



Second Development Plan (DP2)

Progress Report

July-December 2012



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
SSA	Sub Saharan Africa
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. Annual Meeting

Under the flagship of “Long-term Strategy towards moving SSATP forward”, SSATP held its 2012 Annual Meeting in Addis Ababa, Ethiopia, on Dec. 11-12, 2012 after two years of interruption. It was attended by representatives from 27 countries at the level of Permanent Secretary of the Ministry of Transport, advisors to the minister and director, and representatives from 3 regional economic communities, 5 regional organizations and 9 development partners.

The meeting was structured around three objectives: (1) review with the stakeholders progress of the on-going SSATP Second Development Plan (DP2, 2008-2013); (2) propose and agree on a new institutional framework for the next development plan (DP3, 2014-2018); and (3) identify priority areas for the DP3. In addition and within the proposed DP3 framework, a capacity development strategy for the DP3 was discussed.

Participants expressed overall satisfaction on the progress made under DP2. They confirmed that the meeting helped them have a good understanding of the DP2 and its added-value. They welcomed SSATP re-engagement and reaffirmed their commitment towards the program and its future mission. They highlighted the importance of establishing links between countries and SSATP and recommended these to be rebuilt and strengthened with focus on results. They recognized that DP2 was not able to fully achieve its objectives because its governance structure and links between SSATP and countries were not seen as sustainable to maintain ownership of the program by countries. The high level of the representation in the assembly and the quality presentations and proposed directions were seen as a good step forward towards the preparation of a strong and sustainable DP3. The orientations for the new SSATP institutional framework recommended by the Mid-Term Review were presented and included redefining the mission of SSATP, establishing a governance framework that allows the achievement of this mission, and solving the operational issues encountered during the on-going development plan.

SSATP was recognized to be an effective tool to foster sound policies in Africa. It was agreed that SSATP should continue to build on this strength. The program restructuring along key priority areas was also recognized as an important step for the program to achieve its intended goals. The SSATP team explained the rationale for the selection of the priority areas:

- a. A focused program is a sign of good governance as this makes it easier to define objectives and monitor their achievement. This also facilitates accountability.
- b. SSATP has resource constraints and needs to prioritize accordingly.
- c. Priorities should be identified where SSATP has comparative advantages.
- d. Based on lessons learned during the DP2, the focus should be on identifying strategic orientations rather than priority activities.

- e. Flexibility should be embedded in the program design to respond to emerging issues and specific needs.

The SSATP team explained that the proposed DP3 policy agenda builds on SSATP results, experiences and lessons learned as well as deriving from other similar or relevant programs and initiatives in Africa and beyond. It takes into account emerging needs and priorities as identified by SSATP key stakeholders and its institutional bodies. Strategic orientations are clustered around objectives and cover all major African transport policy areas giving due attention to the program's sustainability aspects. Cross-cutting issues such as pro-poor and pro-growth; climate change; gender and social equity; transport sustainability and financing; institutional and regulatory frameworks; governance; and monitoring and evaluation are proposed to be addressed under each cluster, as necessary and appropriate. The proposed program also includes activities of a more general character, the implementation of which is considered essential for its successful implementation. These include activities related to the program sustainability and to capacity development and are to be implemented in a systematic manner to complement the program activities. The proposed DP3 is designed to remain flexible to encompass and respond to emerging issues and better reflect stakeholders' needs.

It was also recognized that a Capacity Development (CD) Strategy aiming at strengthening stakeholders' ability to develop and implement policies was necessary for the DP3. It was made clear that ensuring that existing capacities and knowledge on the ground of stakeholders are fully mobilized and explored is an essential element of that strategy. The proposed agenda for adoption of the DP3 provides for the strategy to be finalized after completing consultations with member countries and development partners. In the meantime, SSATP will proceed with the first CD needs assessment (in the area of Road Safety) with a view to further inform key aspects of the strategy. Strategic options requiring guidance from the meeting included questions such as: Wholesaling¹ and knowledge brokering or retailing role for SSATP? If wholesaling, what role for technical partners? Who would be those partners? What policy and steps need to be taken for building those partnerships? How far the focus on results can be pushed? At what level will be the evaluation of results? Is official ranking of African countries policy implementation performance an option for the SSATP?

The participants agreed that the meeting achieved the objective of understanding the value added of DP2 and its limitations, and of demonstrating the priorities of the proposed SSATP DP3 clusters and prioritize the work of SSATP according to the resources with a general consensus on SSATP DP3 mission and priority clusters. They highlighted the important role of RECs in the implementation of SSATP policy recommendations and the need to incorporate into the national plans the policies promoted by SSATP.

¹ Wholesaling is understood as staying at broad policy development level without working on implementation at country level which is the responsibility of countries with support from development partners. Retailing represents an approach focused on a limited number of countries and including support to implementation.

Development partners confirmed their support to the SSATP and their willingness to consider continuing contributing to the DP3 in cash or in kind. A half day donor meeting followed the annual meeting to reflect on the SSATP, assess the results and provide recommendations and guidance on the way forward. Development partners reaffirmed their engagement in the next phase of the program. They also stressed the need for complementarity between the SSATP and their own programs linking with policy aspects of their programs and recognized the added-value brought by the World Bank as host of the SSATP.

The annual meeting concluded with the General Assembly. The meeting agreed that the new member from the private sector in the SSATP Board will be selected by inviting African private sector organizations to express interest in representing the private sector in the Board. The selection will take into account the expected added value that each organization would bring into SSATP and its plans on how to interact with its members for the promotion of SSATP policies. Candidate organizations will be considered by the Board at its next meeting in the first part of 2013. During the General Assembly, the membership of South Sudan and Comoros to SSATP was approved and the Government of Côte d'Ivoire proposed to host the 2013 SSATP Annual Meeting.

B. SSATP Reach

Geographical reach of SSATP activities

During the annual meeting in October 2010, the stakeholders recognized the necessity to open the SSATP to North Africa and to invite the African Union Commission (AUC) to become part of the SSATP Board. This decision was then endorsed by the SSATP board and further highlighted in the Mid Term Review of the SSATP. In August 2012, AUC confirmed its acceptance to become a member of the SSATP Board and this was further confirmed and endorsed by the stakeholders during the annual meeting of Addis in December 2012.

Through its activities in the DP2, SSATP reached directly 23 countries and 16 corridors in Africa as shown on the following map:

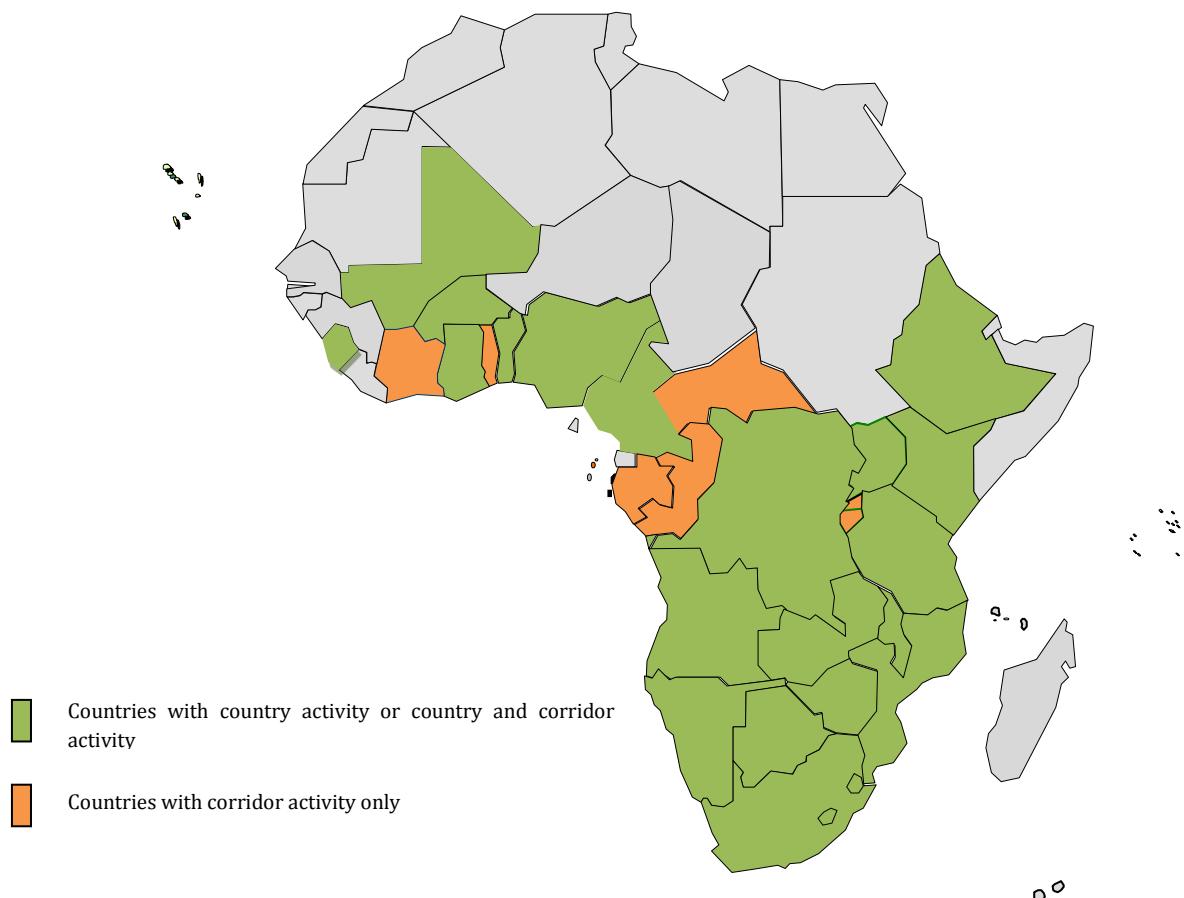
Countries:

- Policy performance review: Ethiopia, Ghana, Zambia, Benin, Gabon and Mali.
- Pro-poor pro-growth transport strategies: Burkina Faso, Sierra Leone
- Road safety: Zambia, Ethiopia, Cameroon, Ghana
- Governance: Kenya, Zambia, Cameroon, Tanzania, Mali
- Gender and inclusion: Uganda, Ghana, Cameroon, Benin
- Transport Data Management Systems: Swaziland, Burkina Faso, Uganda, Zambia
- Rural Transport Policy Framework: Uganda, Nigeria
- Progress on Commercialized Road management: Botswana, Cameroon, Ethiopia, Ghana, Namibia, Tanzania, South Africa
- Peer review of road asset management practices: South Africa, Lesotho, Mozambique, Zimbabwe, Namibia, Botswana, Angola, DRC, Zambia, Malawi, Tanzania, Mauritius, Swaziland
- Road Network Evaluation Tool (RONET) training: representatives from 30 countries
- Survey of Road Transport Industry: (Kenya, Rwanda)
- Review of transit regime: Mozambique

Corridors:

- Abidjan-Lagos (Cote d'Ivoire, Ghana, Benin, Togo, Nigeria)
- Central corridor (Tanzania, Rwanda, Burundi, DRC)
- Northern Corridor (Kenya, Uganda, Rwanda)
- Congo River Basin (seven corridors-DRC, Rwanda, Burundi, Congo, Gabon, Central African Republic, Cameroon)
- Douala Corridors (Cameroon, Chad, Central African Republic)
- Maputo Corridor
- Walvis Bay Corridors (four corridors)

Mapping of SSATP Country and Corridor Activities



New SSATP Members and Partners

South Sudan and Comoros joined SSATP raising the number of SSATP country members from 36 to 38. As a first step in opening the SSATP to the whole Africa, the North African countries were invited to attend the SSATP annual meeting. The Road Safety Workshop in Addis co-organized by the SSATP, UN Economic Commission for Africa (UNECA) and the World Health Organization (WHO) in November 2012, was attended by Egypt and Morocco. They shared experiences and demonstrated the need for an all-Africa approach to the Program. SSATP will follow up with AUC on sending a letter to North African countries to invite them to join the program.

SSATP became a partner in the Sustainable Low Carbon Transport Partnership (SLOCAT). The objective is to benefit through SLOCAT from the experience of the partners during the development of the Environmentally Sustainable Transport Forum for Africa.

SSATP partnered with CODATU for the organization of the CODATU conference in Addis Ababa in October 2012. This was an opportunity to revive discussions with the African Association of Public Transport (UATP) and a memorandum of understanding is being prepared for further collaboration between UATP and SSATP.

SSATP continued its collaboration with AFCAP as member of AFCAP's Steering Committee. This strengthened the review process of documents prepared by the SSATP in the rural transport area.

SSATP participated in the annual meeting of the Association of Road Maintenance Funds in Africa on the theme of performance-based contracts.

SSATP is a partner of ASANRA in the self-assessment of road agencies in Southern Africa.

SSATP is exploring other partnerships with the Global Transport Knowledge Program (gTKP), the African Infrastructure Knowledge Program (AIKP) in the African Development Bank (see DP2 activity on data management), UN Habitat on urban mobility and urban development; the Global Road Safety Facility on road safety issues.

SSATP co-organized the Cotonou REC-TCC meeting with the Abidjan-Lagos Corridor Organization, the workshop on road safety with the Road Safety Transport Agency in Zambia, Global Road Safety Partnership, the UNECA and the World Health Organization. FESARTA and the NEPAD Agency were contacted to organize events in 2013.

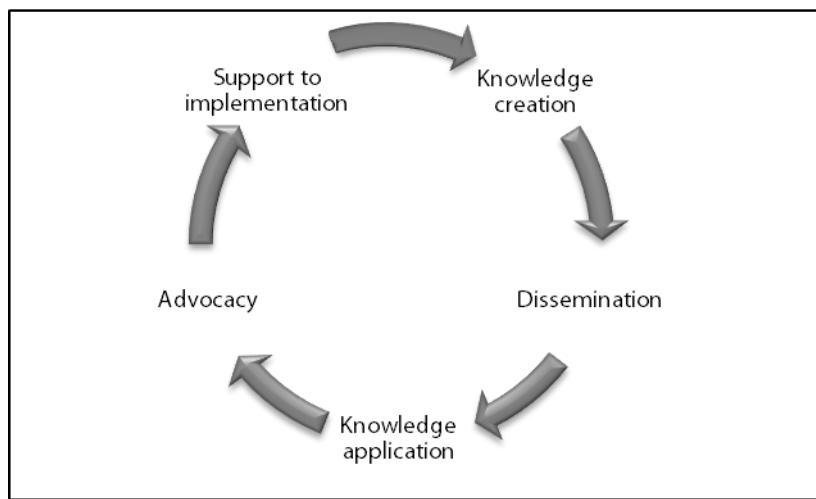
SSATP elevating level of Member Country Representation in the Program

The Mid-term review identified a weak ownership of the program by its member countries due in most cases to the fact that the national coordinators did not have the mandate to change or influence policy decisions. The mid-term review suggested, and this was approved

by the SSATP Board, that SSATP take the initiative during DP2 to elevate the level of the national coordinators to the permanent secretary level or equivalent. The national coordinators will then designate focal points to work in specific thematic areas. Accordingly, SSATP, in its letter of July 31, 2012 to its 38 member countries requested the support from the Ministers of Transport to nominate the National Coordinator at decision-making level. This was followed by SSATP sending the invitation to the annual meeting to member officials at the same level. As described in the section on the annual meeting, responses from countries were positive and further additional consultation and advocacy in this respect will be carried by the SSATP team during the preparation of the DP3.

C. Advocacy and Dissemination

The second semester of 2012 has seen an outreach effort from the SSATP team to better disseminate its work and strengthen the advocacy activities of the program to promote transport policies. Dissemination and advocacy are key steps in the policy development cycle which underpins SSATP activities:



This effort was made in the following areas:

- use of the e-team website to share working documents with development partners and Board members;
- development of a new website and opening of a LinkedIn account as steps to create an SSATP network of transport practitioners in Africa;
- issuance of newsletters and new publications with an effort to make documents available in French; and
- increased consultation with stakeholders to get their inputs in the SSATP policy development activities (road safety workshop in Zambia and Addis Ababa, urban mobility workshop in Addis Ababa and regional integration during the meeting of Regional

Economic Communities Transport Coordination Committee (REC TCC) in Cotonou, participation in the annual meeting of the Association of Road Maintenance Funds in Africa-ARMFA); These events have been co-organized with partners such as the Global Road Safety Partnership, UNECA, WHO, Cooperation for Urban Mobility in the Developing World-CODATU, Abidjan Lagos Corridor Organization-ALCO. This strategy to partner with other organizations increases the ownership of the events and allows reaching a larger number of stakeholders than through SSATP specific events.

Cities Road Safety Conference in Lusaka

The SSATP, the Global Road Safety Facility (GRSP) and the Road Transport Safety Agency (RTSA) of Zambia, jointly hosted a conference on 'Road Safety in Cities' in Lusaka from October 10 to 12, 2012. The conference was attended mainly by participants from the Southern African Development Community (SADC) countries. Presenters were drawn from SADC cities, international organizations, corporates, road safety agencies and other organizations from countries outside of SADC. The main objective of the conference was to sensitize road safety practitioners in urban areas regarding pedestrian safety. The conference was based on the realization that pedestrians constitute a large proportion of road safety victims and that addressing pedestrian safety within the cities has the potential to yield significant and immediate gains. Among the key recommendations from the conference was that a paradigm shift in city mobility was required – that transportation facilities should be designed for safe and efficient movement of people, not vehicles. Participants also expressed a need for the creation of a community of road safety practitioners in the region citing the example of the West African Road Safety Organization (WARSO). The outcomes of the conference were shared in the November 2012 road safety conference in Addis Ababa, discussed below, and also provided inputs in the discussions leading to proposals for SSATP's future work on road safety.

Decade of Action and Road Safety Data Workshop in Addis Ababa

The SSATP, WHO and UNECA jointly hosted a dual workshop in Addis Ababa from November 19 to 21, 2012, that addressed policy level interventions needed to attain the UN Decade of Action objectives on one hand, and to develop road safety crash data management systems on the other. The workshop was attended by more than 100 participants, representing national road safety lead agencies and different government departments from Benin, Botswana, Burkina Faso, Burundi, Cameroon, Djibouti, Ethiopia, Gambia, Ghana, Ivory Coast, Kenya, Lesotho, Malawi, Mali, Morocco, Mozambique, Namibia, Niger, Nigeria, Senegal, South Sudan, Swaziland, Tanzania, Uganda, Zambia, and Zimbabwe. The workshop made four key recommendations in policy areas: (i) there is a need to raise the profile of lead agencies to the highest political level possible; (ii) lead agencies need to focus on capacity building; (iii) there is a need for an organized regional forum for road safety practitioners; and (iv) countries need to identify low-cost high impact interventions especially aimed at speed management and introduction of safe corridors. The data part of the workshop formulated country specific ac-

tion plans with key priority areas. All countries agreed to complete situation assessments in the first 6 months after the workshop (by May 2013) and to complete one of the actions items on their list in the next 6 months (by Nov 2013). SSATP, WHO and UNECA planned to conduct a follow-up workshop within twelve months.

Urban Mobility Meeting in Addis Ababa

SSATP organized a stakeholders meeting in Addis Ababa on October 26, 2012 following the CODATU XV Conference (October 22 to 25, 2012) on the theme 'The role of urban mobility in (re)shaping cities'. SSATP was among the partners of CODATU in the organization of the conference.

The objective of the SSATP meeting was to reach a consensus and a common understanding on urban transport policy issues related to mobility and accessibility in Africa, and to provide a strategic vision for the preparation of the SSATP DP3 Urban Transport – Mobility and Accessibility cluster. The participants represented central governments, local governments, transport institutions, the private sector and development partners. The meeting focused on three main themes: i) governance and institutional /legal frameworks; ii) capacity development; and iii) financing. Recommendations from the meeting together with the results of a survey of the participants on the strategic priorities for the DP3 in the urban mobility and accessibility areas served as background information for the discussion on the DP3 cluster during the 2012 SSATP annual meeting. Further, contacts from the meeting will be used to set the foundation of a network of urban transport practitioners in Africa for the purpose of experience and knowledge sharing and application.

During the CODATU conference, the SSATP presented the initiative to create an Environmentally Sustainable Transport Forum (ESTF) in Africa. This initiative is led by the SSATP in partnership with the UN Department of Economic and Social Affairs (UNDESA). The presentation during CODATU is part of an awareness campaign targeted at stakeholders to build support for the creation of the ESTF in Africa.

REC-TCC Meeting in Cotonou

The second REC-TCC (Transport Coordination Committee of the Regional Economic Communities) meeting of 2012 was jointly organized by the SSATP and ALCO (Abidjan Lagos Corridor Organization) in Cotonou (Benin) in October 2012.

The objectives of the meeting were:

- a. To review progress of the SSATP Corridor Facilitation Program for the establishment of transport observatories;
- b. Discuss options with West Africa stakeholders for a reform of the road transport industry; and

c. Develop further the regional integration component of the proposed DP3.

Progress in the establishment of the transport observatories has been uneven. The participants identified priority activities focusing on achieving results on priority corridors (Cote d'Ivoire and Ghana to Burkina Faso, Togo and Benin to Niger, Namibia as first step for the Walvis Bay Corridors, and Tanzania for the East Africa corridors).

Participants also agreed on a set of core performance indicators that will enable monitoring progress at continental level.

The meeting provided valuable input for the definition of a reform program for the West Africa road transport industry, notably highlighting the need for a combination of measures associating regulatory reforms, capacity building and training for logistics operators and regulatory agencies, and support to fleet renewal once adequate operating conditions have been created.

The meeting provided additional input in the definition of the medium to long term action plan for regional integration component, which has been included in the SSATP DP3.

SSATP Web Platform

A major goal for SSATP is to offer a robust state-of-the-art network to exchange good practices, policy recommendations and knowledge on transport. To achieve this goal, SSATP needs a more efficient website with a more modern interface that is visually and functionally appealing, but also an independent resource distinct from the World Bank website, with a specific design, color and graphic elements. The website was finally launched this December 2012 during the SSATP Annual Meeting. This new website is still a work in progress and will become more mature with interactive functions in the next few months. The objective is to move from a program website to a knowledge platform.

As part of the ambition of SSATP to promote a stronger collaboration and coordination among the SSATP partners and stakeholders, and to build a professional transport network, the function LinkedIn was added to the website in order to expand the SSATP network and exchange knowledge, ideas, and opportunities with a broader network of professionals.

SSATP Publications

The following SSATP working papers and toolkits were issued during the reporting period of July to December 2012. These documents will not only be disseminated through the traditional channels such as the SSATP website, workshops, offices of development partners, but a special effort will be made to expand and diversify the dissemination of these documents to promote the application of the policy recommendations in selected countries. In particular two documents presented below will provide a framework for piloting policy development

and road sector reform in nine countries in Eastern and Southern Africa (SSATP Working Paper No 92) and in Uganda and Nigeria (SSATP Working Paper No 93).

Progress on Commercialized Road Management in Sub-Saharan Africa, in French (SSATP Working Paper No 92)

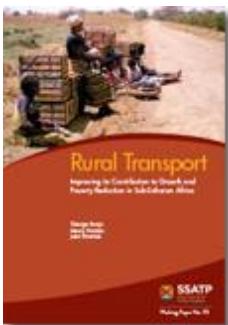


With the strong support of SSATP over more than two decades, the road sector in Africa has undergone wide-ranging policy reforms aimed at improving its operational efficiency and effectiveness. The initial thrust of the reforms was to create an *independent source of funding for road maintenance* based on road user charges and, by the end of 2011, some 27 Road Funds had been created.

The second stage of the reform process has involved the creation of Road Authorities (some 19 had been created by the end of 2011) independent from line ministries, with responsibility for managing national road networks in a commercialized manner.

The present document reviews the performance of Road Authorities and road management practices in seven countries in Africa operating within different institutional arrangements (Botswana, Cameroon, Ethiopia, Ghana, Namibia, Tanzania and South Africa). It concludes that their effectiveness has been impeded by the inefficiency with which the available resources are used by the Roads Authorities. If the pursuit of the reforms towards commercialized road management is generally found justified and beneficial, the document also reveals that progress with commercialized road management has been varied, and that countries where the reforms have been implemented in a manner that most closely adheres to the principles of the Road Maintenance Initiative (RMI), have shown better efficiency and effectiveness in their road management practices.

The document concludes that commercialization of road management practices remains "a road partially travelled". For more agencies to realize the full benefits of commercialization, there is now a need to implement uniform monitoring and evaluation systems and comparison of performance in the road sector within and across countries to showcase good examples in road management and financing and to improve capacity through training in the use of simple and affordable road management tools.



Rural Transport: Improving its Contribution to Growth and Poverty Reduction in Sub-Saharan Africa (SSATP Working Paper No 93)

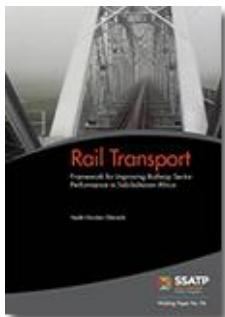
This paper provides a framework that will help policy makers in Africa to move from stand-alone rural transport policies to comprehensive and integrated policies, positioning rural transport within the framework of rural development, and ensuring strong linkages with other key sectors. This paper is based on analytical work using lessons from experience in

Africa and other continents. It combines the results of a literature review and an analysis of World Bank projects implemented by the Transport and Agriculture and Rural Development Units.

Fare Collection Toolkit, Tools and Options for reforming public transport fare collection systems

This Toolkit was developed under the guidance of the SSATP urban transport team with the assistance of World Bank. It is part of a comprehensive library of reference and capacity building resources prepared for policy makers and senior technical managers in urban transport. The Public Transport Fare Collection Toolkit is part of a public transport Toolkit that includes the *Urban Bus Toolkit* published in 2006 and the newly released *Passenger Transport ITS Toolkit*.

The toolkit provides an understanding of all aspects of fare collection system for urban passenger public transport. This step-by-step guide provides guidance to help policy and decision makers as well as transport and technical task managers, plan, design and implement enhanced fare collection systems to improve the sustainability and effectiveness of public urban transport systems. It includes a companion guide providing an introduction, the materials and instruction for the use of the toolkit on-line or via a CD-ROM.



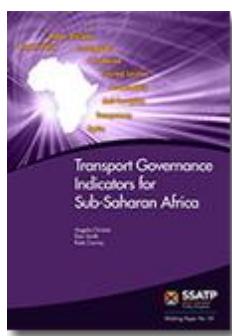
Railway Transport Framework for Improving Railway Sector Performance in Sub-Saharan Africa

This study draws conclusions from the last 15 years of experience in railway concession in sub-Saharan Africa, and re-examines the performance of the railways in the 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 are the policies and framework required to restore railways' competitiveness? What are the improvements needed in terms of managing railways assets, restoring train operations reliability and financial sustainability of this 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 doesn't pretend to provide wide-ranging solutions, quick-fixes or a miracle remedy of some sort. It 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 sub-Saharan African rail network.

The executive summary of this study was made available at the 2012 SSATP Annual Meeting in Addis Ababa, Ethiopia and the full publication will be released in January 2013.

Transport Governance Indicators for Sub-Saharan Africa



This study identifies the main governance issues in the transport sector based on assessments in four African countries (Mali, Tanzania, Kenya and Zambia). These countries were selected by SSATP based on their commitments and efforts towards the improvement of governance in the transport sector. The objective 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. Indicators help focus attention on critical factors which 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 be the basis of much greater transparency and the starting point for improved accountability. The indicators were selected to reflect a governance framework into which the different indicators would easily fit. 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: a good budget discipline for instance can be undermined by a poor program design. The paper will be officially released in January 2013.

Newsletter

One newsletter was issued in September 2012.

D. Focus on Advocacy and Results

The mid-term review of the SSATP recommended that the program increases its advocacy activities and be structured around results and not only outputs. The work program was revised accordingly in 2012. The present section presents the progress towards implementing these recommendations and achieving results. The progress status of the comprehensive program of activities is provided in Annex 1.

Policy Performance Review

The policy performance review supports the effort to demonstrate how sound policies impact on the transport sector encouraging countries to apply similar policies. The review is underway and the advocacy work is expected during the second semester of 2013.

Road Safety

Zambia

Through this activity, SSATP:

- Initiated the planning of a multi-sector Safe Road Corridor in Zambia and facilitated funding for implementation through the Road Transport Safety Agency (RTSA) through World Bank.
- At the request from the RTSA, prepared project proposals for high-impact capacity building of police on enforcement and facilitated funding through the Global Road Safety Facility (GRSF) for implementation through the RTSA.
- Prepared recommendations for strengthening of existing National Road Safety Action Plan.
- Cooperated with the Zambia University Teaching Hospital on trauma management.
- Developed dialogue including with the private sector on planning and interventions for pedestrian safety in Lusaka.
- Hosted jointly in Lusaka with the Global Road Safety Partnership (GRSP) and RTSA a conference on road safety in cities: This yielded immediate results in Zambia as manifested by the lead agency's realization of the need to review its current road safety strategy and to align it with the Africa Action Plan for Road Safety. Furthermore, the concept of a safe corridor as a quick win intervention was embraced by all stakeholders.

Ethiopia

Through this activity, SSATP:

- Prepared proposal for high-impact capacity building of Federal Traffic Police on enforcement. Facilitated agreement for funding by the GRSF for implementation by the National Road Safety Council (NRSC).

- Prepared proposal for strengthening of road safety audit system, now implemented by NRSC.
- Is preparing suggestions for strengthening of the NRSC and the National Road Safety Strategy.
- Prepared a draft procedure for integration of road safety in road construction and rehabilitation projects. This will be disseminated outside Ethiopia with the objective of mainstreaming the procedure in projects from development partners in the region.
- Is assisting in the clarification of eligible funding for road safety from the Ethiopian Road Fund. The model developed in Ethiopia will be disseminated for replication across countries in the region.

The positive effects of this collaboration have been apparent in a number of ways. Ethiopia has launched its National Road Safety Council with the understanding that capacity building was an area that required special attention. Ethiopia Road Fund has reaffirmed its commitment to fund road safety activities subject to the preparation of realistic and well formulated work plans.

Cameroon

Through this activity, SSATP:

- Assisted the Road Safety Department (RSD) in the Ministry of Transport in reviewing and defining its role and responsibilities.
- Assisted the RSD in revising its 2012 Road Safety Emergency Action Plan, identifying improvements and designing a "step by step" program for 2012-2013 to enable immediate progress.
- Prepared proposal for capacity building at the RSD including development of a national road safety policy and action plan, and identified funding opportunities.

Abidjan-Lagos (AL) Corridor

Through this activity, SSATP:

- Initiated with the National Road Safety Council (NRSC) in Ghana the planning of a pilot project for road safety on the AL Corridor, including high-impact interventions in the engineering, enforcement and education areas. The Pilot Project will be implemented by NRSC, which will submit proposal to and request funding from the World Bank and the Ghana Road Fund.
- Agreed with stakeholders to review the coming accident study, due in early 2013, funded by the Abidjan Lagos Transport and Transit Facilitation Project (ALTTFP), and develop a data-led corridor action plan inspired by good experiences and the pilot project in Ghana.
- Initiated cooperation with the Abidjan-Lagos Corridor Organization (ALCO), the West-Africa Road Safety Organization (WARSO), the Economic Community of West African States (ECOWAS) and the private sector. The outcome of the ALTTFP study

will guide the process of a joint identification of tangible intervention areas along the corridor.

Governance

Since the report on governance indicators in the transport sector was produced, the management team has worked on finding a way to implement the report's recommendations. Partnership between SSATP, the Governance Partnership Facility (GPF) and World Bank is being explored in three countries (Kenya, Zambia and one French-speaking country) where World Bank teams have been implementing governance activities with funding from the GPF. The objective would be to: (a) refine indicators and scoring system based on feedback; (b) score the three pilot countries; (c) formalise scoring methodology and guidance; (d) develop a simple methodology for institutional mapping; (e) prepare briefing papers and communication tools for roll-out; and (f) conduct a robust impact assessment to evaluate changes in governance scores as they relate to transport sector performance improvement.

Gender and Inclusion

Following the recommendation of the gender forum during the 2010 SSATP Annual General Meeting, case studies were carried out in four countries including Uganda in 2011 to identify policy elements required to promote gender inclusion in the transport sector. As a follow up and in response to the interest expressed by the Ministry of Works and Transport, the Ministry of Gender, and the Ministry of Local Development program in Uganda, SSATP will review implementation of the national gender policy commitments in the road sector and prepare a plan of action to support labor-based employment policy and contracting for women in Uganda. The review will also contribute to strengthening the gender aspect of a new national transport policy being prepared in Uganda. The activity will lead to two main results: i) ministries that have expressed interest in seeking ways to improve the implementation of the national gender policy each adopt at least one recommendation identified in the report; and ii) a monitoring framework is approved by the relevant ministries to collect gender-relevant data that can be used for benchmarking gender outcomes in selected operations and to monitor impact related to the promotion of gender equality in the road sector. Advocacy work will involve the Government of Uganda as well as the network of participants to the gender forum initiated in 2010. The study is expected to be completed in the first part of 2013.

Climate Change

SSATP is leading the initiative of creating an Environmentally Sustainable Transport Forum (ESTF) in Africa. The Forum will serve as a regional cooperation mechanism that would engage the participants from countries of Africa into a policy dialogue about the challenges posed by the need for environmental sustainability in the transport sector while meeting long-term development goals. ESTF-Africa would be a policy-oriented forum informed by a

vibrant community of officials, practitioners, NGOs and stakeholders involved in various aspects of transport, climate change and environment, including finance, on a regular basis. The following events are part of the campaign to develop awareness on the ESTF and its objectives:

- November 22-25, 2012: The concept of ESTF was presented during the CODATU conference organized in Addis Ababa, Ethiopia.
- November 26, 2012: Following the CODATU conference, the concept of ESTF was discussed during an SSATP meeting of stakeholders in the urban transport sector in Africa.
- Further discussions were held at the Asian Development Transport Week in Philippines (November 6-9th), during the COP 18 UNFCCC Climate Change Conference in Doha (November 26th – December 8th) and Better Air Quality in Hong Kong (December 4th – 7th) with key contacts who have taken part in, or helped to create, the Asian EST Forum. A presentation on the EST Forum for Africa was made at the Africa-focused Bridging the Gap side event on December 1st 2012 at COP18 in Doha.
- December 11-12, 2012: During the SSATP annual meeting in Addis Ababa, Ethiopia, the concept of the ESTF was presented to representatives from the transport sector from 27 countries, 3 regional economic communities, African institutions, the private sector, the civil society and nine development partners.
- February 19, 2013: An SSATP side event was organized in Nairobi, Kenya at the time of the UNEP Governing Council meeting to inform the Ministers of Environment in Africa about the initiative to create the ESTF and the objectives of the forum.
- April 2013: Participation in the Governing Council of UN Habitat and organization of a side event with the Ministries of urban development.

These and other coming events will feed into the revised concept paper for the ESTF drafted in January 2013.

Urban Transport

SSATP is conducting a study on 'access and mobility in urban areas of Sub-Saharan Africa: existing trends, emerging issues and options for addressing them'. The objective is to provide a policy framework and methodologies for analyzing urban mobility and accessibility issues and present options for addressing them. Action plans will be prepared for adoption and further for implementation in five cities.

Railway

Application of the Framework for Improving Railway Sector Performance in Sub-Saharan Africa (SSATP Working Paper No. 94) focusing on railway concessions is being taken into account in the new strategic approach for the World Bank projects in Tanzania, Malawi, Zambia and Mozambique. The framework has also been shared with the African Development

Bank (AfDB) to contribute to the preparation of their diagnostic study of concessioned railways in Africa.

Congo Sangha- Oubangui River Observatory

The initial activity which consisted in the elaboration of a baseline survey and institutional study on the establishment of a Congo-Sangha-Ubangi River observatory was finalized in May 2012. As a result of the work done and discussions with stakeholders, SSATP was requested to continue its advocacy support in the different CICOS (Commission Internationale du Bassin Congo-Oubangui-Sangha) member countries during the next phase of implementation. Funding was provided by the Trade Facilitation Facility to recruit a consultant to assist CICOS for this activity. In October 2012 the stakeholders and partners, namely CICOS, CEMAC, the European Commission, the World Bank and SSATP organized a coordination and update meeting by videoconference, decided on a preparation plan and outlined a draft implementation schedule. At the end of January and beginning of February 2013, the TFF-funded consultant travelled to Kinshasa and Brazzaville to assist CICOS to prepare and finalize the implementation of the Congo-Sangha-Oubangui River observatory.

Corridor Focus Activities

The regional integration program of the SSATP is centered on support to the Regional Economic Communities (RECs) and corridor authorities for the establishment of corridor observatories. Initially, particularly in the absence of well-established corridor authorities, the pursuit of two objectives (creation of a pilot corridor observatory and building capacity within the host institution) at the same time proved to be detrimental to making progress. The REC TCC meeting in Mombasa in March 2012 provided the opportunity to reorient the focus on the development of the pilots with initial hosting by SSATP pending transfer to the intended host. That shift enabled initiating the development of pilots for the Abidjan – Burkina Faso corridor, Benin, and Tanzania by the end of 2012, while preparing the extension to Togo, Ghana, Niger and Namibia early 2013. SSATP also provided inputs into the data collection system managed by the Northern Corridor with support from DFID-funded Trade Mark East Africa. Preliminary results from the pilots will be instrumental in building the commitment for sustaining the pilots, while identifying gaps and challenges in the available data that could lead to the design of remedial measures.

The agreement to collect a common set of corridor performance monitoring indicators reached by the Regional Economic Communities during the Cotonou REC TCC meeting in September 2012 was a significant achievement of the program as facilitator of the REC TCC meetings. This will provide a common ground among corridors for monitoring and evaluating corridor performance. SSATP is now following up with the RECs on this commitment in order to provide a first set of results by the new REC TCC meeting tentatively scheduled in April 2013.

The Cotonou REC-TCC meeting also succeeded in initiating a discussion on the poor performance of the road transport industry in West Africa. However, while there is agreement on the need to formalize and professionalize the transport industry to improve delivery of services, the focus remains on renewal of vehicle fleet rather than on changing market conditions. The latter is actually a requirement to proceed with the former which would otherwise be a waste of resources. The difficulty to reach an agreement on measures that are necessary for the transport industry in West Africa to reach a level of performance found in other regions reflects the political economy and the challenge of moving forward with this reform in an environment where vested interests are strongly entrenched. The SSATP cannot on itself move this agenda which will require a coalition of champions among stakeholders in countries and the support from development partners.

E. Progress of July 2012 Action Plan

Table 1 presents the progress in the actions agreed during the Addis Board retreat to discuss the findings and recommendation of the mid-term review.

F. Work Program 2013

By the end of 2012 and as a result of the annual meeting, the work program for 2013 was developed to include two main clusters of activities. The first cluster is related to the implementation of the activities of the Second Development Plan. The Work Program is detailed in Annex 2.

The second cluster is related to the preparation of the proposed DP3 with a focus on three areas:

- Mission statement;
- Institutional framework (roles, responsibilities, procedures);
- Options for relocation of the program to Africa; and
- SSATP membership and commitment.

This cluster of activities also responds to the stakeholders demand, including beneficiaries and development partners to prepare the next cycle of the program with a clear vision on its framework, mission objective and implementation plan focusing on the substance of the DP3:

- Finalize the structure of the strategic orientations within clusters based on the outcomes of brainstorming sessions during the annual meeting in Addis.
- Clarify content associated with strategic orientations along the five steps of SSATP working modes (knowledge creation, dissemination, application, advocacy, support to implementation), the results that are targeted, and cross-cutting issues which would be considered as part of each strategic orientation (governance, M&E, health (includes HIV AIDS), environmental sustainability (includes climate change), social sustainability (includes gender, employment) and consolidate into results framework.
- Identify the need for action to sustain the results beyond SSATP support.
- Identify the scope of the activities (continental/regional/national scope), the partners.

- Work to define an operational mode for the cluster on emerging issues and specific needs and the process to decide that an activity is eligible to be funded under the cluster.
- Prepare scenarios with priorities as a guide to adjust the program to available resources. Scenarios will be designed to include a consistent set of strategic orientations and/or activities. The objective is to achieve results and not to scatter resources across discrete activities. Scenarios will be built to include a consistent set of activities and achieve a set of results that make the SSATP relevant. The activities define the scenarios and subsequently the resources and not the contrary.
- Estimate the budget considering the various requirements.

The targeted timeline is to produce these documents by end of March 2013 for consultation with stakeholders during April 2013 and discussion with the development partners at the end April/early May 2013.

Table 1. MTR Action Plan Implementation, as December 31, 2012

Action	Responsibility	Timetable	Progress
Invite the African Union Commission (AUC) to become part of the SSATP Board	UNECA	April 8, 2012	AU joined the SSATP in August 2012
Prepare analysis of options for physical and institutional relocation of SSATP	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 was prepared and presented during the December 2012 annual meeting with a paper on options on the level of decentralization of the program. Further analysis is on-going
Review the coherence of SSATP with PIDA and other initiatives and how SSATP is positioned in the current institutional framework of these initiatives	SSATP PMT	May 31, 2012	Is being highlighted and addressed in the DP3 strategic framework which is under preparation.
Start dialogue with AUC on mission statement for endorsement at higher level	UNECA	June 30, 2012	Same as above, it is included in the preparation of the DP3 Strategic Framework.
Request AUC to invite North African countries to join the program	SSATP PMT	June 2013	Follow up needed with AUC on letter to be sent to North African countries
Decide on priorities for completion of DP2 based on activities proposed in draft 2011 annual report	Board/UNECA	April 8, 2012	Achieved: Program of activities revised and agreed by the Board with greater focus on advocacy and results
Draft paper on potential priorities beyond DP2 to be submitted to the Board	EC	June 30, 2012	Paper prepared and presented by SSATP Program management Team during the annual meeting in Addis
Send letter to Ministers on Permanent Secretaries as National coordinators and creation of working groups	SSATP PMT	April 16, 2012	Letters sent to countries on July 31, 2012
Review graph on governance structure and provide reasoning	SSATP PMT	June 30, 2012	Note prepared for annual meeting in Addis
Finalize governance structure	SSATP Board	Dec 31, 2012	Discussed in Annual meeting – Further analysis needed
Prepare terms of reference of consultants	SSATP PMT	Dec 31, 2012	Underway. Consultants expected to be selected in first quarter of 2013
Prepare business plans	Consultants	Nov 30, 2013	
Decision on SSATP business plan	SSATP Board	Dec 31, 2013	
Strategy to be included in business plan		Nov 30, 2013	On-going
Prepare revised SSATP framework for completion of DP2	SSATP PMT	May 15, 2012	Results framework revised and agreed by the Board in July 2012
Prepare framework for DP3 as part of business plan			Framework presented during annual meeting
Develop DP3 preparation plan for review by the Board in careful coordination with other transport events organized in Africa	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
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	SSATP PMT/EC	Before extension of agreement	Decision taken following letter from EC. Amendment cancelled.
Prepare extension until June 30, 2014 after verifying the date	SSATP/PMT/EC	April 30, 2012	Extension confirmed during the annual meeting in December 2012

G. SSATP Financial Situation

Receipts

Multi Donor Trust Fund: By end of June 2012, SSATP was short of resources to commit on planned activities for the year. With the exception of the European Commission (EC), and the Agence Française de Développement (AFD), who formally joined the SSATP Multi Donor Trust Fund (MDTF) in November 2012 by signing an administration agreement for Euro 500,000, all contributions from all other SSATP developing partners (DFID, Norway, Sida and AfDB) who are pooling their funds in the DP2 MDTF, had already been fully paid. Fifty percent of EC contribution remained to be paid. In September 2012, EC remittance of around \$4.4 million was received which allowed the program to launch various advocacy activities from October to December 2012 including the Addis Annual meeting of December 2012. The Contribution from AFD was received around end of December 2012. The EC third installment, about 10 percent of the EC contribution, remains now to be paid. Table 2 presents the situation of receipts at the end of December 2012.

Table 2. Receipts in the Multi Donor Trust Fund as of December 31, 2012

MDTF Financing Partners	As of June 2012	July-December 2012	Total up to December 2012
United Kingdom - Department for International Development (DFID)	1,159,738		1,159,738
African Development Bank (AfDB)	600,000		600,000
EU-Commission of the European Communities	5,419,940	4,419,324	9,839,264
Norway - Ministry of Foreign Affairs	581,714		581,714
Swedish International Development Cooperation Agency (SIDA)	2,429,089		2,429,089
Agence Française de Développement (AFD)		663,000	663,000
Total	10,190,481	5,082,324	15,272,805

Other Contributions: During the same period, SSATP applied for additional funding from the Trade Facilitation Facility (TFF) 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 road standards for 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 December 2012.

Table 3. Other and Total Receipts as December 31, 2012

Financing Partners	Up to June 2012	July- December	MDTF	Total
Islamic Development Bank	187,528			187,528
World Bank**	2,145,077	175,159		2,320,236
Trust Fund for Building Analytical Capacity to mainstream Adaptation to Climate Risk	200,000			200,000
Trade Facilitation Facility (TFF)	4,835,000	1,001,777		5,836,777
Austria*	350,000			350,000
World Bank Governance Initiative	8,565			8,565
TOTAL	7,726,170	1,176,936	15,272,805	24,175,911

* Contribution in kind

**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.

Disbursements and Commitments

During this period disbursements accelerated, especially in the last quarter, with SSATP focus on advocacy and capacity development work and consultation on the preparation of DP3 including the annual meeting which was the platform for stakeholders consultation on SSATP forward directions. Disbursements from the MDTF for the reporting period amounted to approximately \$1,437,463 bringing the total disbursement under the MDTF from \$7,758,712 by end of June 2012 to \$9,196,175 (60 percent of receipts). Disbursements from the Trade Facilitation Facility on Theme 3 activities focused on corridor management, regional integration and trade facilitation, and amounted to \$2,094,403. World Bank in kind contribution of staff costs was estimated for the reporting period at approximately \$175,159, bringing the total World Bank contribution by end of December 2012 to around \$2,320,236.

Outstanding commitments against signed contractual contracts and consultant services amounted to \$1,443,527 (9 percent). Commitments do not include staff salaries of full time SSATP staff, and overheads.

A list of new contracts signed during the reporting period is provided in Annex 3. Previous contracts were provided in the January-June 2012 progress report.

Total disbursements and commitments under the MDTF amount to \$10,639,703 leaving a balance of \$1,195,815 available for on-going activities. This balance covers the salaries of the SSATP team to manage the activities and the cost of activities that have yet to start. Table 4 lists the activities along with the associated budget, the outstanding commitments under each and the disbursements.

Forecasts

Table 5 represents forecast expenses up to June 2014 and shows that there remains approximately \$1,000,000 balance available for new activities in the MDTF. The SSATP team will meet towards the last week of February 2013 to review progress on DP2 activities, will update the forecasts and propose to the Board a program to use the remaining funds.

Table 4. Financial Situation of MDTF per Activity, as of Dec 31, 2012

Activity	Adjusted Grant Amount*	MDTF Disbursement*	Commitments*	Available Balance*
Theme 1: Transport Strategies and Policies				
Pro-Growth Pro-Poor (PGPTS)				
Sierra-Leone PGPTS	113,000	0	113,000	0
PGPTS Burkina-Faso – Recipient executed	190,000	190,000	0	0
PGPTS Burkina-Faso – Supervision costs	16,782	16,782	0	0
Transport Policy Performance Review	600,000	193,436	406,497	67
Governance Indicators	223,088	223,088	0	0
Making Transport Climate Resilient	278,000	65,675	165,731	46,594
Road safety support to countries – Phase 1	760,000	411,651	214,026	134,323
Application and Impact Review of Poverty Reduction and Transport Strategy	71,185	71,185	0	0
Development of Gender Policy Recommendations	120,800	102,477	0.00	18,323
Total Theme 1	2,372,855	1,274,294	899,254	199,307
Theme 2: Transport Management				
Urban Transport				
Documentation of BRT Experiences	122,951	122,951	0	0
Development of a Module and Toolkit on Fare Collection for Urban Transport	250,000	243,274	0	6726
Urban Transport Capacity Building and Policy Reform Workshop	101,507	101,507	0	0
Rural Transport				
Rural Transport Activities	1,035,000	298,197	342,311	394,492
Removing rural access constraints to agricultural productivity, growth and marketing	30,815	30,815	0	0
Transport Data Management Systems – TSDMS				
Framework for Improving Railways Performance	29,000	16,100	0	12,900
Total Theme 2	2,084,273	1,093,617	389,136	601,520
Theme 3: Regional Integration				
CICOS – Baseline Survey on the river corridor	436,000	414,266	0	21,734
Review/Design Legal Instruments for Regional Trade and Facilitation	257,000.00	113,054	8,830	135,116
Support to REC-TCC 2010	396,476	396,476	0	0
Support to Sub-Saharan Africa Transport Policy Program (SSATP) National Coordinators - Regional Coordinators	140,000	90,249	0	49,751
Support to National Coordinators	87,329	87,329	0	0
Choke Monitoring Survey	1,665,630	1,665,630	0	0
Baseline Survey of the Central and Dar Corridor	144,964	144,964	0	0
Total Theme 3	1,628,332	1,412,901	8,830	206,601
Core Activities				
DP2 Program Management	1,108,003	1,106,576	1,427	0
Operational TF for core DP2 program activities	1,558,000	1,408,024	18,300	135,116
DP2 Regional Coordination	1,043,013	1,043,013	0	0
Website Development	135,000	95,425	21,132	18,443
Annual Meeting 2009	584,923	584,923	0	0
Annual Meeting 2010	871,119	871,119	0	0
Annual Meeting 2012	450,000	306,283	105,449	38,268
Total Core Activities	5,750,058	5,415,363	146,308	188,387
Total	11,835,518	9,196,175	1,443,528	1,195,815

*All amounts in USD

Table 5. Cash forecast until completion, as of December, 2012 (US\$)

Contribution paid-in by donors at end of December 2012	15,272,804
Investment Income	134,836
Admin Fees	305,456
Additional contribution from EU	494,173
Total contribution by June 2014	15,596,358
Total grant amounts at end December 2012	11,835,518
Balance of receipts not allocated to grant amounts	3,760,839
Agreed activities to be launched in FY13 to focus on advocacy and results (see details below)	1,253,100
Total Salaries up to June 2014	1,526,538
Cash balance for new activities	981,203

Table 6. Agreed activities to be launched in 2013 (US\$)

Julie Babinard	Transport and Gender in Uganda	30,000
Mr. Jean-Noel Guillossou	DP3 Strategic Framework	300,000
Ms Camilla Israel Lema	Road Management and Financing (RONET, PPP, SADC peer review)	250,000
Co-management SSATP / EU Delegation in Kenya Content of the activity being discussed	Axle load control ECCAS	30,000
Ms Camilla Israel Lema	Study on Access and Mobility in Urban Areas of SSA: Preparation of Policy Discussion Paper and Strategy for DP3	143,100
Mr. Jean-Noel Guillossou	Annual meeting 2013	500,000
Justin Runji	Policy Performance Review - Phase 2	Not confirmed
Justin Runji	Road safety support to countries - Phase 2	Not confirmed
TOTAL		1,253,100

Annex 1. DP2 Detailed Implementation Progress

The following table presents the detailed progress in the execution of the Second Development Plan as December 31, 2012 based on the actual program of activities approved by the Board during its March 31-April 1, 2012 retreat in Addis.

Theme 1: Comprehensive pro-poor & pro-growth transport sector policies and strategies adopted at REC and country level

Policy Performance Review

Scope	Progress	Next steps once output is completed and how results could enable SSATP to achieve its objectives
Transport Policy Performance Review		
(a) analyse transport policy performance; (b) assess compatibility between country and AIKP data collection systems; (c) assess the integration of MDG-related transport indicators	The review covers Ethiopia, Ghana, Zambia, Benin, Gabon and Mali. Activity started in July, 2012. Data were collected and are being analyzed to evaluate the impact of policy changes. The draft report is expected in march 2013.	Recommendations will assist SSATP and member countries to identify key gaps in transport policies in Africa. This will lead to improved SSATP engagement strategy, in particular during the proposed DP3.

Pro-Poor Pro-Growth Transport Strategies (PGPTS)

Scope	Progress	Comment
Support the update of Sector Transport Strategies		
Promote pro-poor pro-growth transport strategies through 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	<p>Sierra Leone: The objective is to update the national transport strategy. The strategy will address 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.</p> <p>This vision thus developed will "cascade" into the policy (the guiding principles for the transport sector), from the policy into the strategy (the approach to achieve the policy goals), and from the strategy into programs and projects that support the strategy. The projects in turn will be packaged into a time and resource-constrained plan of activities. Several working papers were produced and reviewed. The strategy is being finalized.</p>	The next step is the organization of a workshop to discuss the main recommendations of the study. The workshop will seek the inputs and endorsement of the Study at the highest level of Government. 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.
	Burkina Faso: The 2011-2025 transport strategy was adopted by the cabinet by decree on April 24, 2012. A round table of donors took place on June 18, 2012.	
Application and Impact Review of PRTSR (Poverty Reduction Transport Strategy Review)		
Consolidate lessons learnt during preparation and implementation of the PRTSR and share among stakeholders. Put in place capacity to monitor PGPTS (Uganda, Zambia, Swaziland).	Completed in June 2010. The main objective of the impact review was to assess the application of PRTSR outcomes on the formulation of the national transport strategies and 2nd Generation Poverty Reduction Strategies. The countries that completed reviews are: Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Cote d'Ivoire, DR Congo, Ethiopia, Gambia, Guinea, Kenya, Lesotho, Malawi, Mali, Rwanda, Senegal, Swaziland, Tanzania, Uganda, Zambia, and Zimbabwe. The findings were that: 1. Countries agree to political involvement in PRTSR process, good preparatory work, and dynamism in the process management. 2. The PRTSR methodology is well understood, it is participatory and inclusive 3. The PRTSR enables proper definition of transport needs of socio-economic sectors, vulnerable groups and deals with cross-cutting issues. 4. The PRTSR has given more visibility to the transport sector. 5. The success of the PRTSR depends on the capacity of the National Coordinator. 6. The political commitment of the highest authority in charge of transport and higher is critical. 7. The establishment of a technical committee to supplement the Steering Committee is beneficial	The review feeds into the Policy Performance Review and the PGPTS process and will be used by countries to enhance the preparation of their transport policy strategies.

Cross-cutting Issues

Road Safety

Scope	Progress	Comment
SSATP Road Safety Program/Activities Management Support & Technical Advisory Services		
(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>Three countries (Zambia, Ethiopia, Cameroon) and the Abidjan-Lagos corridor were selected for Phase 1. Activities include review of status of road safety strategies, institutional capacity, and financing arrangements for road safety and provision of advisory services for the drafting of new strategies (in the case of Cameroon) and the review of existing ones. Proposals for capacity building were made in all countries and financing frameworks proposed. For the Abidjan-Lagos Corridor, discussions took place in Ghana, Benin and Nigeria and with ALCO, WARSO, country corridor committees and road safety lead agencies in Ghana, Benin and Nigeria to determine high impact interventions.</p> <p>A Regional road safety conference was conducted in Addis Ababa, in collaboration with WHO and UNECA from November 19 to 21, 2012. Further policy work addressing road safety in cities and pedestrian safety was initiated through a sub-regional workshop co-hosted by SSATP, GRSP and RTSA in Zambia from October 10-12, 2012</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-sectorial road safety initiatives.</p>
Support to UNECA for the Africa Decade of Action for Road Safety		
Prepare Africa Road Safety Policy Framework	<p>Completed. The 2nd Road Safety Conference organized by UNECA in November 2011 approved the Action plan subsequently adopted by the African Heads of States in January 2012. Framework was prepared with SSATP support prior to the conference and revised in February 2012 to reflect the outcomes of the Conference</p>	<p>Africa Action Plan will form the basis of SSATP's dialogue with countries. This was the case with the November 19-21, 2012 Addis Ababa conference where the main focus was the Road Safety Management (Pillar One)</p>

Road Safety Practice on Transport Corridors: Synthesis of Experience and Best Practice Guidelines		
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>During the period of July - December 2012, substantial progress has been made on the study of road safety on regional trade road corridors. The two of three tasks have been completed and the respective deliverables finalized. These include the following:</p> <p>1) The 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 (LMICs); and</p> <p>2) 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.</p> <p>The guidelines with a roadmap for implementing road safety projects on regional trade corridors are being developed under the third task. The draft guidelines have already been submitted by the consultant, and the final report is expected to be finalized following the appropriate review process by the end of April 2013.</p>	
Technical assistance to the Central Corridor Trade and Transport Facilitation Authority (Dar es Salaam)		
(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.		

Governance

Scope	Progress	Comment
Transport Governance Indicators		
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 national level	The Transport Governance Indicators report has been shared with the Governance Partnership Facility with the proposal to pilot the use of the indicators in three countries (Kenya, Zambia, and Cameroon). TORs were drafted for the assignment and the decision taken to involve the same consultant that prepared the initial report. A resolution on how the activity is to be funded has not been made yet.	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

Climate Change

Scope	Progress	Comment
Development of an Environmentally Sustainable Transport Forum in Africa		
(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.	The process to create the ESTF is in its awareness-raising phase through a number of events to inform stakeholders, generate interest and build ownership of the forum. The concept paper has been drafted and is being reviewed. It will provide the basis for a consultation paper on options available for the forum. This paper will be discussed in a second round of consultations.	The objective is to have a first continental workshop on the EST Forum in end 2013 early 2014.
Capacity building for integration of transport into mainstream climate discussions in Africa		
(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.	Pipeline activity.	SSATP is looking to supplement its core funding with additional, climate- or green-development-oriented resources for these key activities. A proposal has been submitted to the Korean Green Growth Trust Fund to underpin to discussions about green growth and sustainable urban transport in Africa

Gender and Inclusion

Scope	Progress	Comment
Policies for gender and inclusion		
(a) gather information and data throughout questionnaires, interviews and focus group discussions, and make recommendations for policy on gender inclusion in the transport sector; (b) build a community of practices in Gender and Transport; and strengthen network membership through dissemination of information and capacity building in gender and transport; (c) provide strategic guidance and expertise for developing a holistic approach to gender issues in transport sector that will inform the approach paper.	<p>Case studies were carried out in Uganda, Ghana, Cameroon and Benin. They identified policy gaps and provided a set of recommendations including quick win. An approach paper on gender and inclusion in the transport sector was prepared building on the case studies.</p> <p>A review is being initiated in Uganda to contribute to strengthening the gender aspect of a new national transport policy being prepared. The review is expected to be completed in the first part of 2013.</p>	The activity will lead to two main results: i) Concerned ministries that have expressed interest in seeking ways to improve the implementation of the national gender policy each adopt at least one recommendation identified in the report; and ii) A results framework is approved by the relevant ministries to collect gender-relevant data that can be used for benchmarking gender outcomes in selected operations and to monitor impact related to the promotion of gender equality in the road sector. Advocacy work will involve the Government of Uganda as well as the network of participants to the gender forum initiated in 2010.
Labor-based employment policy and contracting for women		
(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&E system to monitor tender documents and contractor gender compliance; and (d) collect and organize gender-disaggregated road works data.	<p>The scope has been prepared based on: (a) the global evidence that labor-based employment can provide work opportunities to women as road workers; (b) the use of labor-based methodology for road works has been an important part of the strategy to improve rural transport in Africa for the past 25 years with the potential to generate very significant benefits for the poor in the form of employment opportunities, and for countries in terms of GDP and foreign exchange savings; (c) over the past decade, Uganda has made significant progress in the advancement of gender equality and empowerment of women in political, economic and social spheres(National Gender Policy (NGP) in 1997 revised in 2007); (d) adoption of labor-based methods in Uganda provides an opportunity for women to enter the transport sector as workers and small scale contractors.</p>	Scope under review with stakeholders in Uganda where the activity is proposed to be carried out. Scope is consistent with recommendation of the case study in Uganda.

Transport Data Management

Scope	Progress	Comment
Institutional Assessment of Transport Sector Data Management Systems (TSDMS)		
(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	The institutional assessment for Swaziland was completed and the consultant's report reviewed by the Government of Swaziland and SSATP. The assessment in Burkina Faso was launched in October 2012.	<p>Two outcomes are expected:</p> <ol style="list-style-type: none"> 1. Agreement reached with Governments of Swaziland and Burkina Faso on action plan and institutional arrangements for setting up Transport Sector Data Management System. 2. Guidelines for TSDMS updated.
Transport Sector Data Management: Strategic Direction for improvement of DP2 and Delivery of DP3		
(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.	The consultant was engaged in December 2012.	<p>Expected outcomes:</p> <ol style="list-style-type: none"> 1. Strategic direction for DP3 activities 2. Preparation and implementation of action plans for joint activities with AfDB/AIKP in capacity building for data management in African countries.

Theme 2: Effective institutional and financial arrangements adopted for safe, reliable, affordable and accessible road transport services and infrastructure

Rural Transport

Scope	Progress	Comment
Promoting the Adoption of Good Policies and Practices in Rural Transport (RT) in Africa Knowledge Products, Dissemination Strategy and Approach Paper		
(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	<p>The draft paper on gaps in knowledge and practice was submitted in September 2012, followed by four concept notes submitted in January 2013. The concept notes are being reviewed by a group of experts based on which the ToRs will be developed for onward work to fill the identified gaps in knowledge.</p> <p>The draft dissemination strategy for rural transport knowledge was submitted in December 2012.</p>	<p>1. The strategy for dissemination of available RT knowledge products requires partnership with other stakeholder organizations and networks in RT.</p> <p>2. 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. Discussions have been initiated with AFCAP for cofinancing of preparation of framework for evaluating and using existing procedures and tools for planning and prioritization of RT interventions.</p>
Improving Rural Transport Policy Framework		
(a) Contextualization of key findings & 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	<p>Two countries (Uganda, Nigeria) were selected for SSATP support based on their expression of interest and readiness to improve rural transport policies and strategies and on their commitment to improve rural transport infrastructure and services demonstrated by existing initiatives.</p> <p>The contract for the assignment was awarded to a consultancy firm in September 2012, and the inception report submitted in October 2012. Consultations with the two countries were initiated, followed by the consultant's visits to the countries in November and early December 2012.</p>	<p>1. SSATP will advise the countries on possible operational projects through which the RT strategies can be implemented and case studies sought for further policy improvements.</p> <p>2. SSATP will widely disseminate Rural 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.</p>

Road Management and Financing

Scope	Progress	Comment
Progress on Commercialized Road Management in Sub-Saharan Africa		
(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 management issues associated with the restructuring and commercialization of road agencies in seven countries (Botswana, Cameroon, Ethiopia, Ghana, Namibia, Tanzania, South Africa). Four main principles governing successful organization reform were identified. The document provides a methodology to evaluate how these principles are applied and to benchmark road management performance. The document was published in January 2012. A snapshot PowerPoint presentation of the key findings and recommendations of the study was given during the ARMFA Annual General Meeting held in Livingstone Zambia from October 29th to November 2nd 2012	Further dissemination events on the findings and recommendations of the study will be planned for 2013, some by the SSATP, and others in consultation with regional roads associations (ARMFA, ASANRA, AGEPAR). The aim it to advocate for good practices in road sector reforms in SSA.
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		
Support the peer review of road asset management practices in SADC countries led by ASANRA, in partnership with ARMFA, SSATP and AFCAP (main financier).	The activity is underway. Eight out of nine participating countries in SADC region have completed their self-assessment to: (i) evaluate performance in road asset management; and (ii) examine the impact of adopted road asset management practices on quality and condition of the network. This will be followed by peer reviewing and verification of self-assessments by a team of four experts assigned by ASANRA. Based on 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 will provide support for the input of Road Management expert in the Peer Review Panel, to facilitate the interface with recommendations from the review of progress on commercialized road management above.	SSATP will provide facilitative support to ASANRA, ARMFA (SADC group) and participating countries to translate 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 result to other regions, with the aim to advocate the adoption of good road management practices.
Good practices for advocacy on private sector involvement in road financing, provision and management applicable to SSA		
(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	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. Terms of reference were developed and assignment will be commissioned in early 2013. 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.

Road Network Evaluation Tool (RONET) Training		
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	RONET training was provided in June 2012 in Benin - with 31 Francophone participants from 12 countries and Tanzania - with 45 Anglophone participants from 9 countries.	Additional training through ARMFA is planned for 2013 that will aim at creating a critical mass of RONET trainers in Africa. 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 scaling-up.

Urban Transport

Scope	Progress	Comment
Access and Mobility in Urban Areas of Africa: Defining Policy Framework for Development		
Capacity building for urban mobility planning initiated.	The first phase of this activity includes a study entitled 'Urban Access and Mobility in Sub-Saharan Africa: Preparation of Policy Discussion Paper on Existing Trends, Emerging Issues and Options for Addressing them'. 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. The study will be undertaken in early 2013.	Action plans will be developed with five countries and cities (recommended by the study) that would be willing to partner with SSATP in the development of policies and strategies for improvement of urban access and mobility, and capacity building.
Participation to CODATU conference and SSATP Stakeholders Meeting for Urban Mobility and Accessibility		
(a) What form of governance is required for promoting sustainable mobility? (b) How to plan the cities of the future? What is the link between transport and town planning? What kind of transport infrastructure can lead to sustainable cities? (c) What types of transport should be deployed? How to manage traffic? (d) How to deal with the needs of people in transport policy? How to make transport systems equitable?	An urban transport stakeholders meeting specific to SSATP was organized at the end of the CODATU conference on October 26, 2012. The meeting discussed how the conclusions of the conference can apply to Sub-Saharan countries, and developed a vision for the SSATP agenda on access and mobility in urban areas – one proposed cluster of a future DP3.	

Railways Performance

Scope	Progress	Comment
Framework for improving railways performance		
(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 transborders 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	The framework (published in SSATP Working Paper No. 94) is being disseminated to provide lessons from the performance of railways systems in existing and past concessions in SSA. It also provides some elements for a new strategic approach in the World Bank's involvement in railways projects in Sub-Saharan Africa: Malawi, Zambia, Mozambique and Tanzania.	Two presentations were made (Tangier, Oct.2012 and Johannesburg, Nov. 12) using elements and conclusions of this study. They attracted a strong and positive interest, as well as healthy and lively debates. The framework underpins the approach of the World Bank and other development partners which 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: Trade facilitation measures adopted and implemented in major regional transit corridors

Scope	Progress	Comment
Harmonization of road standards on the Trans-African Highway network		
(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	<p>1. The first workshop on elaboration of the intergovernmental agreement on harmonization of road norms and standards in the Trans African Highway (TAH) network was held on Dec.10 and 11, 2012 in Addis. The meeting was attended by Regional Economic Communities (RECs), Specialized Agencies (IS) of the African Union, the Commission of the Economic and Monetary Community of Central Africa, the Economic Commission for Africa, the Office of the United Nations High Representative of Least Developed Countries, Developing Countries and Landlocked and Small Island Developing States, the World Bank and the African Union Commission. Delegates of the Abidjan-Lagos Corridor, Northern Transit Transport Coordination, and West African Road Safety Organization also participated. The consultants (five) hired with the help of SSATP for reviewing available standards and recommending one have also attended the meeting.</p> <p>2. A Steering Committee (SC) that SSATP was invited to join, was established to coordinate and guide the various stages of the process that will lead to the presentation of the agreement and road safety charter during the Third Session of the Conference of African Ministers of Transport (CAMT) scheduled to be held in Equatorial Guinea in the last quarter of 2013.</p> <p>3. Under the guidance of the SC, based on available studies, the technical team, comprising five consultants, is preparing a draft comprehensive agreement on road norms and standards which will be discussed and validated in the next workshop scheduled for Feb. 20 and 21, 2013 in Johannesburg, SA.</p> <p>4. The technical team is currently working in five areas of TAH norms and standards, namely: highway design standards, road safety and social, environment and legal aspects.</p>	Once the technical review is complete and draft norms and standards is ready, it is expected that the Legal Expert in the consultant team will prepare the draft Intergovernmental Agreement that will be discussed and validated in the upcoming workshop in SA.

Congo River Basin Observatory		
(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>The SSATP funded study on the establishment of a river transport observatory on the Congo, Ubangi and Sangha rivers has been finalized and shared with the stakeholders. The follow up discussions with CICOS identified the need for a continued technical support to CICOS to finalize the design and funding for the establishment of the observatory. SSATP and the World Bank were able to identify additional funding to support this technical advisory work through the Trade Facilitation Facility (TFF) and discussed seed funding for the establishment of the observatory from the European Union. CICOS, CEMAC, the European Union, the World Bank and SSATP established a close coordination to support the establishment of the observatory. The European Union's grant proposal was revised to partly fund the observatory and support CICOS in preparing the national and regional consultation and validation workshops.</p> <p>With respect to the specific indicators measuring results achieved by the SSATP funded part, the situation is as follows:</p> <p>(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>Since an important part of the funding has already been identified it is expected that the establishment of the observatory can start immediately after the regional validation workshop during the first quarter 2013. The observatory is expected to fully operational in the first quarter of 2014. 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>
Review of Legal Instruments		
Update the review of legal instruments for trade and transport facilitation	<p>The update work of the review of legal instruments has been requested by the RECs and regional partners and is currently underway. The scope of the report has been agreed at a 2010 joint SSATP, UNECA and AUC validation workshop on the Review of Africa Legal Instruments on Trade and Transport Facilitation. Several chapters have already been updated, reviewed and finalized. The final report is expected to be ready in the first quarter 2013.</p>	<p>It is proposed to register the report with the United Nations.</p> <p>The disseminated 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 sub-Saharan 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>
Central Corridor Protocols		
(a) Draft initial analysis as explanatory notes for the Agreement and protocols; (b) ensure of the correctness of legal documents in reference to the protocols drafted; (c) draft the roadmap for the adoption of those protocols by the CCTTFA Members States; and (d) facilitate the validation workshop in which protocols drafted and road map will be presented	<p>The analysis report was produced and protocols were drafted in 2012. A Memorandum of Understanding has been signed between the CCTTFA and the World Bank for SSATP to organize validation workshops on the draft protocols of the CCTTFA. The validation workshops are expected to take place early 2013 and unite all countries and major stakeholders.</p>	

Good Practices on Axle Load Control		
Advocacy for axle load control	SSATP is identifying the process to carry out this activity along the Central Africa corridors (Cameroon, Chad and Central Africa).	
Review of Maputo Corridor Logistics Initiative (MCLI)		
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		
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 crosscutting 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. Meetings took place in Mombasa (Kenya) in March 2012 and Cotonou (Benin) in October 2012. The next meeting is scheduled in April 2013 in South Africa in parallel to the Regional Transport organized by FESARTA.	The REC TCC partners are notably cooperating in: <ul style="list-style-type: none"> • drafting a paper on core indicators for corridor performance monitoring (including methodology and data sources) • measuring corridor performance across corridors in Sub-Saharan Africa • defining a mid-term action plan for the trade and transport facilitation cluster of the proposed SSATP DP3.
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	Data collection to pilot the creation of corridor observatories on TTCA, CCTTFA, Dar Corridor, WBCG, ALCO and West Africa gateway corridors has started. Analysis of IT systems is completed. RECs agreed during the Cotonou meeting on a common set of indicators to monitor corridor performance.	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 next step is to establish a baseline using the data collected and prepare guidelines for the development of corridor observatories.
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	Survey of road transport industry completed in three countries (Kenya, Tanzania and Rwanda). The analysis of the challenges faced by the transport operators will be developed into a policy note that will be discussed with the industry in March 2013. The survey approach will also be reviewed with the road transport associations and the corridor authorities with a view to define a sustainable survey mechanism.	The objective is to obtain an agreement with RTA and Corridor authorities on the sustainability of the surveys

Revision of the Mozambique Transit Regime		
Provide the inputs from the 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.	Inputs from the private stakeholders on the transit regime on the Maputo Corridor were provided as part of the modernization process of the Customs Law, in order to improve the competitiveness of the corridor. Law has been passed, enabling launch of the training for shippers and clearing agents.	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).
Logistics Costs Study for Central and West Africa		
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 the view to measure the financial impact to shippers of uncertainties on transport and logistics services, which is often in the same magnitude than 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. A draft report is under finalization that will be disseminated during a workshop planned in February 2013.	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
Border crossing delays on the Northern Corridor		
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 covered the survey of the 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.	The next step is to develop a how-to guide for border crossing monitoring, with clear methodology and comparable indicators, in cooperation with other development partners and corridors involved in border crossing monitoring programs. This will be in the guidelines for development of corridor observatories.
Walvis Bay Corridor		
(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 and development agencies; and (b) establish a corridor transport observatory for the Trans-Cunene (Namibia / Angola) and Trans-Caprivi corridors (Namibia / Zambia / DRC)	Data collection to pilot the creation of a corridor observatory on the Walvis Bay corridor has started, with integration of Port authority and Customs data for Namibia.	Initiate discussion with Walvis Bay Corridor Group on the expansion of the pilot and its sustainability.

Annex 2. 2013 DP2 Work Program

Theme 1: Comprehensive pro-poor and pro-growth transport sector policies and strategies adopted at REC and country level

	January	February	March	April	May	June	July	August	September	October	November	December	Outcomes expected	Remarks
T1.1: Transport Policy Performance Review														
Review of the impact of transport sector policies in SSA by conducting studies in eighteen countries. First phase of six countries (Ethiopia, Ghana, Zambia, Benin, Gabon and Burkina Faso) started in July, 2012.	Collation of data and drafting of final report in progress	Submission of draft report by consultant	Send copies to the six countries for comments.	Final Report ready and disseminated.	Selected countries' self-sensitization events to promote use of report outputs		Collation of results of in-country work	Presentation of report highlights and country sensitization work during Annual Meeting		Review annual progress and decide on next steps	Recommendations will assist SSATP and member countries to identify key gaps in transport policy. This will lead to improved SSATP engagement strategy. Will also be a crucial reference document in the compilation of DP3 strategy		Policy performance evaluation is ongoing. Commencement of second phase of twelve countries will depend on availability of funding.	
			Presenta-tion to group of experts for decision on launching second phase.	Contact a sample of countries to launch the application phase										
			Policy advocacy work will be continuous. It will include building networks and community of experts. The results may not be dramatic or immediately apparent but will influence the collaboration between SSATP and its stakeholders											

T1.2: Support to Update of Transport Sector Strategies

Sierra Leone Transport Sector Strategy Development started in February 2012 and is in progress. Burkina Faso strategy was completed in December 2011 followed by donor consultations in June 2012 resulting in the securing of funding for the 2011-2025 Transport Sector Investment Program.	Work in Sierra Leone, to compile transport sector strategy ongoing		Sierra Leon's final report ready		Dissemination workshop in Sierra Leone		SSATP assisted donors' round table consultations in Sierra Leone	Presentation of Burkina Faso and Sierra Leone work highlights during Annual Meeting	Review and decision on next steps	In Sierra Leone, the strategy will be an integral part of the national development strategy. In Burkina Faso, it forms part of the stakeholder reference document. Both are good practices to be shared among countries	To decide on who will compile Burkina Faso's completion report. Sierra Leon's round table discussion would be subject to country concurrence			
		Decision on process and commencement of review of Burkina Faso strategy work, for purposes of a completion report	Preparation of Burkina Faso completion report ready	Burkina Faso's completion report ready										

T1.3 Application and Impact Review (AIR) of Poverty Reduction Transport Strategy Review (PRTSR)

Assessment of the application of PRTSR outcomes on the formulation of the national transport strategies and 2nd Generation Poverty Reduction Strategies. Work was completed in June 2010.			Summarize AIR findings and send to all participating countries	Missions to SADC and EAC countries - discussion to include policy review work, based on AIR findings and policy performance review			Consultations with National Coordinators on specific policy work support at Annual Meeting	Review and decision on next steps	It is a key reference document in the ongoing Policy Impact Review. Will be used by countries to enhance the preparation of their transport policy strategies. It will also assist SSATP in preparing the revised national coordination framework and DP3	
	Report will be used as reference material in the preparation of DP3 interventions - as a continuous process									

CC1.1: SSATP Road Safety Program/Activities Management Support & Technical Advisory													
SSATP's Road Safety Management Support was a capacity enhancement initiative to be conducted in two phases. The first phase started in February 2012 and would be concluded by February 2013. The second phase assignment entails assisting SSATP to work with three countries (Zambia, Ethiopia, Cameroon) and the Abidjan-Lagos corridor to review status of road safety strategies, institutional capacity, and financing arrangements and to provide advisory services.	Consultation with Zambia Road Safety stakeholders on the national road safety strategy and an Memerendum of Understanding for key stakeholders.	Mission to Gambia on the creation of a road safety lead agency (include an advocacy and sensitization event).	Final Report of the Road Safety Management Consultancy Phase 1 ready.		Assist in the review of Zambia Road Safety Strategy.		Work ongoing in selected RECs or/and countries. Include support to implement Phase I recommendations	Review of Addis Ababa recommendations prior to WHO, UNECA and SSATP joint workshop	Follow-up conference on Road Safety in Cities		Presentation on progress on community of practice during Annual Meeting	Review of progress and identification of next steps	Assistance to countries towards attainment of UN Decade of Action
		Draft a concept note on community of practice	Recommendations on Phase II considered, decision on phase II approach taken	Missions to SADC and EAC countries - discussion to include road safety strategies and Community of practice.			Content of Phase II work to include tangible deliverables.	Review of progress on community of practice, prior to cities conference.					Consultations needed on how to make road safety a flagship operation under DP3. Establish optimal flagship deliverables in DP3. The launch of the second phase would be subject to availability of funding.
Keep network activities going using social media such as LinkedIn and creation of a Community of Practice													

CC1.2: Support to UNECA for the Africa Decade of Action for Road Safety										
Completed. The 2 nd Road Safety Conference organized by UNECA in November 2011 approved the Action plan subsequently adopted by the African Heads of States. Framework was prepared with SSATP support prior to the conference and revised in February 2012 to reflect the outcomes of the Conference		Consultations with UNECA on need for preliminary review on regional attainment of UN Decade of Action.	Involve other parties e.g. Global Road Safety Facility, Global Road Safety Partnership, etc. in funding Decade of Action progress review	Follow-up with UNECA during Mission in Addis Ababa	Follow-up with countries on November 2012 Addis Ababa workshop resolutions		Follow-up joint conference with WHO, UNECA and SSATP		Review and decision on next steps	Assistance to countries, RECs and collectively to Africa, in the attainment of the UN Decade of Action objectives
CC1.3: Road Safety Practice on Transport Corridors: Synthesis of Experience and Best Practice Guidelines										
Focus will continue on road safety practices by commercial freight transport companies on the Central Corridor (on the section Tanzania / Rwanda / Burundi). Identification of challenges linked to switching driving sides along the corridor route. Implementation through capacity building for the Central Corridor authority (CCTTFA)		Decision on continuation with TOTAL initiative i.e. to replicate Northern corridor work in the Central Corridor	Series of workshops with the road transport industry		Final report on progress made and lessons learned, ready. Identification of follow-up work	Commence follow-up work based on final report		Review and decision on next steps	Formulation of good practices for adoption in other corridors.	There will be active involvement of road transporters and transport regulators to apply best industry practices and improve driver preparedness and qualification.

CC2.1: Identification of Transport Governance Indicators

The Transport Governance report has been shared with the GPF with the proposal to fund the pilot work in three countries. Terms of References have also been drafted for the assignment and a decision taken to involve the same consultant that drafted the report.		Finalization of decision of funding options for piloting recommendations	Disseminate current report to countries. Consult Task Team Leaders and countries to establish list of participating countries for pilot phase.	Finalize logistics for commencement of pilot phase	Commence pilot work in selected countries	Mission to countries participating in governance pilot work		Review and decision on next steps	Improve governance in the transport sector and as a result, the effectiveness of transport policies and strategies	A resolution on how the activity is to be funded is awaited.
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CC3.1: Development of an Environmentally Sustainable Transport (EST) Forum in Africa

Following stakeholder engagement events organized around UATP and CODATU congresses in October, 2012, the Consultant has developed a stakeholder consultation paper, which is being circulated to the broad consultation list developed by consultant.	SSATP joined Sustainable Low Carbon Transport (SLOCAT)	Stakeholder consultation held virtually and at UN Environment Program GC meeting	Stakeholder consultation held virtually and at UN-Habitat GC.	Draft final concept paper; draft implementation plan	EST-Africa Concept and implementation plan, final	Preparations for EST-Africa Forum	1st EST-Africa Forum (estimate)	
			EST-Africa preliminary concept presented to EST-Global meeting in Bali					

CC4.1: Policies for gender and inclusion

Case studies were carried out in Uganda, Ghana, Cameroon and Benin. They identified policy gaps and provided a set of recommendations including quick wins. The case studies were used to update the approach paper on gender and inclusion in the transport sector.		Agree on how to operationalize the approach paper		Better gender inclusion in transport sector strategies	
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CC4.2: Labor-based employment policy and contracting for women

		Preparation of report	Workshop	Web Dissemination		1. The three Ministries that have to express interest in seeking ways to improve the implementation of the national gender policy each adopt at least one recommendation identified in the report 2. A results framework is approved by the relevant ministries to collect gender-relevant data that can be used for benchmarking gender outcomes in selected operations and to monitor impact related to the promotion of gender equality in the road sector.	
CC5.1 Institutional Assessment of Transport Sector Data Management System (TSDMS)							
Institutional assessment of TSDMS in Swaziland		Consultation with the Government of Swaziland on plans for setting up a TSDMS based on recommendations of the institutional assessment conducted in 2012. Also to explore possible support from DPs			Follow-up on possibility of case studies on lessons from the implementation of TSDMS in Swaziland, July - October 2013		TSDMS established in Swaziland and Burkina Faso, and capacity for Monitoring and Evaluation (M&E) in their transport sectors improved
Institutional assessment of TSDMS in Burkina Faso	Review of consultant's draft report for Institutional assessment of TSDMS in Burkina Faso in consultation with the Government, and follow-up finalization	Consultation with the Government of Burkina Faso on plans for setting up a TSDMS based on recommendations of the institutional assessment. Also to explore possible support from DPs			Follow-up on possibility of case studies on lessons from the implementation of TSDMS in Burkina Faso, Aug - Nov 2013		

CC5.2 Transport Sector Data Management : Strategic direction for improvement of DP2 and delivery of DP3								
Conducting the review / study on TSDMS		Documenting of case studies on TSDMS in four countries (Uganda, Zambia, Tanzania, Ethiopia)	Consultation on framework for partnership between SSATP and Africa Infrastructure Knowledge Program(AIKP)/AfDB on capacity building for TSDMS	Preparation of data management strategy for DP3		Dissemination of the 4 country TSDMS case studies to SSATP member countries for awareness creation and possible uptake of the approach	Awareness created on TSDMS approach with possible uptake by SSA countries; Framework agreed for partnership between SSATP & AIKP/AfDB on capacity building for data management in SSA	Dissemination through SSATP organized events, partner-led events, SSATP website, other partners websites
Updating of Transport Sector Data Management Guidelines			Updating based on TSDMS case studies, peer review, and validation by key stakeholders in a workshop			Dissemination of TSDMS Guidelines to SSATP member countries, African Union, Regional Economic Communities, development partners, and regional programs - including PIDA	TSDMS Guidelines applied in SSA countries for improvement of data systems and M&E capacity.	

Theme 2: Effective institutional and financial arrangements adopted for safe, reliable, affordable and accessible road transport services and infrastructure

	January	February	March	April	May	June	July	August	September	October	November	December	Outcomes expected	Remarks
T2.1.1: Promoting the Adoption of Good Policies and Practices on Rural Transport in Sub-Saharan Africa: Knowledge Products, Dissemination Strategy and Approach Paper														
(a) Identification of gaps in knowledge and practice and strategies to fill them focusing on planning, Monitoring & Evaluation (M&E), contracting methods and sustainable maintenance	Stakeholder consultations on the 4 draft concept notes to seek validation and prioritization of knowledge gaps; and finalization of draft concept notes by SSATP	Preparation of ToRs for two priority areas of knowledge gaps - as recommended by Rural Transport (RT) stakeholders in SSA	Preparation and implementation of tasks to address knowledge gaps in two priority areas, involving consultation with /and peer reviewing of outputs by Rural Transport stakeholders in SSA										Knowledge generated (policy frameworks, tools, guidelines) in the two priority areas of gaps disseminated and applied in SSA countries.	Scope and duration of tasks to be defined in the ToR. Partnership to be sought (including African Community Access Programme) for implementation.
(b) preparation of a draft dissemination strategy for promoting the adoption of good policies and practices in rural transport	Solicit input on draft dissemination strategy from RT stakeholders, including facilitation of peer review,	Finalization of draft dissemination strategy	Preparation of approach paper for Rural Transport sub-component under cluster 1 for DP3, including stakeholder consultations,	Preparation for /and Implementation of strategy for dissemination in cooperation with RT stakeholder organizations and networks in Africa									Strategy to contribute in preparation of DP3 operational procedures	
Dissemination and advocacy	Maintaining the community of practice in rural transport - continuous												Good policies & practices in RT are widely adopted in SSA	Cooperation sought with African Rural Transport Association (ARTA), International Forum for Rural Transport and Development (IFRTD) & African Community Access Programme (AFACP)

T2.1.2: Improving Rural Transport Policy Framework						
Updating of the SSATP Rural Transport Training Materials (RTTM, 2004) & translating into French	Updating, peer reviewing, validation with stakeholders & translation of RTTM	Developing a strategy for capacity building and training on RT in SSA - focused on the use of RTTM; including consultations with possible regional training institutions in SSA	To explore possibility for transforming the RTTM to e-learning material	Dissemination of strategy to relevant training institutions in Africa, development partners, and RT networks	Improved understanding of the RT technical & policy aspects amongst professionals & decision-makers in SSA.	Strategy for capacity building will contribute in preparation of approach paper for RT in DP3
Pilot application of framework for improving RT's contribution to rural growth and poverty reduction in Nigeria and Uganda	Implementation of activities involve adaptation of improved RT policy framework (SSATP Working Paper No. 93) to help the countries develop RT policies, strategies, action plans and monitoring frameworks : two stakeholder workshops in each country to inform the process & validate outputs; review of the mandate of ARTA (African Rural Transport Association) in a consultative process to strengthen its advocacy role on RT			Strategies, action plans and monitoring frameworks for improved RT policies, including lessons on process from the two countries will be disseminated to other SSATP member countries, development partners and RT networks to generate interest for similar work in their countries.	Policy and strategy for improving RT in Uganda and Nigeria, and action plan for implementation of the strategy presented to the Governments for adoption	Dissemination in SSATP events & through partner led events

T2.2.1: Review of progress on Commercialized Road Management (CRM) in SSA: impacts, issues and the way forward									
Dissemination of framework for improvement of road management in SSA, in collaboration with African Road Maintenance Funds Association (ARMFA), Association of Southern African National Road Agencies (ASANRA) and l'Association des Gestionnaires et Partenaires africains des Routes (AGEPAR)		Dissemination in the 6th Africa Technology Transfer - T2 Conference in Botswana		Dissemination in the World Bank - transport professionals	Dissemination in EU Infrastructure continental seminar, Addis Ababa		Dissemination in ARMFA Annual Meeting		Framework for improvement of road management applied in SSA countries
T2.2.2: 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									
Peer review of road asset management practices in SADC region led by ASANRA - with planned SSATP support for Road Management expert in the peer review panel		Finalization of ToR for the Road Management Expert for peer review panel, including consultation with ASANRA on tasks and deliverables		Implementation of assignment by peer review panel, tentatively April - July 2013		Facilitate translation of peer review results to action plans for improving road management and performance monitoring in the 9 countries participating in ASANRA peer review	Support interested countries in soliciting support from development partners for implementation of action plans	Facilitate adaptation of ASANRA peer review approach by AGEPAR member countries - AGEPAR leading the process	Countries in SADC region adopt good road management practices.

T2.2.3: Identification of good practices for advocacy on private sector involvement in road financing, provision and management applicable to SSA						
The study involves consolidation of available PPP options and methodologies for the roads sector, including PPP models already in use in SSA, with lessons on policies, principles and practices relevant to SSA		Implementation of study involving consultations with the SSA government institutions, private sector entities, development partners – including known PPP project sponsors, ASANRA, ARMFA and AGEPAR; roundtable event to bring the private / public sectors together to exchange knowledge and experience in road PPPs; preparation of policy guide to provide strategic direction for advocacy on road PPPs; and peer review of outputs.		Dissemination of PPP policy options and procedural guidelines to SSA member countries,	Countries gain in-depth understanding of PPP policy issues and practices to enable informed choices for investment options.	Dissemination to be done in collaboration with ARMFA, ASANRA, AGEPAR
T2.2.4: Road Network Evaluation Tool (RONET) Training						
		Facilitating additional training led by ARMFA to create a critical mass of RONET trainers in Africa			Commitment by SSA countries to use RONET tool in their annual road programming	
		Facilitating the adoption of RONET by countries			Improved annual road programs and data availability	This activity is led by ARMFA

T2.3.1: Access and Mobility in Urban Areas of Africa: Defining Policy Framework for Development					
Study on Urban Access and Mobility in Sub-Saharan Africa: Preparation of Policy Discussion Paper on Existing Trends, Emerging Issues and Options for Addressing them		Implementation of the study, including stakeholders workshop for discussion & validation of findings		Commitment by countries to adopt policies and strategies for improvement of urban mobility & accessibility	
Dissemination and advocacy			Support 5 countries in SSA in the development of strategies and action plans for improvement of urban transport	5 countries /cities implement action plans for development of policies and strategies for improvement of urban access and mobility	
Dissemination			Dissemination of Study findings & recommendations, including BRT toolkit, August - Dec 2013	At least 5 more countries adopt policies & strategies for improvement of urban transport, prepare action plans for implementation	Targeted to SSA countries & development partners to get a buy-in for adoption of study recommendations
Advocacy	Working on establishing a network of urban transport community of practice in SSAP			Good policies and practices adopted for urban access and mobility in SSA	To involve member countries, African Association of Public Transport (UATP) & CODATU

T2.3.1: Framework for Improving Railway Sector Performance in SSA						
Activity completed in 2012 culminating to an SSATP Working Paper No. 94 - Rail Transport Framework for Improving Railway Sector Performance in Sub-Saharan Africa	Dissemination				The framework has been used for a new strategic approach in the World Bank's supported railways projects in SSA: Malawi, Zambia, Mozambique, and Tanzania. Also provided input to AfDB Diagnostic Study of Concessions railways	
Study on Rail Standards in SSA			Provide inputs for the study			

Theme 3: Trade facilitation measures adopted and implemented in major regional transit corridors

	January	February	March	April	May	June	July	August	September	October	November	December	Expected Outcomes	Remarks
T3.1: Harmonization of Road Standards on the Trans-African Highway network														
The preparation of the Intergovernmental Agreement on the Trans-African Highway network for the harmonization of road norms and standards is an activity included in the Plan of Action for Road Transport adopted in Luanda. A launching workshop was held in Addis Ababa on December 10 and 11		2 nd Steering Committee meeting	Sending documents to AU States	Continental validation workshop	Finalization of draft documents	3 rd Steering Committee meeting			3 rd Meeting of the Committee of African Ministry of Transport			Elaboration of the Intergovernmental Agreement on harmonization of the road norms and standards in the Trans-African Highways network	XXII nd AU Summit (January 2014), 1 st Oversight Committee meeting (February 2014)	
T3.2: Congo River Basin Observatory														
The main objective of the activity is to adopt a consensus action plan for all CICOS member countries for the launch of the Transport Observatory. Following the validation workshop, the observatory is expected to be fully operational in the 1 st quarter of 2014.	First sensitization mission of Philippe Lambrecht in Kinshasa and Brazzaville (Jan 28-Feb 1)	Follow-up decision meeting with CICOS, EU, CEMAC, WB and SSATP (5)	National meetings in Bangui, Kinshasa and Brazzaville plan for confirmation and validation of plan for establishment of Congo-Sangha-Ubangi river observatory (March 25- April 10)	Regional decision meeting on plan for establishment of Congo-Sangha-Ubangi river observatory (15)								The observatory will identify non physical barriers on the Congo-Ubangi-Sangha corridor and allow 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.		

T3.3: Review of Legal Instruments

The update work of the review of legal instruments has been requested by the RECs and regional partners and is currently underway. The scope of the report has been agreed on at 2010 joint SSATP, UNECA and AUC validation workshop on the Review of Africa Legal Instruments on Trade and Transport Facilitation.	Submission of draft final report by Bertille Mapouata (28)	Review by M. Grosdidier (9) & Updating and adjusting of draft final report by Bertille Mapouata (23)	Review by task team (2) & Review by legal department (16) and Editing (30)		Dissemination			The disseminated updated report will allow to identify 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.	
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T3.4: Drafting of Central Corridor Protocols

The objective of the activity is to draft the Central Corridor Protocols annexed to the Treaty, and obtain their validation by CCTTFA member countries. Draft Protocols have been prepared and circulated by the consultant.	CCTTFA Protocols national validation meeting Kinshasa (27-29)	CCTTFA Protocols national validation meeting Bujumbura (Jan 30-02), Kigali (3-5), Kampala(6-8), Dar Es Salaam (10-12)	CCTTFA Protocols regional validation meeting by CCTTFA Board and Interministerial Committee in Zanzibar (4-8)					CCTTFA will have a properly defined legal reference to fulfil its mandate as a transport corridor organization which will allow it to become fully operational from a legal perspective. As such it will facilitate transit transport in particular for landlocked CCTTFA member countries and contribute to reduce transport costs in the sub-region.	
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T3.5: Good practices on axle load control

T3.6: Review of Maputo Corridor Logistics Initiative (MCLI)

The consultant, Sandra Sequeira, is in the finalization stage of the paper, after comments from the technical team. The paper will be subject to peer review before publication. Final paper is expected in February, with peer review organized immediately after reception		First draft submission and Peer Review	Publication (end March)	Dissemination during the REC TCC meeting		The objective of the activity is to draw lessons on good practices for corridor management from the experience of the Maputo Corridor, for a publication in the SSATP Good practices series	
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T3.7: Facilitation of Regional Economic Communities Transport Coordination Committee

The next REC TCC Meeting is planned in April 2013 in South Africa, in conjunction with the Africa Road Transport Forum. Dialogue has been initiated with FESARTA, the promoter of the Africa Road Transport Forum, on the respective roles in the preparation of the meeting		REC-TCC Meeting		REC-TCC Meeting (if extension)		Establish a network for trade facilitation which extends beyond the REC TCC participants (community of practice) for dissemination of programs and activity results	
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T3.8: Mainstream Corridor Performance Monitoring									
West Africa		Presentation of the preliminary results for the West Africa transport observatory during a conference, to increase the commitment to sustain the pilot	Workshop with UEMOA for further dissemination and draft interchange agreements		Definition of the transport observatory (model interchange agreements, analysis of data, indicators)				The objective of this series of activity is to support RECs and Corridor authorities in establishing pilot transport observatories. A pilot has been established for Cote d'Ivoire Burkina Faso and is under extension to Ghana.
Central									The program is at a standstill because : no suitable consultant has been identified to move the agenda beyond the initial diagnostic and lack of capacity with CEMAC

East Africa		Extract preliminary results from the pilots for dissemination to stakeholders		Report		Show the value of the data and analysis, in order to build commitment to sustain the pilots, and decide on how to use that input into the policy dialogue (corridors and their respective Board members)	Discussion will be held with primary data providers to explore ways to improve their respective IT systems so as to maximize the scope of the transport observatories. The experience of the corridor transport observatories will be integrated into the note on the Core indicators
Dar Corridor						A pilot has been established on the basis of sample data. Once the pilot is stabilized for the Dar Corridor, SSATP will assist in migrating it on the Internet	

T3.9: Support to Road Transport Associations (RTA) in East Africa

The two corridors (Northern Corridor and Central Corridor) submitted their respective reports on the survey process and the database of responses. The Uganda survey was dropped, because of difficulties in the selection of the sample, linked to a very weak RTA and lack of specific data on the industry in the line ministries (respectively Transport, and Finance for Customs).The consultant, Ephrem Asebe, validated and processed the database.	A draft report has been finalized in January 2013 which will provide the basis for a Technical Paper and a module on road transport survey in the Transport Observatories Guidelines	Redaction of the Technical Paper	Workshops in Kenya and Tanzania (confirm the policy orientations emerging from the survey and define mechanisms to sustain the policy dialogue between the regulatory institutions and the industry, explore the sustainability of the surveys		Generate industry information for effective participation into the policy dialogue	If there is commitment for sustaining the surveys, organize a new survey with the objective to build adequate capacity among corridor authorities, RTA and academia
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T3.10: Revision of the Mozambique Transit Regime

The objective of the activity was to provide the collective input of the stakeholders from the Maputo Corridor into the review of the Mozambique Customs Law, in order to improve the competitiveness of the corridor. The input was fully integrated into the new Customs Law which was passed in October		Training for C&F Agents and shippers to the new procedures	Preparation of a note documenting the activity and its outcome		Improve the competitiveness of the Maputo Corridor	
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T3.11: Benchmarking logistics costs in Central and West Africa as a tool for cost reduction policies								
The draft final report has been submitted for review. The underlying data is under clarification		Final version of the report		Dissemination Workshop		Policy Paper		The report constitutes an input in the exploratory phase of a reform of the trucking industry in Central Africa and in the preparation of a program for the reform of the trucking industry in West Africa
T3.12: Analysis of border crossing delays on the Northern Corridor (Malaba and Busia between Kenya and Uganda)								
The survey period was November 2011 – March 2012. Dissemination of the main results was organized in March 2012 during the REC TCC Meeting. A paper, intended as SSATP Technical Paper, has been prepared in August 2012, and is waiting peer review before publication.								Reduce border crossing delays on the Northern Corridor

T3.13: Walvis Bay Corridor Performance Monitoring and Transport Observatory

The data collection has been suspended in December and January due to the Southern holiday season.		Mission in Namibia (resume dialogue with Namibia Customs, discuss with the Namibia Statistical office the role of the transport observatory in monitoring the National Strategy)	Pilot established in Namibia	Workshop for presentation of the results		The objective of this series of activity is to support RECs and Corridor authorities in establishing pilot transport observatories. The next step would be the extension to Zambia during the second half of the year if the program is extended. Extensions to Angola and DRC are not planned at this stage.	Ministry of transport for weigh-bridge data (agreement to provide data has been se-cured and initial extracts provided), Namibia Port Author-ity (agree-ment to provide data has been secured and data should be received before end of January 2013), Namibia Customs, for which additional dialogue is needed to secure agreement.
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T3.14: Support to ECOWAS One Stop Border Post (OSBP) Program

<p>Since the activity has just been approved, the work program presented here is a list of tasks to be undertaken</p>	<p>Baseline surveys on the three border posts</p> <p>Conduct a second survey after border posts are operational to assess impact of OSBP</p> <p>Completion of Legal Framework and Operational Manuals for the OSBP at Malanville</p> <p>Analysis and assistance in the development of a Bilateral Agreement between Nigeria and Benin regarding haulage/trucking modalities</p> <p>Study of the options available (concession, PPP, public sector management, REC management) for managing the OSBPs once completed</p> <p>Development of training manuals and training of border officials for the Malanville OSBP and sensitization among nationals, users, transporters and cross-border traders</p> <p>Development and deployment of a communication and sensitization strategy</p>	<p>To strengthen the business environment in West Africa through the establishment of functional and equipped border crossing infrastructures with appropriate supporting modern harmonized procedures and documentation to ease border-crossing movements for persons, goods, vehicles and services which will support the attainment of a competitive business environment in West Africa</p>	<p>The three border post are : Seme/Krake (Nigeria/Benin), Noepe (Togo/Ghana) and Malanville (Benin/Niger)</p>
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T3.15 Road Safety Along the Central corridor

<p>Organize a video conference Dar / London / DC to review progress as soon as possible and discuss the options after the end of the contract, notably the replication of the TOTAL Corridor Initiative</p>	<p>Organization of workshops with Road transport industry</p>		<p>Sensitize road transport operators on the Central corridor on road safety, and develop with the industry road safety best practices. In addition, a diagnostic on the possible improvement of the infrastructure and signage at the borders between Tanzania, Rwanda and Burundi has been conducted.</p>	
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T3.16 Transport Observatories Guidelines

	<p>Guidelines available</p>		<p>Produce operational guidelines on how to establish transport observatories, based on the experience gained in the implementation of the program</p>	
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Annex 3. List of new contracts during the July-December, 2012 period

Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date
Transport Data Management Systems	Mr. Alberto F. Nogales	Botswana	
	Georges Richard Tadonki	Cameroon	
Making Transport Climate Resilient	Transport Research Laboratory (TRL)	British	
	Mr. Ramon Javier Cruz-Diaz	US	
Rural transport Activities under Theme 2	I.T. Transport Ltd	British	
Preparation of DP3	Mr Michail Adamantiadis	Greek	
Translation	Ms Pauline M. de Curieres de Castel	French	