



Ministry of Works and Transport

SSATP Kampala Meeting Oct 18 - 21 ,2010

Theme: **Moving Africa Forward: Transport Policies for growth and Integration**



Uganda has adopted pro-poor transport policies and strategies

SSATP is an international partnership designed to facilitate policy development and related capacity-building in the transport sector in Sub-Saharan Africa. The SSATP objective is that robust transport sector policies and strategies are developed that will lead to safe, reliable and efficient transport infrastructure and services for our people thereby contributing towards sustainable economic growth and poverty reduction among the partner countries.

Uganda's economy has been growing rapidly over the last ten years. Real GDP growth has averaged 7.4% per year over that period. Last year, despite the global recession we were able to register a GDP growth of 7.1%. This achievement is largely due to the policies of the Government which has facilitated inward investment and placed a strong emphasis on the development of transport infrastructure and education. These are indeed enshrined in the second Long Term Development Plan of the SSATP.

While delivering his speech at the opening of the meeting the minister of works and transport, hon. Nasasira commended SSATP's second Long Term Development Plan which concentrates its activities on three main themes;

- Comprehensive Pro-poor and Pro-growth Transport Sector Strategies,
- Sustainable Institutional and Financing arrangements for road transport infrastructure and rural and urban transport services and
- Improving transit transport.

Uganda is ensuring that the fruits of growth are evenly shared across the citizens of Uganda by adopting pro-poor transport strategies. In particular, the government has taken keen interest to ensure that our National Road network fully serves the strategic needs of all regions of the country, and that the network is brought into all-year good condition by a variety of interventions. In addition, the government is attempting to ensure that all rural areas are fully connected to the national roads to aid economic and social development in these areas. The Ministry of works and transport is providing a wide range of technical support for over 100 local government entities that are collectively responsible for a network of 62,000 km of District, Urban and Community Access Roads, with a planned budget this Financial Year (2010/2011) of around \$70 million.

In implementing the Second Long Term Development Plan, Uganda is also ensuring efficiency and accountability in the management of roads to ensure that the gains made over the last few years are not eroded. Uganda created a national roads agency in 2008 and an autonomous road fund in 2009. Since the last SSATP meeting in Lilongwe, the Uganda Road Fund has become fully operational, and this is its first full Financial Year. We are confident that road maintenance of national roads can be fully funded from road user charges, and that later we will be taking steps to fully fund the maintenance of District, Urban and Community Access Roads.

Uganda has, therefore, like many SSATP member countries divested the implementation and funding of road development and maintenance from



Eng. John Nasasira Minister of Works and Transport.

Uganda is indeed a transit country within the Great Lakes region. We are active players in all region integration protocols. Uganda therefore, acknowledges SSATP's assistance in the development of the Northern Corridor and the World Bank supported Transport and Trade Facilitation Project.

the parent ministry. What has resulted here in Uganda is a Ministry of Works and Transport which is fully focused on providing leadership in the sector, on setting high standards in transport and construction, and on providing a monitoring and evaluation framework that enables government to measure its progress against policy targets.

The minister said that traffic congestion in African capital cities remains a challenge and one of the Tasks for SSATP in 2010 was directed at urban transport. The main tasks were to disseminate successful experiences in African and Latin American countries, relying more on member organizations to promote the creation or the strengthening of urban transport authorities and gathering political support in favour of public transport, and to assess non motorized mobility needs and intermediate means of public transport. He also reported that Uganda has intervened quickly in Kampala to create a sustainable transport system that meets mobility needs of all and that to this end, the government is pursuing physical projects, such as introduction of Bus Rapid Transit, and institutional reforms to create a strong urban transport authority. We know these are tough challenges, and Uganda is keen to learn from other countries and from SSATP's collective experience.

Given its location, Uganda is indeed a transit country within the Great Lakes region. We are active players in all region integration protocols. Uganda therefore, acknowledges SSATP's assistance in the development of the Northern Corridor and the World Bank supported Transport and Trade Facilitation Project. The minister however, expressed Uganda's concern at the high transportation costs in our region which hinders trade and growth and we will continue to work closely with SSATP to deepen the knowledge of logistics costs in line with the Almaty Program of Action.

For some time, overloading on our roads has continued to be a problem. We are working on measures to improve axle load control, and I am pleased to report that overloading in Uganda is gradually reducing. Our high accident rate of 160 fatalities per 10,000 vehicles is still very high. It is estimated that road accidents cost the Ugandan economy around US\$ 100 million per year. This represents over 2% of the country's GNP.

Another area of concern is road safety which still remains a big challenge in Uganda. This is a major risk factor hampering efficient transport that some SSATP countries share these kinds of

frightening statistics and we need to work together with all countries to address the situation.

Uganda has started to implement its 5-year National Development Plan (NDP), which is our over-arching planning document. It contains the twin objectives of economic growth and poverty eradication. The objectives are to be pursued in a quasi-market environment where the private sector will remain the engine of growth and development. The Government, in addition to undertaking the facilitating role through the provision of conducive policy, institutional and regulatory framework, will also actively promote and encourage public-private partnerships in a rational manner. Furthermore, the Government will continue to pursue outward-oriented policies by encouraging foreign investments and exports with high value addition, as well as pursuing sound macroeconomic policies and management. A "Business Approach" will be pursued to improve public service delivery.

In the National development Plan, the transport sector is identified as a complimentary sector which supports the key growth sectors. In order to produce a vibrant transport sector which delivers

on this objective, we have taken a multi-modal approach, in which all transport sub-sectors will be fostered and developed. The strong approach to road development and maintenance I referred to earlier is being complimented by progressive strategies in other modes of transport. In particular, we are placing a strong emphasis on rail transport – particularly for freight. Our railway network and service declined dramatically in the last part of the last decade, and our approach is now to rebuild lines, construct new lines, and to go for a unified standard gauge in common with our Kenyan counterparts. Our objective is not just better rail communications with Kenya, however - we also aim to provide or facilitate connections with Southern Sudan and Rwanda and to develop the Central Corridor (Southern Route) to Dar-es-Salaam.

Uganda is very committed to the full implementation of the SSATP activities. As Government, we have implemented the devolution of some functions to the Uganda National Roads Authority and the Uganda Road Fund, assisted by this initiative. The Government has increased the budget for Road Development and Maintenance from about 12% to 19% of the total budget.

As I noted earlier, we are vigorously implementing axle-load controls. We have already adopted a number of policy initiatives, most notably our construction industry policy, which aims to strengthen capacity in this important sector. We are now embarking on revising our overall transport policy, with a view to incorporating the multi-modal initiatives I referred to earlier. We are also about to start the development of a Transport Sector Investment Programme (TSIP). This will build on our National Transport Master Plan, and is designed to evaluate and prioritize projects from the most appropriate mode to meet our transport and development objectives, and to identify the resources necessary to fund the programme. I believe the TSIP will provide a strong foundation for Government, development partner, and private sector investment in the whole transport sector.

The European Union, Sweden, Norway, United Kingdom, Austria, African Development Bank, Islamic Development Bank, United Nations Economic Commission for Africa (UNECA) and the World Bank support for the activities of the SSATP.

SSATP ideals and way forward

Sub-Saharan Africa Transport Policy Program (SSATP) annual meeting had ended at Munyonyo in Kampala. SSATP is a partnership of 36 sub-Saharan Countries, eight Regional Economic Communities, financing partners, and other organizations with an interest in transport policy in Africa.

The objective of SSATP is to foster sound policies and strategies for the provision of reliable, safe, efficient, and affordable transport.

On the eve of SSATP Kampala meeting, Mr Stephen Vincent, the SSATP Program Manager talked about the ideals and way forward of this program. The excerpts:

What is your perspective of the Sub-Saharan Transport Policy Project, in terms of practicability, hence ability to deliver, on the basis of the time it has been in existence?

SSATP was established in 1987 and has since gone through phases of development. It has 36 country members who have since taken positive steps in the development of transport policy.

SSATP has assisted in identifying how transportation can support the realization of the millennium development goals; regional integration has been supported through streamlining legal requirements affecting transport corridors and it has been realized that transport can contribute to improvements of the life in Africa. SSATP looks at the big picture of Africa as a conti-



Ministry of Works and Transport

Theme: Moving Africa Forward: Transport Policies for growth and Integration



Mr Stephen Vincent, Programme Manager SSATP

SSATP policies reduce border crossing traffic delays

The Sub Saharan Africa Transport Policy Development Plan 2 (SSATP DP2), 2007 to 2011 has borne fruit, according to the European Union representative, Mr Paul Geraedts.

Speaking at the 2010 SSATP Kampala meeting, Mr Geraedts noted that SSATP has significantly contributed to setting up road funds, and secured a predictable flow of revenue for keeping road networks in reasonable condition. As of now, 27 out of 35 SSATP countries have a second-generation road fund in place.

He said to date, 18 SSATP countries operate a road agency, independent of line Ministries, applying market principles and SSATP-promoted good practises although the fostering of the autonomous nature of these agencies remains an ongoing challenge.

Geraedts noted that developing the right sector strategies and principles for the promotion of basic access, enhanced service delivery, and reduction of transport costs. This has also been at the heart of the SSATP portfolio of member countries applying SSATP principles and they have benefited from better rural infrastructure and services.

Transit traffic delays at border crossing have been reduced in some regional corridors where "one-stop border posts" have been successfully set-up, such as the Zambia-Zimbabwe and Kenya-Uganda borders. The Kenya-Uganda development is a result of the efforts of countries working in the ambit of the East African Community, supported by the SSATP.

The second SSATP Development Plan, spanning from 2008 to 2011, has a total of Donor commitments of about



Paulus Garaedts EU representative.

16 million US dollars. The European Commission is the main contributor to the Trust fund with 8 million Euros, and some other contributions are from of Denmark, France and Ireland.

Other partners are Norway, Sweden, the United Kingdom, the African and Islamic Development Banks which are contributing to the Trust Fund of SSATP DP2, and the World Bank, UNECA and Austria.

The recent findings of the Africa Infrastructure Country Diagnostic Study commissioned by the Infrastructure Consortium for Africa, concludes that to meet Africa's transport needs require annual expenditure of US\$18bn.

This calls for better use of aid through

improved coordination and exchange of information on policies, working methods and projects in the pipeline.

This makes the role and support of the SSATP under a possible "whole of the continent" approach and successful national and regional performances within the three thematic areas of SSATP DP2, especially relevant for future sustainable transport delivery and socio-economic growth.

The EC and other financing partners are thus actively involved and committed to the Infrastructure Consortium for Africa, with its Secretariat in the AfDB. JICA has committed itself to start) up the transport sector group - with a particular focus on bridges as their comparative advantage.

The EC, together with representatives of donors and financing institutions, have also developed close dialogue with national Governments on the necessary transport and infrastructure sector policy and institutional and financing reforms to support increased infrastructure investment - for an important part together based on SSATP principles.

The three-day conference also discussed issues that include global challenges like climate change and governance, as well as the three main themes of SSATP's second development programme;

- Comprehensive pro-poor and pro-growth transport sector strategies,
- Sustainable institutional and financial arrangements for road infrastructure and
- Regional integration.

ment.

The focus has been on roads development although railways too have been considered in the past working within the development plans made by the SSATP member states when they set the targets for development, which are in turn implemented within the funding available.

The European Commission, Austria, Denmark, France, Ireland, Norway, Sweden, United Kingdom, the Islamic Development Bank, the African Development Bank, the World Bank and UNECA have all contributed to funding SSATP as development partners.

Currently 36 countries are members of the SSATP; all committed to the adoption of key common policy development principles which have been articulated by the partnership over the years. They are also expected to ensure that their transport sector strategies are fully anchored in poverty reduction strategies.

How does the World Bank relate to SSATP?

The role of the World Bank is in the administration of the trust fund used on behalf of the SSATP partnership. The World Bank provides technical assistance, helping in the realization of the priorities set at the annual general meeting.

The Bank offers management procedures, technical, procurement and coordination expertise, and assists in projects implementation within SSATP guidelines through the structures at the country level, ensuring all planned projects are realized as they were intended.

In Uganda, the World Bank is working with SSATP to improve of the management of the transport sector data. SSATP is grateful to Uganda for hosting the 2010 SSATP annual meeting.

The SSATP Annual Meeting brings together transport sector stakeholders to exchange knowledge on practical experience in implementing transport policy; review progress with SSATP; and make recommendations for future priorities.

We look forward to constructive discussions in Kampala to further strengthen the role of appropriate transport policies in promoting growth, improving integration, and reducing poverty, thereby serving Sub Saharan Africa's needs.

Through the eyes of your office, please mention some of the outstanding achievements SSATP has realized since its formation.

The Organisation has produced hundreds of publications focusing on the priorities made by the membership; it has assisted in establishing road funds in many countries for effective channeling of funds for road maintenance, and encouraged the application of commercial principles in the management of the road network-this is a mechanism to ensure that road funds are put to good effect.

Further, SSATP has worked with the

African Union to highlight how achieving the Millennium Development Goals requires good transportation.

A number of cross-cutting issues like health and education and other service deliveries have as well been carried through with the improvement of road transportation.

We have also held many seminars in many of the member countries to link transportation to poverty reduction. Road transport has improved and SSATP keeps its membership informed of changes taking place, for instance with the urban bus rapid transit that has successfully been introduced in Lagos, Nigeria.

Other new developments are the effect of the motor cycle taxis in cities, also in rural access.

Who are the participants in SSATP annual meetings?

SSATP role is to bring people together to share their knowledge and examples of good practice. They are the African Transport Ministers for the Ministerial Round Table, the SSATP National Coordinators from each SSATP member Country and delegates from Regional Economic Communities, corridor authorities and other organizations.

Transport practitioners from public and private sectors who are either already participating in SSATP activities, or who will make constructive and meaningful input to transport policy discussions also attend the meeting.

What are your expectations of this meeting?

I hope this will be a positive meeting, following upon the Millennium Development Goals meeting at the UN which had a meeting about infrastructure meeting at the sidelines.

A positive view was coming that this is the time for Africa to get together, there are many people in Africa with a good understanding and who can match the links and connections of transportation. This group of people will be at the Kampala meeting and the feeling is that 'Africa Can' - they can help SSATP take advantage of the mood and put their knowledge into action.

The SSATP Annual Meeting 2010 18-21 Kampala meeting will discuss:

- Urban transport
- Trade and transport facilitation and intermodal transport strategies
- Professional development and transport
- Management and Financing strategies for transport
- Rural transport
- Climate change
- Cross-cutting issues: Governance and integrity, Road safety and security, Gender and inclusion, Transport data management.

It is also expected to give transport policy advice and input into regional initiatives; development of a Sub-Saharan Africa Transport Policy Review and refinement of SSATP 2011 Work Program.

Uganda improving railway transport

The Commissioner for Policy and Planning in the Ministry of Works and Transport, Mr Benon Kajuna is Uganda's Coordinator of the Sub-Saharan Africa Transport Policy Program (SSATP). Here, he sheds more light on the organisation and its benefits.

The Sub-Saharan Africa Transport Policy Program (SSATP) was founded in 1987 and Uganda joined in 1989. It is a partnership of 36 African countries, 8 regional economic communities, 3 African institutions - the African Union, the New Economic Partnership and Development (NEPAD) and United Nations Economic Commission for Africa (UNECA), national and regional organizations as well as international development partners. SSATP is housed at the World Bank in Washington.

Member countries of SSATP are less-developed, have low-level income, they have underdeveloped transport system, they each lack a transport data bank and their funding of the transport sector is low. All of them have deficiencies in transport policies systems and want to make sure Africa states develop through sound transport policies.

All partners share the view that the implementation of sound transport policies will lead to the achievement of the developmental objectives of Sub-Saharan Africa: poverty reduction, pro-poor growth, and regional integration.



Mr Benon Kajuna, SSATP National Coordinator

SSATP policies set guidelines of what transport should look like in future in a particular country---it is in the process of implementing its long-term development plan (2007-2011), second development plan. It is a three-theme plan comprising of comprehensive pro-poor and pro-growth transport sector strategies; sustainable institutional and financial arrangements for road transport services (creation of Uganda National Roads Authority and the National Road Fund; the Ministry of Works and Transport is to set standards, monitor and evaluate as well as formulate policies and plans). The other theme is the improvement of transiting transport as one way of encouraging regional integration.

Rail transportation is

being improvement to encourage regional integration; Uganda is setting up a dry port at Namanve to handle cargo transiting from Mombasa.

Further the repair of MV Kaawa and MV Pamba will soon be under way. MV Kaawa will be sailing from Port Bell to Kisumu and Mwanza after it has been re-commissioned. The Lake Victoria Ports at Jinja and Port Bell will also be rehabilitated. A consultant is engaged to carry out designs.

We have the East Africa trade and Transit Transport facilitation project that will establish a one-stop border post at Malaba, Busia, Mutukula, Mirama Hills and Katuna.

The result will be a reduction of the time for cargo clearance at the border from one week to two hours. We intend to set up physical infrastructure for customs, migration, police, health etc to aid their integration and ease their functions.

Transport policies have been incorporated in Uganda's National Development Plan, while the transport policies also capture the national development plan.

This meeting is a forum for sharing knowledge from partners and colleagues who have done well in develop-

ing sound transport plans and policies. Besides transport, discussions are also held on issues of gender, health including HIV/AIDS, the development of a joint vision and transport policies--- members share knowledge and experiences.

A major focus of Africa is to reduce poverty by promoting regional integration. Africa must grow and improve its people's income, all of which is linked to regional integration.

SSATP meetings convene annually, rotating among the members to enable academics and other resource persons to share knowledge---it was last year held in Lilongwe-Malawi.

SSATP policies have played a critical role in reforming of Uganda transport, with the creation of Uganda National Road Authority and the National Road Fund, the two developments that have left the Ministry of Works and Transport lean enough and better positioned to better perform its supervisory role.

In keeping with the SSATP spirit, the Ministry has made initiatives to develop rural transport and have it sustainably maintained so as to effectively link 90% of the population to the markets for their produce and other services.