Note prepared for annual meeting in Addis
<b>Finalize governance structure</b>	SSATP Board	Dec 31, 2012	Discussed during 2012 Annual meeting
<b>Prepare terms of reference of consultants</b>	SSATP PMT	Dec 31, 2012	Pending decision on budget available for DP3
<b>Prepare business plans</b>	Consultants	Nov 30, 2013	
<b>Decision on SSATP business plan</b>	SSATP Board	Dec 31, 2013	
<b>Strategy to be included in business plan</b>		Nov 30, 2013	Pending decision on budget available for DP3
<b>Prepare revised SSATP framework for completion of DP2</b>	SSATP PMT	May 15, 2012	Results framework agreed by the Board in July 2012 Framework presented during 2012 annual meeting and revise dbased on comments from June 2013 donors' meeting
<b>Prepare framework for DP3 as part of business plan</b>			
<b>Develop DP3 preparation plan for review by the Board in careful coordination with other transport events organized in Africa</b>	SSATP PMT	May 31, 2012	Achieved: Events on DP3 took place in Cotonou (regional integration), urban mobility (Addis Ababa), road safety (Lusaka, Addis Ababa) between October and November 2012
<b>Continue discussion on funding of WB staff by multi-donor trust fund with development partners contributing to the multi-donor trust fund and finalize amendment to agreement</b>	SSATP PMT/EC	Before extension of agreement	Decision taken following letter from EC. Amendment cancelled.
<b>Prepare extension until June 30, 2014 after verifying the date</b>	SSATP/PMT/EC	April 30, 2012	Extension confirmed during the annual meeting in December 2012