

Sub-Saharan Africa Transport Policy Program

SSATP Working Paper No.88



SSATP Annual Meeting 2007

November 5-7, 2007 – Ouagadougou, Burkina Faso



January 2008



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The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Sub-Saharan Africa.

Sound policies lead to safe, reliable and cost-effective transport, freeing people to lift themselves out of poverty, and helping countries to compete internationally.

The SSATP is a partnership of

35 SSA countries

8 Regional Economic Communities

3 African institutions

UNECA, AU/NEPAD and AfDB

7 active donors

*EC (main donor), Denmark, France, Ireland,
Norway, Sweden and The World Bank (host)*

Numerous public and private State and regional organizations

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Acronyms

AfDB	African Development Bank
AGEPAR	Association of African Road Managers and Partners
AGM	Annual General Meeting
AIDS	Acquired Immune Deficiency Syndrome
ARMFA	African Road Maintenance Funds Association
ARTA	African Rural Transport Association
ASANRA	Association of Southern African National Road Agencies
AU	African Union
CAR	Central African Republic
CDE	Center for Development of Enterprises
DP2	Second Development Plan
DRC	Democratic Republic of Congo
EU	European Union
FESARTA	Federation of Eastern and Southern African Road Transport Association
GNP	Gross national product
HIV	Human Immune Virus
JICA	Japan International Cooperation Agency
LTDP	Long Term Development Plan phase one
MDG	Millennium Development Goal
NEPAD	New Partnerships for Africa's Development
NGO	Non Governmental Organization
OAU	Organization of African Unity
OPR	Output to Purpose Review
PM	Program Manager
PMT	Program Management Team
PRTSR	Poverty Reduction Transport Strategy Review
RC	Regional Coordinator
REC	Regional Economic Community
RMF	Road Management and Financing
RTI	Rural Transport Infrastructure
SGPRS	Second Generation Poverty Reduction strategy
SME	Small and medium enterprise
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
UEMOA	West African Economic and Monetary Union
UNEP	United Nations Environment Programme

Executive summary

The Annual Meeting of the SSATP stakeholders took place in Burkina Faso from 5th to 7th November 2007. Organized by the SSATP and hosted by the Government of Burkina Faso, the meeting represented a turning point for the Program. It marked the end of the first Long Term Development Plan, LTDP, and ushered in the beginning of the second Development Plan – DP2, which runs from 2008 to 2011.

Overall, the meeting was declared a great success in so far as it achieved its key objectives of launching the DP2 and defining priority actions for 2008 and beyond. Stakeholders were particularly happy with the structure of the meeting, in so far as it was compact and productive. However, they suggested that in order for such compact meetings to better achieve the desired results, they should in future be organized along thematic lines.

Objectives of the meeting

The strategic objective of the 2007 Annual Meeting was to launch the DP2 and lay the foundation for its implementation in 2008 and beyond. In this regard, the main theme of the Meeting, which is also the overall goal of the DP2, was stated as “*Fostering sound policies and strategies contributing to Africa’s integration, economic growth and poverty reduction*”. To reach this goal, the purpose of the DP2 is to *help Countries, Regional Economic Communities and donors to implement sound policies and strategies leading to provision of safe, reliable, efficient, and affordable transport.*” In order to achieve its purpose, the DP2 will implement activities that focus on the following three complementary themes:

- Promotion of pro-poor and pro-growth strategies in the transport sector;
- Sustainable institutional and financial arrangements for road infrastructure and rural and urban transport;
- Transit transport along selected corridors.

Program and process



To enable each stakeholder to understand the content of DP2 and to participate in the identification of priority actions for 2008 and beyond, day one, 5th November 2007 was dedicated to plenary presentations and discussions during which, in addition to the formal opening speeches, participants listened to, and discussed a number presentations touching on the three themes under DP2. The presentations were meant to give adequate information to participants, which would assist them in the identification of and

agreement on priority actions for 2008. There were a total of three plenary sessions and a working group session. The sessions were organized as shown below.

Time	Activity
Day 1: whole day	Plenary opening session followed by presentations and discussions sessions, including high-level discussions by ministers of transport from six SSA countries
Day 2: 8.30-16.30	Working groups' sessions
Day 2: 16.30-18	Plenary presentation and discussions of working group findings
Day 3: half day	Plenary presentation and discussions on Africa Infrastructure Country Diagnostic and RNET, followed by the AGM of the stakeholders

Each of the three working groups on day two was tasked to answer specific questions under each of the three themes, and to identify priority actions to be undertaken by the various levels of stakeholders in 2008 and beyond. The purpose of having all working groups discuss issues under each of the three themes was to give each stakeholder opportunity to understand the deliverables proposed for each theme and to contribute to the identification of priority actions that would enable SSATP achieve the deliverable for each of the themes. The Meeting program is presented in Appendix A.

Participation at the meeting

A total of 247 people participated in the meeting including 170 delegates from 35 SSA countries. Officials from African Development Bank, the European Commission, DANIDA, DfID, AFD, GTZ, JICA, SIDA, USAID, the Islamic Development Bank and the World Bank. Six African institutions and regional economic bodies were represented as well as three associations of the regional bodies. See Appendix B for the full list of participants.

Launch of DP2

In order to launch the DP2, the Program Manager made a detailed presentation on the DP2 document. The highlights of the presentation included the following seven points:



1. Lessons from LTDP that informed the formulation of DP2
 2. Approach to DP2
 3. Development environment in Sub-Saharan Africa taken into account in DP2
 4. Key Issues for DP2
 5. Goals and Purpose of DP2
 6. Focus of DP2
- Theme 1: Comprehensive pro-poor and pro-growth transport sector strategies
 - Theme 2: Sustainable institutional and financing arrangements for road transport infrastructure and rural & urban transport services
 - Theme 3: Improving transit transport
7. Program Management

Ministerial round table discussions

On the afternoon of day 1, ministers of transport from six countries joined the delegates with the aim of giving guidance on the removal of barriers along Africa's transit corridors. The Ministers acknowledged the great difficulties that transporters and traders face along many of the transit corridors due to physical and non-physical barriers. Their discussions were informed by presentations of findings on monitoring activities undertaken during LTDP on three key corridors:

- The West African Corridors monitoring (observatory)
- The Chirundu and Beit Bridge border posts monitoring
- The Northern Corridor monitoring

Finally, the ministers issued a joint signed declaration affirming their commitment to support the removal of barriers along Africa's transit corridors.

Findings of the working groups: Priority actions for 2008

A summary of the working group findings and proposed priority actions for 2008 are presented below for each theme.

Theme 1: Pro-poor and pro-growth transport sector strategies

Issues

- Slow progress in implementing the PRTSR recommendations
- Timing of reviews is an important factor
- Inadequate attention to mainstreaming cross-cutting issues

Actions for 2008

- Following the PRTSR recommendations, support countries to review, update or develop transport sector strategies to make them responsive to SGPRSs and MDGs
- Facilitate development of strategies on road safety, climate change and data management
- Support policy dialogue at country and regional levels

Theme 2: Sustainable Institutional and Financial Arrangements for Road Infrastructure and Rural and Urban Transport Services

RMF: Issue

- Insufficient funds for maintenance and inadequate absorption capacity

Actions for 2008

- Sustain reforms in management and financing
- Put more emphasis in improving road management practices
- Build partnerships for the development of the executing capacity of local industry

Urban transport: Issues

- Need for the creation of a financing scheme to renew urban transport fleet
- Sound institutional framework
- Need to embrace best practice in urban mobility

Actions for 2008

- Support the dissemination of best practices
- Support countries to formulate strategies

Rural transport: Issues

- Inadequate rural transport infrastructure and services
- Uncertainty of funding
- Lack of appreciation for rural transport at various levels

Actions for 2008

- Support the formulation of strategies to leverage resources for rural infrastructure and services
- Support capacity building initiatives in the provision of rural infrastructure and services

Theme 3: Improving transit transport along selected corridors

Issue

- Inability to implement trade facilitation measures, in particular, removal of impediments along corridors

Actions for 2008

- Support the RECs and corridor institutions to
 - Establish/strengthen corridor management groups
 - Establish functional corridor observatories and disseminate findings
- Promote policy dialogue to strengthen coordination between the RECs and national facilitation committees (stakeholder groups)

Achievements of the meeting

The 2007 Annual Meeting had four main outputs:

1. Successful launch of DP2
2. Identification of priority actions for 2008 and beyond, and adoption of the proposed actions for 2008 (see summary below)
3. Ministerial declaration on the removal of barriers along Africa's transit corridors
4. Overall satisfaction by delegates on the arrangement and outputs of the meeting

Evaluation of the meeting

At the end of the event, delegates were asked to evaluate various aspects of the meeting and give suggestions on how to improve the organization of the future meetings. The aspects for evaluation included: *Pre-meeting arrangements and reception on arrival; meeting arrangements; documentation and publications; relevance of issues and outcomes; the process and meeting duration.*



Overall, delegates expressed satisfaction with all the aspects of the meeting, including the pre-meeting arrangements. The only exceptions were noted on the issue of per diems and on duration. On per diems, only 63 delegates (out of the 147 who returned their evaluation forms) responded to the question and out of these, only 37 expressed satisfaction with the payment. On the duration of the meeting, 98 delegates responded to the question and only 48 of them expressed satisfaction.

Concerning improvements in the future organization of the event, many delegates felt strongly that the choice of host countries should take into great consideration the issue of flight connections. Some of them even suggested that the meeting should not necessarily be hosted by rotation on the basis of language but should first and foremost be based on accessibility of the host country.

On duration of the meeting, suggestions varied between 3-5 days but on average, 4 days would be considered appropriate to enable detailed discussions without too much time pressure.

On session arrangements and the meeting process, delegates felt strongly that in future, working groups should be based on thematic considerations in order to optimize the level of participation by each delegate and to maximize outputs from working groups.

1. Introduction

1.1 Background and objective

The 2007 Annual Meeting of the SSATP stakeholders was conducted under the main theme of “*Fostering sound policies and strategies contributing to Africa’s integration, economic growth and poverty reduction*”. The chief objective of the meeting was to launch the DP2 and agree on priority actions for 2008. The meeting held against the backdrop of a major turning point for the Program, with the completion of the LTDP and preparation of the DP2 (2008-2011), had five objectives:

- Drawing lessons and good practices from LTDP implementation;
- Launching DP2;
- Identifying SSATP 2008 Work Program;
- Sharing current knowledge in transport policy development; and
- Exchanging views on how to strengthen the participation of the private sector.

1.2 Structure of the meeting

The arrangements of SSATP annual meetings provide a forum for debate, interaction and exchange of cross-thematic experience and knowledge. While maintaining the core values of the past meetings, and in line with the OPR recommendations, the 2007 Meeting was a concise event of three days, including the Assembly General Meeting (AGM). The meeting had **thematic sessions**, in which key delegates agreed on priority actions for 2008 for the achievement of the deliverables proposed for each theme in the DP2 document.

A high-level panel of ministers of transport from six countries was convened to discuss and address the chronic problems of transit traffic serving landlocked countries. A dedicated session was organized to brainstorm on **better participation of the private sector** in Africa’s transport development, and some **knowledge sharing** sessions dealt with current researches/studies.

In order to achieve its objectives, the meeting was expected to obtain the following results.

Focus	Results
1. Lessons and good practices from the LTDP	1. Draw lessons and good practices to be adopted during the implementation of DP2
2. Launching the DP2	2. Better understanding of the objectives, approaches and results of DP2
	3. Agreeing on priority actions for 2008
3. Removal of barriers along Africa's transit corridors	4. Commitment to action for removing barriers based on good practices
	5. Adopt common indicators and targets to facilitate a follow up by the RECs
4. Knowledge sharing	6. Sharing emerging models for better management of Africa's road network
	7. Better understanding of Urban Mobility constraints and initiating the implementation of sound urban transport strategies in large African cities
	8. Sharing SSATP knowledge base
5. Africa's transport and the private sector	9. Better understanding of the challenges of the private sector, related to transport
	10. Promoting the private sector to play leading role in the provision of competitive transport services along Africa's regional transport corridors
	11. Better understanding of the role of the private sector in managing and developing Africa's transport network
	12. Understand the state and the constraints of infrastructure in SSA countries

1.3 Opening of the meeting

The welcome and opening remarks were made by the Burkina Faso representative of the Meeting's organizing committee, a representative of SSATP financing partners and the SSATP Board Chairman. The Meeting was opened by Mr. Jean-Bertin Ouédraogo, the SSATP National Coordinator for Burkina Faso, at the invitation of the Minister for Transport. Below are the highlights of the opening statements.

Welcome remarks by the Burkina Faso representative of the Meeting organizing committee

The first welcoming remark was made by the representative of the Burkina Faso representative in the 2007 Meeting organizing committee. He extended a warm welcome to all delegates and thanked SSATP for choosing to have the 2007 Annual Meeting of its stakeholders in Burkina Faso. He said this honor showed a renewed confidence in Burkina Faso, which has been an active participant in SSATP activities since its inception. He praised SSATP for being a real network and an indispensable organ for transport policy formulation. Finally, he asked participants to forgive any shortcomings that they may notice in the organization of the Meeting.

Opening remarks Ms. Karin Andersson, the representative of SSATP financing partners

In her opening remarks, the representative of the SSATP donors, Ms. Karin Andersson of SIDA, informed delegates that the donors view the DP2 as the vehicle for sound transport policy formulation and that donors attach great importance to Africa's ownership of the program and to as requi-

site condition for fostering growth and enhancing poverty reduction. Ms Andersson posed the following questions to delegates, to be considered for discussion:

1. What is meant by ownership in the context of sound policy formulation and implementation?
2. What is required for full African ownership of the SSATP concept?
3. Should SSATP continue to remain in Washington or should it be hosted in Africa to become truly African?

On safety, Ms. Andersson noted that less than 1 per cent of transport investment is dedicated to road safety despite the high accident rates, loss of life and general morbidity. To show her country's commitment to enhancing road safety, she informed delegates that Sweden has seconded a Road Safety Expert to assist with the formulation of road safety policies.

Opening remarks by the SSATP Board Chairman

In his opening remarks, Mr. Hachim Koumaré, the SSATP Board Chairman, paid tribute to the government of Burkina Faso for the hospitality extended to delegates attending the 2007 Annual Meeting and for the excellent organization of the event. He informed delegates that SSATP is a mine of knowledge that ought to be exploited for better policy formulation. Mr. Koumaré noted that the time taken by delegates to reach Ouagadougou, 72 hours for some people, affirms the need for sound, quality and affordable transport policies, and safe services. He further noted that Africa's competitiveness can only be achieved through proper transport infrastructure and services. In SSA, each hour of delay reduces competitiveness by 1 per cent.

Opening of the Meeting by the Minister of Transport for Burkina Faso

The Minister of Transport for Burkina Faso, H.E. Maître Gilbert Noël Ouédraogo, opened the Meeting. In his opening speech, the Minister expressed appreciation for the honor given to his country to host the 2007 Annual Meeting of the SSATP stakeholders. Recalling the theme of the 2007 annual meeting: *Fostering sound policies and strategies for the provision of reliable, safe, efficient and affordable transport*, he noted that it would be important to first draw lessons from the LTDP 2004-2007. He informed delegates that Burkina Faso has initiated a number of measures and conducted studies to achieve the target set out by the LTDP. Among the measures undertaken are:

- Establishment of an urban transport policy
- Establishment of a national road safety policy
- Impact assessment of HIV/AIDS
- Improvement of rural mobility
- Development of a databank on transport

Finally, the Minister informed delegates that the Organization Committee was at their disposal and welcomed them to the excursion scheduled for Thursday 8th November 2008.

See Appendix C for the full speeches.

2. Launch of DP2

The major event for the 2007 Annual Meeting was the Launch of DP2. Following the official opening of the meeting, the SSATP Program Manager, Mr. Zaza Ramandimbiarison, presented the DP2 to the delegates. To begin with, the Program Manager (PM) reminded the delegates of the two-pronged objectives of the meeting:

- Launch of DP2
- Identification of the key actions to be implemented in 2008

The PM informed the delegates that the DP2 in its current form is the result of an elaborate consultative process undertaken at various levels by SSATP stakeholders. It also includes recommendations made by delegates at the 2006 Annual Meeting in Maseru as well as the recommendations of the OPR.

Below are the highlights of the Program Manager's presentation on DP2.

2.1 Lessons from LTDP that informed the formulation of DP2

- Having a coherent and rational framework with achievable outputs and developing purpose through a participatory process
- Regional coordinators need more authority to implement the program
- Action plans of the PRTSR to be implemented and pro-poor and pro-growth transport strategies promoted
- Sustain road management and financing reform covering rural road infrastructure
- Leverage from knowledge and expertise provided by development institutions
- Application of knowledge generated in rural and urban transport mobility
- Selective approach to improve SSATP effectiveness and efficiency

2.2 Approach to DP2

- Selective approach to demonstrate best practices
- Focus on selected countries for developing pro-poor and pro-growth transport strategies, and replicate the results in other member states
- Focus on selected corridors
- Focus on few urban environments to develop best practice examples and success stories

2.3 Current development environment in SSA

The table below presents the current environment in SSA in relation to infrastructure development.

Actors	Policy Emphasis	Infrastructure Initiatives
Governments	<ul style="list-style-type: none"> ▪ SGPRS 	
NEPAD	<ul style="list-style-type: none"> ▪ Regional integration/trade promotion ▪ Growth in infrastructure investments ▪ Building technology and engineering knowledge/skills 	AU-NEPAD Infrastructure Action Plan
WB/EU/AfDB	<ul style="list-style-type: none"> ▪ Regional integration/trade promotion ▪ Infrastructure lending ▪ Institutional development and capacity building 	World Bank Africa Action Plan EU-Africa Partnership for infrastructure
Donors	<ul style="list-style-type: none"> ▪ Selective sectoral focus ▪ More emphasis on broad budgetary support 	
General (all)	<ul style="list-style-type: none"> ▪ MDG, SSATP partners' priorities ▪ Harmonization and aid effectiveness 	Paris Declaration & Aid Effectiveness

2.4 Key issues for DP2

The PM identified six key issues that need to be tackled during the implementation of DP2:

1. Strengthening links between transport strategies and SGPRS
2. Strengthening transport performance monitoring
3. Addressing rural transport services and access, to serve the needs of 60 per cent of the population in Africa, especially SSA
4. Sustaining reforms in road management and financing
5. Improving urban mobility for the poor
6. Facilitating transit transport

2.5 Goal and purpose of DP2

Overall goal: “Transport policies and strategies contributing to regional integration, poverty reduction, and economic growth”.

Purpose: “Countries, RECs, and donors to implement sound policies and strategies leading to provision of safe, reliable, efficient, and affordable transport”.

Focus: The PM informed delegates that DP2 would concentrate its activities on three main themes. Below are the themes and the related deliverables under each theme.

Theme 1: Comprehensive pro-poor and pro-growth transport sector strategies

- Application and impact of PRTSR outcomes documented
- Pro-poor, pro-growth strategies formulated and tested
- Knowledge on rural access integrated into the SGPRS
- NGOs supported on issues related to cross-cutting issues: gender, HIV ...
- Road safety policy developed for urban and rural poor
- Guidelines to address transport’s impact on climate and environment

- Methodology for monitoring the impact of transport on growth and poverty reduction developed, tested, and promoted

Note: Road Safety is an important factor for consideration under theme 1 due to the following facts, which affirm the need to have sound policies and strategies related to road safety.

- In some African countries the road traffic fatality rate is 100 deaths per 10,000 vehicles (an equivalent of 10 billion dollars or 2 per cent of the GNP)
- Road crashes killed more young adults (aged between 15 and 44 years) in SSA than malaria
- Between 750,000 and 1,000,000 people died in officially reported road crashes in 1999

Theme 2: Sustainable institutional and financing arrangements for road transport infrastructure and rural & urban transport services

- Guidelines are updated to improve road network financing strategies and road fund operations
- Promotion activities related to good practices on RMF transferred to road associations
- Performance of road agencies reviewed
- Support provided to road associations
- Models disseminated on rural RMF in the context of decentralization
- Best practice examples of urban transport services identified and disseminated
- Information on financing initiatives for road infrastructure gathered and disseminated
- SSATP has liaised with partners to develop private enterprises

Theme 3: Improving transit transport

- Support provided to the RECs for the establishment of functioning corridor management
- RECs are assisted in developing cost reduction measures and dissemination of options on cost reduction
- RECs are assisted to establish efficiently operating observatories
- Private sector transport associations and NGOs involved in HIV/AIDS-related activities along corridors
- Assistance provided to the private sector for improving freight movement

2.6 Program management during the implementation of DP2

The PM informed delegates that a fundamental change in the management of the DP2 is in relation to 'functional decentralization'. In this regard:

- Regional coordinators (RC) will be strengthened through more autonomy and authority
- RCs will lead the dissemination of good practices and knowledge activities, promote the high-level policy dialogue and enhance donor engagement

2.7 Discussions on the PM's presentation

Mr. Hachim Koumaré, Chairman of the SSATP Board invited delegates to respond to the PM's presentation and comment on what the PMT and the Board may have left out while preparing the themes for DP2's focus. He assured them that the Board and PMT are ready to listen to each delegate since it is only by contributing to the content of DP2, would they (delegates) be able to own it. He emphasized the fact that DP2 has put a lot of importance on cross-cutting issues such as climate change and the environment, road security and the need of public-private partnership.



Comments on theme 1: Comprehensive pro-poor and pro-growth transport sector strategies

In their response to the presentation on DP2, delegates congratulated the PM and the Board for adequately covering pertinent issues in the report, which they felt is quite focused. They said that the PMT and the Board have shown that they are listening to stakeholders.

Comments on the 'pro poor' aspects of theme 1

- The word 'poor' needs to be disaggregated to ensure that the needs of all categories are catered for, e.g. women, people with disabilities, etc. In undertaking such desegregation, it is important to define the poverty threshold in order to identify factors that contribute to poverty that can be addressed through transport.
- While DP2 should be seen to cover poverty issues in Africa, it would be useful to define poverty indicators. Also, when we talk about 'affordable', what ceilings are we aiming for? It would be important to answer these questions if the incoming program is going to foster real change.
- Pro-poor is a complex issue and depends on the angle from which one looks at it. One could start from the point of view of the rich and work downwards towards the poor, or focus on the poor and move upwards towards the rich. The theme actually covers both.
- Removing mobility problems should not only focus on the poor but also the rich in urban areas, e.g. unlocking traffic jams which immensely stagnates growth.
- DP2 has been developed in a participatory manner and should enable us to strengthen the gains of the LTDP. It should also help to look in detail about corridor management.
- While the LTDP emphasized the PRTSR process, which was well implemented, DP2 has a number of deliverables which may be the main problem, especially with regard to ownership and the set-up mechanisms for its implementation. What are the mechanisms?

Comments on road safety and climate change

- On road safety and climate change versus green houses:
 - These will need a lot of money. We need relevant data showing levels of emissions.
 - What needs to be put in place to monitor and control these areas?
 - Do we have relevant technology or would we need to import them?
- Road safety needs more than sensitization of people; it also requires strengthening of road safety authorities.
- Need to look for finances and the role of the private sector in the implementation of the 2006 Accra Declaration for autonomous road safety structures.
- Need for information on environmental issues and have a link between World Bank/UNEP supported environmental program and SSATP.

Comments on ownership of the Program

- It is high time we (Africans) took responsibility for ownership. In relation to free market economy, the issue of accidents negates the objective and focus of intra and cross-border trades. It would therefore be important to: segregate in DP2, through socio-economic impact assessments, the impact of deaths/morbidity from road crashes in order to spur focused and targeted actions, e.g. not just statistics from police but rather, who, and where was she/he going to and why. In this way, we should be able to tell how many budding entrepreneur's lives are cut short by road crashes.
- The AU strongly supports the SSATP process. While the OAU mainly dealt with peace issues which are a prerequisite to development, the AU on the other hand is into development. Its infrastructure portfolio values SSATP's contribution and will give full political support to enable SSATP achieve its goals. DP2 comes at a time when AU is making a new start; AU would like to be an active participant by lending support to the implementation of the program.

Other comments

- Support is required to enable national and regional levels take up the challenge of ownership.
- Focus seems to be on road transport at the expense of rail which is not only cheaper but connects countries better. It is important to clarify the DP2 strategy in this area.
- It is important to better spell out the expected roles and contribution of NGOs and Associations in the implementation of DP2. (In response to this question, participants were informed that NGOs and Associations are expected to play an important role in the areas of road safety, HIV/AIDS and environment.)
- Concerning the involvement of NGOs, men and women, there is a need to look at vulnerability and carry out focused targeting.

Comments on theme 2: Sustainable institutional and financing arrangements for road transport infrastructure and rural & urban transport services

Comments on rural transport

- Important as talk about second generation road fund may be, they may not be enough to cater for all the needs and rural roads may suffer. SSATP should advocate for specific action to

fund rural transport in order to meaningfully achieve poverty reduction through transport.

- What has been done by SSATP on models for rural RMF?

Comments on urban transport and mobility

- This area needs special focus if we are to cater for it adequately since it has been said that by 2030, 50 per cent of Africa's population will live in urban areas.
- The issue is about the origin and destination of maintenance funds. A big chunk of fuel is consumed in urban and intra urban centers and for this reason, a big portion of maintenance funds should go into maintaining urban roads. There is a need to strike a balance in this area and also to balance the different modes of transport.
- There is a need to link critically at policy framework for urban transport.
- In Africa we lack organized urban transport services. For example, we have motor-bike taxis that cause great havoc in terms of accidents: why is this the case and what should be done about it? Could it be because motor-bike taxi drivers are not well trained or is it due to road design?

Comments on funds for road maintenance and construction of new roads

- It is the responsibility of countries to maintain roads and it is high time countries looked beyond the fuel levies for maintaining roads.
- There is already donor fatigue in relation to the development of new roads. Countries need to be supported to vividly find ways of raising funds for the development of new roads since focus has hitherto been on maintenance of existing roads only, but not how to handle the missing links.
- There is a need to address both maintenance and new contractual works, given the fact that currently there are inadequate contractors.
- Need to diversify sources of funding for road maintenance and new construction. Since transport is a cross-cutting sector, it needs to be funded from a multi-sectoral point of view.
- We should not only look at second generation road funds which is already inadequate. If we are to achieve the 2 km objective, thousands of kilometers of road need to be constructed and for this, more visionary financial arrangements for rural and urban roads need to be put in place.
- It is necessary to be prudent in building capacity between services and structures for road management and financing. There is a need for an intervention that ensures linkage between road planners, executers and fund managers.
- There is a need for a minimum growth in road fund financing that each country should achieve.

Comments on private sector involvement

- Delegates emphasized the necessity of having a dynamic public-private partnership. The questions in this regard included:

- How do we involve the private sector at the top levels of SSATP activities; e.g. banks will hardly finance the purchase of vehicular means of transport; how can we assist the private sector to have access to funds for the purchase of vehicles?
- How do we build the capacity of the private sector to ensure that they are competent enough to carry out proper road maintenance?

In response to the issue, delegates were informed that the private sector is already represented at the SSATP Board level to be able to articulate their concerns.

Other comments

Delegates expressed concern about the low capacity of countries to absorb resources given them due to the low capacity of national organizations.

Comments on theme 3: Transit Transport

- There is a need to take on board the Almaty Program and Plan of Action.
- There is a need for effective follow-up and monitoring of corridor activities.
- There is a need to go beyond training as the only means of capacity building and include strategies for involving the youth.
- In some countries such as Uganda, corridors pass through communities and are very narrow, sometimes resulting in grisly accidents. Road safety should therefore be considered under this theme.
- Inland water transport is mandatory for landlocked countries.
- Should RECs be the ones that are responsible for transit transport? Do they have the capacity in terms of adequate professionals with full time commitment or do they need to be strengthened in this respect?
- Is there a need to have a corridor management authorities' platform?

In response to the question of capacity building of RECs, the SSATP Board Chairman, Mr. Hachim Koumaré, informed JICA that the SSATP Board welcomes the contribution of JICA on capacity building of RECs and looks forward to working with them on the issue.

3. Knowledge sharing

Following the successful launch of the DP2, participants listened to, and had the opportunity to discuss a number of presentations on issues that are pertinent to the implementation of DP2. The presentations were meant to facilitate discussions and in particular, to stimulate the delegates' vision with regard to priority actions that should be implemented under DP2.

The presentations can be found on the enclosed CD-ROM.

3.1 Comments on the presentations

Comments on knowledge sharing on the main achievements of SSATP

The PRTSR is a good initiative which has brought out a lot of issues on poverty reduction through transport. Unfortunately, it has not been recognized by all governments. The issues that have been brought out by the PRTSR process need to be incorporated in the second generation PRS.

There is a need to highlight the purpose and achievements of the PRTSR process in order to ensure better buy-in of its principles by governments.

Comments on knowledge sharing on urban transport: A case study of large cities

- The presentation on urban transport in Africa has left us with more questions than answers; e.g. it seems to lack an analysis of what the issues are and the root causes of problems. It also seems that the problems have not been properly analyzed, e.g. why are people moving to the cities?
- Did the study in Nigeria take into consideration the fact that Nigeria is a federal state and most state governments do not have funds so that, e.g. what obtains in Lagos may not obtain in other states such as Ogun?
- The reasons always given for inefficient urban transport are lack of infrastructure and financing. This has been the case for many years. The question that ought to be addressed is why has this been so? Research findings should have recommendations on how to move forward.
- Transport problems in Africa are the same and not enough is being done to solve them. Growth in urban population is a big problem and is not being stopped. Living conditions in the rural areas should be improved to discourage urbanization.
- In many countries roads are aged (40 to 50 years old) and they require replacement and not maintenance only.

- High tariffs applied by governments in SSA contribute to failure by transport services providers to provide reliable and affordable services.

Responses by presenters

- Basic infrastructure condition is vital for the transport sector to play its role in development and for this reason, governments need to give more priority to infrastructure development and maintenance.
- There is no short and clear answer to the question of why there is no infrastructure and inadequate financing. The solution could be, having in place the appropriate institutional arrangements that will address these issues.
- Professionals are shying away from providing the policy and decision makers (politicians) with the correct information. This contributes to inappropriate decisions being made.
- The problem of growing cities has been experienced for the last 30 years. The main reason is job hunting. If situations improve in rural areas (in terms of improved livelihood) this could change but otherwise we should accept the fact and get prepared.

Comments on Africa's private sector and transport

Even though the doors of SSATP have been opened by co-opting a private sector representative into the board, this has only happened in 2007. Nevertheless, the private sector can only meaningfully engage with SSATP activities if:

- They have a framework for engagement
- They are represented in the RECs forum
- They are recognized by the state
- There is a clear communication policy between the private sector and all levels of SSATP stakeholders
- RECs dialogue with the private sector in determining the RECs policies instead of just being given policies to implement, which they don't own.

In concluding the discussions on the various presentations, the SSATP Board Chairman Mr. Hachim Koumaré expressed satisfaction at the richness of the debate and recommendations made. However, he urged countries to buy into DP2 and asked delegates to deepen their reflections during the working groups' sessions so as to propose achievable and relevant actions for 2008.

4. Discussions by the ministers of transport on barriers along transit corridors

High level discussions were undertaken by ministers of transport from six African countries. They included ministers of transport from Benin (represented by the national coordinator), Burkina Faso, Ghana, Côte d'Ivoire, Mali and Niger. The ministers based their comments and observations on the findings of monitoring activities on transit corridors undertaken during the LTDP which were presented to facilitate their discussions. The presentation included:

- Findings of the West African Corridors monitoring (observatory)
- Findings of the Chirundu and Beit Bridge border posts monitoring
- Findings of the Northern Corridor monitoring

Welcoming the ministers to the meeting, the Chairman of the UEMOA Commission thanked the government Burkina Faso for a great hosting of the event and the SSATP for working with the government of Burkina Faso in transport policy formulation. He acknowledged the presence of full transport authorities at the meeting and informed delegates that UEMOA has adopted an agreement on axle control and is currently working towards harmonizing strategies among member countries.

Comments observations by the ministers

Overall, the ministers acknowledged the difficulties that appertain to barriers along transit corridors; they noted that the three presentations indicated a need for serious buy-in of findings by all levels of stakeholders, including the civil society and parliament. Below are the comments by the ministers.

According to the Minister of Transport from Mali, due to corruption, any derelict of a vehicle can be allowed to pass through the corridors, with serious implications on road safety since these sometimes result in fatal road accidents. For this reason, there is a need to sensitize the whole social body to stop corruption for the sake of road safety.

The Minister from Burkina Faso was amazed at the number of checkpoints along the transit corridor that passes through Mali and said there is a need to apply the same rules of levy on the same corridor. He requested SSATP to support the sub-region to accelerate the drawing up of supportive rules for the corridors.

The Minister from Niger informed the meeting that his country uses close to four corridors and they know the difficulties that are involved in crossing borders. He hoped that the corridor monitoring studies would be extended to the Cotonou-Niamey corridor which has not yet been studied. Furthermore, SSATP should support landlocked countries to reduce the cost of transit transporta-

tion. He also highlighted the seriousness of road crashes along transit corridors such as the Cotonou-Niamey corridor.

In his remarks, the Minister from Côte d'Ivoire acknowledged the role of transport in linking people as well as enhancing economic integration and poverty reduction. He further acknowledged the risks we run if we don't abide by the rules or if we don't train our drivers appropriately. He cautioned that monitoring results should be rich in detail to avoid loopholes. He promised to carry out a study to determine why there are no differences between the escorted and no-escorted trucks. He further said that there is a need to identify the roles of the various stakeholders—government, drivers and transporters—and to enforce the law accordingly.

According to the Minister from Ghana, the presentations clearly highlighted the fact that the big problem lies when stakeholders do not want to get out of their shells. Governments are slow to bring about facilitative policies and are not quick in dismantling barriers. He noted that customs officials continue to operate in the old culture of using regulations to their benefit and this cannot be acceptable. They, together with the police, need either reorientation or replacement. On their part, the drivers do not seem to understand that transit transport activities are for their own benefit. He pointed out that other problems in transit transport are the issue of language – French/English and bad roads, e.g. the Mali-Ghana-Tema road. The Minister appealed to donors to help expand/maintain roads to enhance facilitative movement of goods and services. Finally, the Minister informed delegates that Ghana is in the process of establishing three one-stop border posts.

In concluding the ministerial discussions, the Minister of Transport from Burkina Faso said that all inputs focused on road safety. There is therefore a need to sensitize all stakeholders to be sensitive to this important fact. He noted that with political good-will, all is achievable. Further, he noted that results can only if successes are replicated and that the RECs should support the harmonization of policies and strategies. He gave the example of Burkina Faso where the government has tried to do away with check points to allow fluidity in traffic movement. Finally, he called on the formation of an inter-ministerial committee to bring together appropriate ministers with a view to harmonizing rules and regulations.

In order to show their support for the removal of barriers along Africa's transit corridors, the Ministers of transport from the six countries issued a joint signed communiqué affirming their commitment to the removal of barriers along the transit corridors (see Appendix E).

5. Findings and recommended actions for 2008

On the second day of the Meeting, delegates worked in three groups to discuss issues related to each of the three themes and making recommendations on actions for implementation in 2008. Below are their combined findings and recommended priority actions.

5.1 Findings and recommendations on theme 1: Comprehensive pro-poor and pro-growth transport sector strategies

Transport strategies

- Analyze and establish the contribution of transport to achieving economic growth and reducing poverty and the time to do this is during the revision of PRS and Transport Strategy documents. The changes should be done by integrating recommendations & action plans into the two national documents.

Actions for 2008

- Harmonize the work of institutions and agencies working on transport policies and strategies such as AU/NEPAD, SSATP, countries.
- Develop comprehensive strategies that include:
 - Rural transport
 - All modes of transport
 - Transport services not just infrastructure
 - Use an interdisciplinary, participatory approach in policy development (use experiences from PRTSR)
 - Consider the timing of PRTSR to make it useful to the countries
 - Countries should adopt recommendations of the PRTSR and present them to donors for funding
 - Improve national coordination to make SSATP activities part of the national program (ownership)
 - Follow up on the work of the national coordinators throughout the year, not just during the annual meetings.

Impediments to the implementation of the PRTSR findings

Impediments to implementation of PRTSR recommendations:

- If the PRS document is revised before PRTSR is carried out
- If the Steering Committee is weak and not representative of major sectors
- If the Steering Committees do not have political support

Action for 2008

- To expedite implementation of the PRSTR findings, it is important for the Steering Groups to lobby governments and sensitize stakeholders and the public at large.

Road safety

Factors for achieving good results in road safety include:

- Development of good policies & strategies, awareness creation
- Sensitization & involvement of all sectors
- Government commitment to provide the means and strengthening of partnerships to leverage resources for road safety activities

Actions for 2008

- Development of public transport policies to eliminate motor-bikes
- Provide pedestrian alleys in cities and take into consideration the needs of the disabled
- Develop legal frameworks to combat accidents
- Adopt a system approach and include safety features in the whole design/development and maintenance cycle
- Collect data on road safety and base interventions on available data
- Drivers training, and enforcement are important
- Incorporate safety issues in school curriculum
- Use national and other partnerships (e.g. Transaid on driver training, www.transaid.org)
- Sustainable financing of road safety (state, other stakeholders)
- Need for political good will to ensure road safety is given the prominence that it deserves
- Emphasize vehicle road worthiness testing

Climate change

Challenges to promoting climate friendly transport include:

- Importation of old vehicles
- Congestions in big towns due to poor traffic and road management

Actions for 2008

- Construct vehicle parks
- Develop strategies to promote public transport which will lead to reduction of emission
- Draw up action plan to mitigate negative impact on climate change & encourage use of unleaded fuel
- Legislate for the use of fuel efficient engines

- Limit importation of second-hand vehicles
- Promote better traffic management, e.g. address the issue of congestion by introducing high capacity public transport
- Promote sound environmental practices in construction (e.g. replace trees cleared)
- Promote proper vehicle maintenance to minimize emissions

Transport Data Management

Actions For 2008

- Establish linkages between National Coordinators, RECs & RC's in sharing data bases
- Establish strategies for Transport Data Management at national & regional levels
- Involve all sectors through participatory approaches
- Establish contribution of transport in achieving the MDGs
- Data (evidence) is needed to demonstrate the impact: collect data all the time (this will also enhance employment creation and mitigate agricultural losses, etc.) and use public expenditure reviews
- Pull together data already available (nationally and regionally)
- Agree basic format for data collection by different agencies (metadata)
- Planning units should be responsible for data management: work with statistics units
- Include data collection for all transport projects (before and after studies): provide budgets for data collection
- Promote sustainable observatories on corridors (regional associations and corridor groups could host this)

Policy Dialogue

Actions for 2008

- National and regional coordinators should ensure dialogue at national and regional levels through quarterly meetings
- Coordinators should take part in various forums at national level
- Office of national coordinator should have a steering group of core individuals which must be recognized by government if its work is to be acceptable for implementation
- Carry out sectoral review of transport programs

Knowledge sharing

Actions for 2008

- Conduct training and capacity building of stakeholders
- Institutionalize consultations at national and regional levels

- Disseminate best practices using national co-ordination committees for dissemination
- Countries to provide reports on their activities
- SSATP to support dissemination at national level (workshops, training)
- Need to utilize/develop networks of practitioners
- Make use of existing structures such as regional associations, e.g. FESARTA is in the process of developing a corridors road information handbook

5.2 Findings and recommendations on theme 2: Sustainable institutional and financial arrangements for road infrastructure & rural and urban transport services

Provision of institutional framework

Actions for 2008

- Put in place transparent and autonomous Road Boards
- Establish institutional and financing strategies for urban transport
- Establish Transport Directorate & Road Agencies
- Embrace best practices in urban mobility
- Promote of PPP in line with strategies
- Establish Urban Transport Advisory Group
- Clarify functions between road agencies and road boards
- Provide training to road fund board members
- Support road sector associations to develop a communication strategy to negotiate road tariff and diversify resources and to rally road users and sensitize decision makers
- Build partnerships for the development of executing capacity of local industry
- Support CDE projects to train SME managers on output based road maintenance contracts
- Develop partnership with contractors' associations
- Link with partners and private sector to develop SMEs, CDEs, contractors associations etc.

Sustaining reforms in road management and financing

Actions for 2008

- Stay the course towards Second Generation Road Funds by increasing fuel levy, and empower road sector associations
- Restructure road funds to meet second generation criteria
- Provide training to road funds board members
- Create Urban Transport Funds to help replace worn out vehicles
- Put to good use, the vehicle inspection & tolls funds

- Update guidelines to facilitate countries to improve road network financing strategies and road fund operations based on recent evaluations
- Promote SSATP good practices on Road Management and Financing and transfer responsibility to road associations (ARMFA, ANSARA, AGEPAR...)
- Ensure a common understanding of the roads classification
- Conduct technical and financial audit to show the link between the level of services provided with the expected investment in RTI
- Carry out a study aimed at creating funding sources for waterways infrastructures promotion and maintenance
- Clearly identify the contribution of local communities
- Set up data management system
- Create a platform for sharing good practices of RMF in various countries
- Create and promote waterways infrastructure maintenance funds

Road management

Actions for 2008

- Review performance of road agencies and provide best practice guidelines
- Clarify roles and responsibilities of road sector institutions (Road Funds, Road Agencies/Departments, Ministries)
- Increase training courses on road management tools
- Put in place urban transport procedures
- Embrace best practice in urban mobility
- Put more emphasis on improving road management practices

Rural transport

Infrastructures

- Design and disseminate a model of bus stops in African countries (taking into account environment issues, good services, storage facilities, etc.)
- Include storage infrastructures devices into transport systems
- Adopt and disseminate appropriate standard for rural roads maintenance (involving material used, dimensions, roads quality, etc.)

Capacity

- Provide institutional support for capacity building towards rural roads maintenance works
- Initiate training activities using the SSATP materials at national and regional levels
- Introduce rural transport issues at different levels of research and academic institutions
- Initiate and encourage 'benchmarking' members performance
- Improve the dissemination through websites (ARTA ...)

Urban transport

- Establish institutional set up of national sustainable structures to deal with urban transport
- Conduct technical and financial audit to link the level of services expected for urban infrastructure and the services provided
- Encourage the creation of private urban transport firms
- Continue with the experience initiated by SSATP launched in Dakar on professionalization of informal sectors

5.3 Findings and recommendations for theme 3: Improving transit transport along selected corridors

Obstacles to the implementation of measures to facilitate trade and transport include:

- The non functioning of regional and national committees in charge of facilitating transport
- The non enforcement by governments, of community taxes and international conventions on transit transport
- Lack of political will and conflict of interest
- Missing links and poor state of road network
- The low capacity of the RECs to fulfill their missions (limited capacity and resources)

Reforms that would help to accelerate the process for facilitating trade and transports along transit corridors include:

- Effective implementation of the Bamako Declaration
- Involvement of the private sector in the implementation of policies and strategies for transit transport
- Involvement of the locals in the management of corridors
- Harmonization of taxes and implementation
- RECs support to institutional framework of corridors

Measures to enhance policy dialogue

- To strengthen dialogue between RECs and countries, operationalize regional and national committees for the facilitation of transports as well as the management of corridors
- RECs to establish REC-country dialogue to modernize outdated customs procedures
- RECs should be seen as planning and regulatory bodies
- Strengthen co-operation between RECs, National Coordinators and National Facilitation Committees
- Establishment corridor management groups
- Establish functional observatories

6. Evaluation of the meeting

At the end of the Meeting, delegates were asked to evaluate the success or failure of the meeting by indicating their individual feelings on the following six key aspects:

1. Pre-meeting arrangements and reception on arrival
2. Meeting arrangements
3. Documentation and Publications
4. Relevance of issues discussed and outcomes
5. The meeting process
6. Duration of the meeting

In addition, they were also asked to compare the structure of the past meetings with the structure adopted for the Ouagadougou meeting and to give their individual feedback on whether a compact meeting (as the Ouagadougou one) is be more productive. Finally, they were requested to make suggestions on how the organizations of future meetings could be improved.

In total, a record of 146 people returned their evaluation forms. However, all of them did not respond to all the questions, as will be seen in the evaluation table on the next page. The evaluation table presents the questions, the parameter for the evaluation, the number of respondents against each parameter, and the percentage, based on the total number of respondents for the specific evaluation question.

	☺☺ Excellent	☺ Good	☹ Fair	☹☹ Poor	☹☹☹ V. Poor	No of re- spondents
Pre-meeting arrangements and reception on arrival						
▪ Background information available before your arrival in Ouagadougou	42 (32%)	73 (55%)	8 (6%)	8 (6%)	1 (1%)	132
▪ Visa and flight arrangements	26 (28%)	47 (51%)	9 (10%)	6 (7%)	4 (4%)	92
▪ Reception at the airport and transportation to hotel	35 (31%)	48 (42%)	19 (17%)	7 (6%)	5 (4%)	114
▪ Registration at the hotel	23 (22%)	47 (45%)	20 (19%)	8 (8%)	7 (7%)	105
Meeting arrangements						
▪ Accommodation	40 (37%)	47 (43%)	18 (17%)	3 (3%)	1 (1%)	109
▪ Transportation to and from meeting venue	31 (34%)	48 (52%)	7 (8%)	2 (2%)	4 (4%)	92
▪ Meeting venue	35 (29%)	67 (56%)	14 (12%)	4 (3%)	-	120
▪ Payment of per diems	6 (10%)	31 (49%)	14 (22%)	7 (11%)	5 (8%)	63
Documentation and Publications						
▪ Timely availability of documents	17 (12%)	77 (55%)	31 (22%)	10 (7%)	5 (4%)	140
▪ Clarity of issues (goals, objectives ...) presented in the DP2 document	22 (15%)	93 (65%)	22 (15%)	5 (4%)	2 (1%)	144
Relevance of issues and outcomes						
▪ Plenary sessions on day 1	31 (22%)	84 (60%)	13 (9%)	13 (9%)	-	141
▪ Working group sessions on day 2	22 (16%)	63 (46%)	36 (26%)	16 (12%)	1 (1%)	138
▪ Clarity and conclusiveness of outcomes from working groups in each theme	8 (6%)	80 (56%)	42 (29%)	11 (8%)	2 (1%)	143
▪ Clarity and conclusiveness of outcomes from the plenary discussions	5 (4%)	85 (68%)	27 (21%)	8 (6%)	1 (1%)	126
The process						
▪ Meeting program and structure	15 (10%)	106 (72.6%)	14 (9.6%)	10 (7%)	1 (0.7%)	146
▪ Quality of discussions during the plenary sessions	14 (10%)	98 (69%)	22 (16%)	6 (4%)	2 (1%)	142
▪ Quality of discussions during working group sessions	18 (13%)	71 (52%)	39 (28%)	6 (4%)	4 (3%)	138
▪ Quality of facilitation during plenary sessions	15 (11%)	95 (69%)	22 (16%)	5 (3.6%)	1 (0.7%)	138
▪ Quality of facilitation during working group sessions	9 (7%)	72 (53%)	42 (31%)	11 (8%)	1 (1%)	135
▪ Quality of interpretation	33 (22.6%)	96 (66%)	16 (11%)	1 (0.7%)	-	146
▪ Quality of translation	26 (18%)	100 (69%)	16 (11%)	2 (1.4%)	1 (0.7%)	145
Meeting duration	8 (10%)	40 (51%)	21 (27%)	7 (9%)	2 (3%)	78

Comments on duration of the meeting

To enable participants make comments on the duration of the meeting, the following question was put to them: Based on past years experience, do you feel that a more compact meeting like this one is more productive and efficient? If not, what would you consider is the appropriate number of days? Below are their responses.

Three days are enough

- Three days are fine
- Yes but there must be a clear vision of what should be achieved
- Maybe more productive, but with opportunities to more participants
- Compact meetings are okay. People do not have time for extended meeting, at any rate; all important issues were discussed and good decisions reached during the three days of the meeting. It is not considered that more days of the meeting would have produced more results
- Yes it is productive. A meeting organized for more than three days would be exhausting
- The number of days is ideal especially if meeting issues for discussions are well prepared and focused
- Period is just adequate for meaningful discussion
- It was more productive
- Compact the meeting is fine
- If logistical arrangements and communication can be made to work better for all participants, then it is better and more productive to have a meeting over three days
- Compact is good, but share the days and have parallel sessions
- A compact meeting is fine, but SSATP should avoid taking too many issues at a go because this might mean that some issues may be given less opportunity for debate, yet they may be crucial for development e.g. poverty issues at country level. Also, look at road safety issues.
- The meeting could be okay if there were theme-based preparatory meetings before the AGM, but now it was so compact that there were no clear debates and other important issues might have not been picked up

Increase duration to four days

- Three days is too short, increased duration to four days
- The three days are very compact hence no preparations for the group discussions which were not focused, there was repletion and lack of direction, four days will be fine with one day for preparation
- The compact meeting arrangement is good. The meeting should be tailored to last not more than four days
- An additional day will give room for more discussions on key issues

- The meeting was very compact, it would be good to add one day

Increase number to five days

- We need a total of five days (four working and one field trip)
- At least five days would be ideal in order to have more conclusive group discussions to generate more ideas as many participants are committed to the plenary sessions
- The appropriate number of days is five to seven
- The meeting should run for at least one week; we rushed through issues too much; more time should have been given to working groups. The more practical parts were missing; too much focus on procedure and formalities
- Previous arrangements was making sufficient room in the meeting for appropriate working group sessions at each REC TCC which in my expression with this former issue are linked to general discussion with, in more cases an indifferent audience as areas of interest are mixed

Suggestions to enable SSATP improve the organization of future meetings

Flight considerations

- Connection of flights was a headache for some participants
- Better flight arrangement
- Caution should be taken with respect to flight schedules, transit times
- SSATP should provide safe travel to sponsored participants to choose flights and airlines, these should not be left to travel agents who could be heading to airlines they have business with which may not be very operational within the route heading to the conference country
- Major airlines would be better choice (Addis, which has superb facilities, Nairobi)
- Due to the late arrival of delegation from Sierra Leone. I suggest that flight connection to conference be conducted as it is difficult to connect to some countries
- Adequate comprehensive information should be provided as it relates to host country, especially all available flight connections. The experiences of flight is not so good
- Travel for participants should be arranged in such a way that they do not spend more time on the way
- Meeting venues should not be rotational basis for member state but should depend on flight connectivity
- Travel arrangements need to be improved – assistance
- Meetings should be held in places which are easily accessible. I personally was stranded for two days because there is one airline flying only every second day from Cotonou to Ouagadougou

Size of working groups and need for better focus in group discussions

- Groups too large to have meaningful discussions, reporters biased, presented not what was discussed in group session

- The working groups were too big to have effective deliberations
- I believe that group behavior would be more effective by thematic groupings. We needed to be more specific in our deliberations
- Poor time management, not enough strategic focus, feeling that SSATP is leaderless
- The theme based meeting structure that was used before was outcome-driven and served as a basis for productive discussions in the plenary
- For the next meeting it would be good to separate groups by subject of interest, it would also be good to take into account the languages used (French and English)
- Large groups tend to be hard to control. Smaller groups or thematic discussions are more productive
- More clarity of session objective, better summaries/conclusions, facilitation and meeting formats
- Urban mobility should be given an occasion to speak

Reception at the airport and hotel arrangements

- There is a compelling need to ensure that detailed taxi drivers or transport service is made available at the airport for late arrivals equally, proper booking of hotels should be made once participants have confirmed attending the conference
- The hotel staff were overwhelmed by the number and at meals lacked adequacy, the facilities needed more organization preparation

Participation at the meeting, meeting outputs and other issues on the meeting

- Extend invitations to university students who are studying transport
- Ensure that all coordinators do not take SSATP as just an annual event. Instead, they should be implementing annual work plans throughout the year
- Ensure that there is always high level participation (ministers) at least 50% of member countries are represented at AGM
- Countries should draw country action plans before the end of the meeting and implementation should be monitored throughout the year
- SSATP/countries should strive for implementation of policies and programs not just formulation
- Chance should be given to countries to share experiences on good practices and challenges during plenary. Some of us were ready and willing to prepare short papers e.g. Uganda. Our experience on mainstreaming gender, HIV/AIDS, environment and issues of people with disabilities can be replicated in other countries
- Specialist presentations and plenary sessions resolutions should be available to members in a form or stored on CD, immediately after the meeting
- Give reference numbers to all documents for effective reference during discussions
- Working group discussions need facilitators that know the sector very well

- Level of facilitation during break out sessions can be improved
- Coordination meetings to be held under regional coordinators before the annual meetings as part of the preparatory proceedings
- The thematic issues must be forwarded in advance to participants
- Avoid repetitions of same issues in group discussions
- Pre-screening of presentations to ensure clarity
- Strong focus on professional exchange on ongoing activities and less on SSATP policies as this invites inerrant statements
- The World Bank transport week provides a good example on agenda, debate issues
- Provide participants list at the beginning of meeting
- Open up for energy issues e.g. commodity prices (oil prices)
- Send preparatory concept notes early enough
- More innovative thinking on agenda setting, to allow for better participation by the private sector
- All presentations should be copied on CD before the actual meeting and given to delegates on arrival to the meeting
- The meeting room for plenary should be terraced. My view were always blocked and I had to struggle to read the presentations on the screen
- Timetable and information on program including tours should be sent to all participants in advance
- Include field trip in program rather than as an optional after thought as in this year's case
- Information about delegates' issues should be made available. There was hardly any information and even knowing where to ask for information was a big problem
- We suggest to improve Portuguese language to facilitate Cape Verde and Mozambique to understand and participate

General

- The Second Development Plan 2008-2011 document, has mentioned the continent's REC', and Transport Associations but has made no mention of, or reference to, the East African Community (EAC). Was this intentional or it is not considered by SSATP as a REC?
- I needed to be here to ensure the interest of FESARTA members are expressed and protected. However FESARTA' interests i.e. implementation of activities to achieve greater efficiencies were not really addressed. FESARTA believes that SSATP and this meeting are best housed in a NEPAD/AU forum. The program management team could be the transport development of NEPAD/AU. The RECS would then do activities and implementation. I have spent nearly a week at a high cost to SSATP, in a set of meetings that do not seem to have benefited my constituency very much. All the work I do is voluntary (as FESARTA has no funds) however, the efforts of SSATP are much appreciated.
- Improve on coordination.

- More awareness promotion at national level and stakeholders.
- Closer look to on going EU or World Bank projects/program in SSA.
- Two to three days duration should be dedicated to technical working sessions and stakeholders presentations on specific projects program/approaches.
- Improve on mode of payment and duration at least.
- Keep up the good work.
- Arrangements were excellent.

7. Appendixes

Appendix A: Meeting Program

Monday, 5 November 2007	
OPENING SESSION	
8:00	Welcome and seating of participants
8:30	Arrival / seating OI-OIA, Heads of Diplomatic and Consular Missions
8:40	Arrival / seating of Members of Government
8:45	Arrival/ seating of Presidents of Institutions
8:55	Arrival/ seating of His Excellency the Prime Minister
9:00	Start of the ceremony (Announcement of Program)
9:05	Welcome Address by the Chairman of the Organizing Committee (<i>Mr. Mathieu BOUDA</i>)
9:10	Message by the Representative of SSATP Donors (<i>Ms Karin ANDERSSON</i>)
9:20	Animation (National Ballet)
9:25	Message by the SSATP Chairman of the Board of Directors (<i>Mr. Hachim KOUMARÉ</i>)
9:35	Animation (National Ballet)
9:40	Opening speech by the Minister of Transport of Burkina Faso (<i>H.E. Maître Gilbert Noël OUÉDRAOGO</i>)
9:50	End of the ceremony and interview of the Prime Minister (<i>H.E. Paramanga Ernest YONLI</i>)
10:00-10:30	BREAK - OFFICIALS LEAVE THE HALL
10:30 -12:30	PLENARY SESSION (Chairman: SSATP Board <i>Mr. Hachim KOUMARÉ</i>)
1- Technical information on the conduct of the meeting (By <i>Mr. Jean Bertin OUÉDRAOGO</i> , National SSATP Coordinator/Burkina Faso)	
2- Launch of DP-2 (Presented by <i>Mr. Zaza RAMANDIMBIARISON</i> , Program Manager)	
- Presentation of lessons drawn from the Long Term Development Plan (LTDP)	
- Content of DP-2 (2 nd Development Plan)	
- Possible approach	
12:30- 14:00	LUNCH IN SITU
PLENARY SESSION (Chairman: <i>Mr. D. Joachim MEDA</i> , Director-General of Land and Maritime Transport of Burkina Faso)	
2:00-3:00	Knowledge Sharing
- Key results of SSATP with respect to knowledge sharing (<i>Mr. Testamichael NAHUSENAY</i>)	
- Presentation of the study: URBAN TRANSPORT IN SSA : A CASE STUDY OF LARGE CITIES, (<i>Mr. Ajay KUMAR</i>)	
- Brief discussion (clarification)	

PLENARY SESSION: Chairman: Mr. Jean Bertin OUÉDRAOGO, Coordinator of the Second Transport Sector Program (PST-2) of Burkina Faso	
15:00-16:00	Private Sector and Transport in Africa - Discussions (<i>M. Hamallah Kaba DIAKITE</i>)
16:00-16:30	BREAK
16:30-18:00	MINISTERIAL ROUND TABLE Chairman: H.E Gilbert Noel OUÉDRAOGO, Minister of Transport Facilitator: Mr. Soumaïla CISSE, Chairman of WAEMU Commission
	- Presentation of the conclusions of the monitoring of West African corridors (observatory) - Conclusions of the monitoring of Chirundu and Beit Bridge border posts, presented (<i>Mr. Barney CURTIS</i>) - Conclusions of the monitoring of the North Corridor, presented (<i>Mr. Jean KIZITO-KABANGUKA</i>) - Brief remarks of the panelists - Discussions
18:30	Cocktail offered by the Government of Burkina Faso in Hôtel SILMANDE

TUESDAY, 6 NOVEMBER 2007	
8:00- 8:30	DP-2 services/ products
8:30-10:30	Formation of groups on Theme 1 (3 working groups) - For each service/product, indicate the priority issues to be covered - and identify priority actions for 2008 Chairman: <i>Mr. Issa DIALLO</i> , National Coordinator of Mali
10:30-11:30	BREAK
11:30-13:00	Formation of groups on Theme 2 (3 working groups) - For each service/product, indicate the priority issues to be covered - and identify priority actions for 2008
13:00-14:00	LUNCH IN SITU
Working Groups (cont'd)	
14:00-16:00	Formation of groups on Theme 3 (3 working groups) - For each service/product, indicate the priority issues to be covered - and identify priority actions for 2008
16:00-16:30	BREAK
16:30- 18:00	Presentations by working groups to the plenary session Chairman: <i>Mr. Issa DIALLO</i> , National Coordinator of Mali

WEDNESDAY, 7 NOVEMBER 2007	
PLENARY SESSION: Chaired by National Coordination of Mali <i>Mr. Issa DIALLO</i>	
8:00-8:30	Summary of discussions of Working Groups
8:30-10:00	Knowledge sharing (Session 2) - Presentation of country diagnostic study on infrastructure in Africa <i>(Mr. Robin CARRUTHERS, presented by Mr. Olav ELLEVSET)</i> - Presentation of road network evaluation tools (RONET) <i>(Mr. Olav ELLEVSET)</i> - Discussions
10:00-10:30	BREAK
10:30-12:00	Annual General Meeting (AGM), 2007, Chaired by SSATP
12:00-12:30	Closing ceremony and end of the Meeting
13:00-14:00	LUNCH
THURSDAY, 8 NOVEMBER 2007	
- Sightseeing tour - Departure of delegations	

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Appendix C: Speeches

Welcome Address by Mr. Mathieu Bouda, Chairman of the Organizing Committee

Excellency, Mr. Prime Minister, Head of Government,
President of the National Assembly,
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Heads of Institutions,
Members of Government,
Infrastructure and Transport Ministers of the SSATP member countries,
President of the UEMOA,
Chairperson of the SSATP Board,
Representative of SSATP Donors;
Representatives of international, regional, and subregional organizations,
Governor of the Center Region,
Secretaries-General of Ministerial Departments,
World Bank Resident Representative,
SSATP Technical and Financial Partners,
Mayor of the Commune of Ouagadougou,
Representatives of private sector and civil society organizations,
SSATP Regional and National Coordinators,
Directors-General and Directors of Central and External Services,
Esteemed delegates,
Distinguished guests in your respective capacities and positions,
Ladies and Gentlemen,

Following the Meetings held in Bamako, Mali in November 2005 and Maseru, Lesotho in October 2006, Burkina Faso's opportunity to host the SSATP Annual General Meeting has arrived.

On behalf of the Organizing Committee, I would like to welcome to Ouagadougou those eminent persons and specialists in attendance on this auspicious occasion, in this remodeled and enchanting setting at the Sembene Ousmane Conference Center in the Azalai Hôtel Indépendance.

Mr. Prime Minister,
Heads of Institutions,
Members of Government,
Infrastructure and Transport Ministers of the SSATP member countries,
President of the UEMOA Commission,
Distinguished guests,

Convening the SSATP Annual Meetings in Ouagadougou holds a dual significance for us.

- First, it is a sign of renewed recognition of and confidence in our country, Burkina Faso, which since the 1987 launch of this program has fully adhered to the long-term strategic development approach recommended by its architects, namely, the World Bank and the United Nations Economic Commission for Africa;
- Second, it attests to the sound and solid nature of this ambitious program, whose relevant approach and substantive work accomplished over almost two decades serve to confirm the importance of these forums.

I can attest to the level and caliber of the participation in this Meeting, which, in addition to the officials who greatly honor us with their support, welcomes professionals from the international transport arena, private sector and civil society stakeholders, technical and financial partners and prime movers at the national and regional levels, and public decision-makers in charge of the transport and infrastructure sector, namely:

- The national and regional coordinators of sectoral transport programs;
- Managers of ports and internal terminals;
- Directors of Public Works and Roads;
- Directors of Land and Maritime Transport;
- Directors of Road Funds and Agencies;
- Stakeholders from the air and rail transport industries; and
- Heads of the regional economic communities.

More than 300 specialists and participants from the 35 member States in addition to Belgium, Denmark, France, Germany, Saudi Arabia, Sweden, Norway, the United Kingdom, and the United States are contributing to these Annual Meetings.

In short, the SSATP has become a veritable network, definitively establishing itself as a framework for analyzing, formulating, and implementing policies and strategies aimed at ensuring safe, reliable, effective, and affordable transport services.

Mr. Prime Minister,
 Heads of Institutions,
 Members of Government,
 Technical and Financial Partners,
 Distinguished guests,
 Esteemed participants,

This embodies the core objective of the 2007 Annual Meeting being held under the theme of “Fostering sound policies and strategies contributing to Africa’s integration, economic growth, and poverty reduction.”

Mirroring previous occasions, this Meeting is intended to be a forum for sharing experiences, disseminating good practices, and exploring approaches, tools, and innovative solutions based, on one hand, on an uncompromising assessment of the various reforms implemented, and on the other

hand, on the consideration of the important issue of regional integration as a unit of value and measure of the capacity of transport systems to respond to different sector challenges and, primarily, to users' high expectations.

You will be aware that the stakes involved in these Annual Meetings speak for themselves.

The Organizing Committee, in partnership with the SSATP management team, will therefore make every effort to provide participants with optimal working conditions.

In closing, I kindly ask for your understanding for any shortcomings you may encounter during this conference.

In any event, the Organizing Committee will be entirely at your disposal during these three days and consider it a pleasure—and indeed a duty—to be as responsive as possible to your various requests.

Thank you.

Opening Statement by Ms. Karin Andersson, Sida, on behalf of SSATP financing partners

Your Excellencies Honourable Ministers, distinguished guests, friends and colleagues,

It's an honor and a privilege to address such an important gathering. So let me start by thanking our host the Government and the people of Burkina Faso for your hospitality and for giving us the opportunity to meet in Ouagadougou this year.

“Fostering sound policies and strategies contributing to Africa’s integration, economic growth and poverty reduction” is the theme for this year’s annual meeting. Burkina Faso is an excellent setting for this meeting as regional integration; economic growth and poverty reduction are of fundamental importance to this country.

Being land-locked, Burkina is dependent on its neighbors’ ports for export of its high-value crops. There is a need to connect agricultural production zones to markets and a wider economic space. The challenges are many to this country and I would like to congratulate the Government of Burkina Faso for challenging itself by setting high targets for the country’s development. For example, Burkina Faso was one of the first countries to develop a poverty reduction strategy and has developed a second generation poverty reduction strategy aiming at accelerating real growth to around 7 per cent per year to reduce poverty levels considerably by 2015.

To accelerate growth, this country needs to pursue regional integration to reduce costs and expand markets and position itself as a hub for transport and services. Sustained commitment to sound policies creates the basis for accelerated growth.

Meeting in Burkina Faso gives us ample opportunity to learn about the challenges this country encounters, but also to learn and discuss how a land-locked country like Burkina Faso can pursue economic growth and poverty reduction through the adoption of trade facilitation measures in transport corridors and sound policy development in the transport sector.

There are three areas I would like to address this morning.

- Firstly, the Second Development Plan as a focused policy facilitation programme
- Secondly, African ownership of the Program
- Thirdly, Road Safety and the opportunity to increased GDP

1. Second Development Plan and Policy Focus

First, we should all acknowledge the hard work and challenge to develop the Second Development Plan with all demands set by various stakeholders, inter alia the financing partners that I represent. I would like to take this opportunity to thank the SSATP team for a consultative process and a plan which pursues a focused and consolidated approach targeting facilitation of policy and strategy development and implementation.

Fostering sound policies and strategies should be the very core of SSATP. I say should, because all the demands in the past have under the Long Term Development Plan made it difficult to remain faithful to the core business of SSATP as presented in the mission statement. The Second Development Plan addresses this problem, opening up for change.

Sound policies and strategies is the foundation for sustainable infrastructure development. A number of new initiatives for improved transport infrastructure and its related services have been launched by various actors the last few years. It is crucial to balance these investments with sound policy reforms to achieve the greatest possible impact on poverty reduction, economic growth and regional integration. Further, sound transport policies and strategies are important ingredients in the achievement of the Millennium Development Goals and thus a vital part in your efforts and aspirations to eradicate poverty as set out in the Addis Ababa Declaration in 2005.

I look forward to the discussions in the working groups on the priority actions for next year with this gentle reminder that this Program is about fostering sound policies and strategies. That is the basis for your membership and that is what we are financing.

2. African Ownership of the Program

Policy development doesn't happen by itself. It takes strong government commitment to enter into a process of change. It requires knowledgeable staff in the institutions undertaking the reforms. It takes mutual understanding and respect between the partners involved. It requires funding. Does it require SSATP?

SSATP is a unique partnership for policy formulation, development and implementation, and as such should have an important role to play in the call for helping Africa closing the transport gap in a sustainable and sound manner. The programme is aligning itself to the African agenda, is engaging the African Union and NEPAD, as well as engaging RECs and member countries. As members and financiers to the Program we obviously believe in the importance of the Program. Yet, there is a lot more to be done for SSATP to further strengthen its impact on policy development.

Let me pose the following questions to provoke our discussions throughout the rest of this meeting:

- What is really meant by ownership in the context of policy formulation, development, and implementation?
- What is required for full African ownership of the SSATP concepts and the tasks carried out by SSATP today? For example, how will you as country members ensure high level of ownership of the SSATP concepts and knowledge base at country level?
- Should SSATP remain a "World Bank" program or should it transform into an African program? If the latter, where should SSATP or the tasks of SSATP be hosted in the future?

These issues I hope we can discuss both formally and informally during our three days together.

3. Road Safety

Being a Swedish citizen, representing one of the most developed countries in terms of road safety, I can not resist taking the opportunity to address the area of road safety to this prominent audience. Sweden is supporting SSATP's road safety work through the secondment of a road safety specialist. Why? Because, Africa has the highest traffic-related mortality rate per capita in the world. With increased economic growth and with increased road infrastructure investments the death toll will increase unless preventive actions are implemented. I have personally lost a number of dear friends and colleagues in road crashes in Sub-Saharan Africa. Human lives and valuable knowledge wasted. I am sure that all of you share that same experience with me.

Air, rail and sea transport invest some 20-30 per cent of total investments on safety. For example safety in the air is taken for granted. It is an absolute prerequisite for airlines to operate. Today, not even 1 per cent is invested in safety on roads in developing countries. Many more people are being killed on the roads than in any other mode of transport, yet the deaths seldom reaches the headlines. The cost represents 2-3 per cent of GDP, not to mention the immense suffering and public health problem road crashes represents.

Sound road safety policies implies that road authorities fully integrate road safety into road design and operations. By introducing road safety features as an integral part of road investments we can, not only reduce the human suffering but also contribute to increased GDP.

I have many times heard development partners saying that road safety is a hard sell to countries. How can increased GDP and reduced human suffering be a hard sell?

I would like to congratulate the Ministers responsible for Transport and Health to the Accra Declaration from February this year. Let's use the Declaration as a basis for action. SSATP can provide you with valuable support on the development of sound road safety policies. SSATP is also closely linked to the Global Road Safety Facility hosted by the World Bank.

I look forward to many discussions with you on the way forward regarding road safety.

Thank you for your kind attention.

Statement by Mr. Hachim Koumaré, Chairman of the SSATP Board

Once again, I have the honor of addressing this august assembly of eminent transportation experts who are dedicated to developing infrastructures and transportation services in sub-Saharan Africa to ensure the well-being of our people.

Allow me first to carry out an agreeable and honorable duty: namely that of paying homage to His Excellency Blaise Compaoré, President of the Republic of Burkina Faso, to his countrymen, and to his government for the legendary African welcome and hospitality that have been extended to all participants from the moment they set foot on the soil of Burkina Faso, the Land of Incorruptible Men. Mr. Prime Minister, we are grateful to you for taking a moment of your valuable time to attend the opening ceremony. Your presence is eloquent testimony to your commitment to infrastructures in the sub-region and your determination to develop them.

I would also like to express our satisfaction and deep gratitude to His Excellency Mr. Gilbert Noël Ouédraogo, Minister of Transportation, for the effort that has been expended, without which we would not be meeting here in Ouagadougou, one of the legendary capitals of African peace and integration. Indeed, Ouagadougou is home to several sub-regional African organizations, including in particular the WAEMU, which is now a recognized model of a successful institution for sub-regional integration in Africa. Mister Minister, our congratulations go also to your team that organized this meeting. The facilities and convivial environment they have provided will enable us to work without distraction and to achieve our stated goals.

While extending our thanks to our partners, whose contributions have been critical to the implementation of most activities under our program, I would also like to ask them to continue their support for the creation of an efficient, safe, reliable and affordable transportation system.

Ladies and gentlemen our gathered experts, I thank you for having responded in large numbers to our invitation. This is evidence of your determination to work with us to further develop the policy framework for transportation in sub-Saharan Africa.

Your Excellencies, Ladies and Gentlemen,

The goal of the SSATP is to promote sound policy-making, since good policies ensure a safe, reliable, efficient and economically healthy transportation system that helps the poorest gain access to markets and services. Such policies enable countries to better integrate themselves into the wider world and to better manage international competition.

Good policies must come before the installation of infrastructures and high-quality and affordable transportation services. Such services are the desire of all users, be they rural farmers or women, traders, industrial enterprises, teachers or doctors, to name only a few. All they are asking for is decent access to safe and reliable transportation.

In a poor policy environment in the areas of regulation, operation, and institutional development, transportation infrastructures and services are associated with several negative impacts:

stagnating agricultural production, high market prices, lack of competitiveness, underperforming educational and health services, economic decline, and further impoverishment.

The participation of Africa as a whole in globalization and of sub-Saharan Africa in particular, depends to a great extent on the competitiveness of its products on national, regional, and international markets. However, this competitiveness can only be achieved if transportation services cost less and meet accepted standards.

As things stand now, we are far from having achieved a satisfactory level of competitiveness, despite the efforts made at the national and international levels. The mere abolishment of the subsidies that some countries grant to their cotton farmers will not be enough to make sub-Saharan Africa produce and sell more cotton. Among other things, appropriate policies will need to be adopted and implemented. For example, if Burkina Faso takes steps to reduce the factory-to-ship time from 71 days to 27 days, the volume of exports could increase by about 45 percent. Overall, each day of additional delay reduces export volumes on international markets by about 1 percent.

Your Excellency, Ladies and Gentlemen,

The countries that provide adequate transportation infrastructures and services are those that have adopted sound policies and that ensure that they are implemented. In so doing, such countries have improved their agricultural production and enhanced their socioeconomic development. Ethiopia, for example, has, in the process of improving its roads, enacted good policies and thus boosted yields of its basic cereal grain, teff, from 500 kg/ha to 1,200 kg/ha. Its maize yields have risen from 1,500 kg/ha to 6,000 kg/ha. As a result, prices of staple foods have decreased, agricultural production has increased, and jobs have been created. In Morocco, the rural roads improvement policy has resulted, among other things, in a marked increase in children's school enrollment rates.

In instituting sound policies, certain basic principles must be observed, including, but not limited to: participation on the part of stakeholders, budget allocations, good governance, improved access to rural areas, preservation of past gains, improved transportation services, trade facilitation to support competition and regional integration, security, and social and environmental concerns.

Preserving an appropriate policy framework means ensuring, on the one hand, the transparency of financial decision-making in the sector, so as to be able to demonstrate how priorities are being chosen, and, on the other, making sure that national policies are in harmony with regional and international transportation policies.

Ladies and Gentlemen,

2007 is an important milestone in the history of the SSATP. Our partnership has expanded considerably, and now unites 35 countries, all the main regional economic communities, private sector associations, civil society, and several donors. Speaking of donors, we have the pleasure of welcoming into our midst the British Department for International Development (DfID), and we have begun to receive funding support from the Islamic Development Bank and the African Development Bank. Allow me once again to extend our welcome to them.

We can therefore be proud of this broadening and wider recognition of the SSATP, which is now a far-flung but harmonious family that is trying to facilitate the design and promotion of safe, efficient and affordable transportation systems, build on past accomplishments, and share knowledge.

2007 is also the last year of the very first SSATP Long Term Development Plan (LTDP), which was approved in Kigali in 2003 for the 2004-2007 period.

Last year in Maseru, we asked ourselves the **following five questions** about the program: What have the program's results been? What have we accomplished? What has worked well (or less well)? Do we need to change? If so, what do we need to change? And, it is important to note, we also asked ourselves what is going to happen after 2007, once the LTDP is over. We tried to come up with answers to all of these pertinent questions. Speaking on behalf of the members of the Board of Directors, namely Bruce Thompson of the European Commission, Sanjivi Rajasingham of the World Bank, Hélène Guissou of WAEMU, and Kaba Diakité of the private sector, I feel that this annual meeting is an opportunity for us to find some additional answers if necessary. I think our agenda will enable us to do that.

We will, of course, have a chance to review the **results of the Program**, especially over the last four years. Allow me, however, to point out some things that, in my opinion, correspond quite closely to the objectives we set for ourselves five years ago, and that serve to highlight those for which we must continue to strive:

- The program designated **poverty reduction** as its strategic objective; strengthened its cooperation and collaboration with all its partners, especially among policy makers and the large institutions; defined the role of transportation in the attainment of the Millennium Development Goals; and worked on the theme of “Women and Transport.”
- **Transportation and poverty reduction strategies** were analyzed in 18 of our member countries, and are to be analyzed within a few months in another five. This work yielded two main results. First, it resulted in action plans for better deploying transportation strategies and policies to promote growth and fight poverty. Recommendations emerging from the analyses conducted in several countries have already been incorporated into their second-generation PRSPs and into resource allocations to the transportation sector. This exercise also created a framework for discussion that has enabled other economic and social sectors to participate in the analytical work on transportation. This multisectoral approach has a positive impact on funding levels allocated to transportation and on the development of viable and global collaborative mechanisms for identifying the policies needed. However, more effort is needed to transform some of these recommendations into strategies for the transportation sector.
- Support for **institutional and financial reform in the roads sector** has always been at the heart of SSATP activities. Results in the field indicate that funding mechanisms are more secure and transparent than they used to be. The average time required for payment to public works enterprises has been considerably reduced and the use of local service providers is encouraged. In general, road maintenance costs have diminished; the network's steeply deteriorating trend has been arrested, and in some countries even reversed. Tanza-

nia is an example of good practices. The SSATP has also helped to organize **training in the principles of road financing and management** and on technological innovations. A capacity-building effort has also been undertaken to enable African institutions to dispense training in the region. At the same time, the SSATP has also worked closely with regional associations, to strengthen them and ensure their active participation in development and the transfer of skills.

- Over the past few years, our work in the area of **regional integration and transport** has been acknowledged by the African Union and NEPAD, which view the SSATP as an invaluable tool for furthering the goals of integration and trade facilitation on the continent. The SSATP has tried to tackle the problems plaguing the regional transit corridors serving the landlocked countries. By creating the Transport Coordination Committee of Regional Economic Communities (TCC-REC), the SSATP has enabled these communities, corridor management groups and professional organizations to engage in joint planning of their interventions and share their insights into problems, solutions, and their experience in general. The Program has strengthened the corridor management groups, monitored transit corridor performance, and supported the creation of single-window border crossings.
- We began and continued the **decentralization** of program management activities in Africa. In this connection, I am pleased to point out that the local posting of part of the World Bank team has had positive impacts, since that has enabled the multilateral institutions to incorporate SSATP accomplishments into their operations.
- Last but not least, the SSATP is the premier **source of information** on transportation in Africa. Both directly and through its partners, it has developed over 450 technical files and documents describing standard methodology in subject areas related to various aspects of the transport sector. This material has been distributed at regional workshops and seminars or sent directly to future users. The SSATP website is one of the most extensive virtual transportation libraries in sub-Saharan Africa, and receives tens of thousands of hits each year.

Ladies and Gentlemen,

This is all just an overview of what we have accomplished, and we shall talk more about it during our work sessions. However, despite the numerous accomplishments, our implementation strategy has had some problems and weaknesses, which have served as the basis for our formulation of its successor program—the DP-2—the main goal of which is to **meet the need for solid transportation policies and strategies that foster regional integration, reduce poverty, and contribute to economic growth in sub-Saharan Africa**. The approval of the DP-2 strategic framework, which we have prepared together by means of a vast consultative process, and the development of an implementation plan for its first year, will be the high points of this annual meeting. At this juncture, I would like to acknowledge and thank WAEMU for its role in organizing a coordinating meeting of the regional economic communities, which led to the formulation of this framework.

The **round table** on landlocked countries and regional corridors in sub-Saharan Africa will be the other high point of the meeting; I am looking forward to it. I am sure that this topic is of great interest to the landlocked countries, of which our host country is one. I am also looking forward to

hearing from the ministers in attendance about what the SSATP should do to help them eliminate unnecessary non-physical barriers to the movement of goods and persons in the regional transit corridors. Nature has prevented the landlocked countries from choosing their neighbors. The economies of those countries, as well as trade expansion, are being stifled by the actions and decisions of their neighbors, the transit corridor countries. It is therefore a matter of current urgency that we discuss this issue, at a time when far-reaching trade agreements and the creation of a United States of Africa are being negotiated. These are the reasons that prompted us to organize such a round table here.

In conclusion, I would like to quote a former United States President to launch an appeal. “America has good roads because it has a strong economy, but it has a strong economy because it has good roads,” he said. In Africa, we have experienced four years of positive growth and, therefore, signs of a strong economy. Isn’t it time, then, for us to establish good transportation systems? If that is your conviction, Ladies and Gentlemen, I ask you to support the DP-2 and to make even greater use of the tools provided under the SSATP, which is a program and not an institution. The Board of Directors is prepared to listen to your ideas about implementing this vision with the support of our partners.

Long live the country of the incorruptible men! Long live the SSATP!

Thank you for your kind attention. I wish you productive working sessions.

Opening speech by His Excellency Mr. Gilbert Noël Ouédraogo, Minister of Transport of Burkina Faso

Excellency, Mr. Prime Minister, Head of Government of Burkina Faso,
President of the National Assembly,
President of the Constitutional Council, Heads of Institutions,
Members of Government,
Road and Transport Ministers of the SSATP member countries,
Chairperson of the SSATP Board,
Representatives of international, regional, and sub-regional organizations,
Governor of the Center Region,
Mayor of the Commune of Ouagadougou,
Secretaries-General of the Ministerial Departments,
Representatives of private sector and civil society organizations,
Directors-General and Directors of Central Services,
Esteemed delegates,
Distinguished guests, Ladies and Gentlemen,

On behalf of the Government and people of Burkina Faso, it is a great privilege and honor for me to welcome you to Ouagadougou to the Annual General Meeting of the Sub-Saharan Africa Transport Policy Program (SSATP).

Mr. Prime Minister,

On behalf of the transport sector community and in my own name, I would like to express our heartfelt appreciation to you for having agreed, despite your very busy schedule, to attend this opening ceremony of the SSATP Annual General Meeting.

Excellency,
Ladies and Gentlemen,

I would also like to express my sincere gratitude to:

- My colleagues, the Road and Transport Ministers who are here today, and to their respective delegations, for their steadfast commitment to and strong interest in incorporating SSATP objectives into the sectoral development programs of their respective countries; and
- The Chairperson of the SSATP Board and all its members for affording Burkina Faso the opportunity to host such an important meeting.

I wish to especially commend the various technical and financial partners, particularly the World Bank and the European Union, whose assistance with SSATP initiatives has strengthened with each passing year.

Mr. Prime Minister,
Honorable Ministers,

Distinguished guests,
Ladies and Gentlemen,

The effectiveness of the transport system is critical to more rapid economic growth, which should be of a high quality and be capable of making a sustainable contribution to poverty reduction.

Indeed, such a transport system helps to quickly link production and consumption zones, thus fostering interregional and international trade.

This compelling evidence prompted the Burkinabè Government to embark on a comprehensive reform program almost twenty years ago, targeting every sector of economic life, and transport, in particular. Drawing on lessons from the implementation of the first sectoral transport program, in 2000, Burkina Faso adopted a new sectoral transport program for 2010. The second Sectoral Transport Program (PST-2), which reflects the Government's desire to give a greater impetus to this sector, has the following key objectives:

- Reduce transport costs and improve service and safety in national and international transport systems;
- Build capacity to manage, plan, schedule, control, and regulate the transport sector; and
- Develop the tertiary transport infrastructure network.

The expected outcomes of this second program in terms of improved internal and external access, lower transport costs, an increase in trade volume, and the creation of income-generating opportunities for the people, make it a key component of the Poverty Reduction Strategy Paper (PRSP) for achieving the Millennium Development Goals (MDGs) by 2015.

Mr. Prime Minister,
Honorable Members of Government,
Distinguished guests,
Ladies and Gentlemen,

The SSATP Annual Meeting, the theme of which is "Fostering sound policies and strategies contributing to Africa's integration, economic growth, and poverty reduction," is occurring at a crucial stage of the implementation of our national transport strategy. It therefore provides us with an opportunity to compare our approaches and experiences throughout Africa with a view to ensuring optimal orientation of our national and regional plans and programs.

This is why the SSATP, a partnership network of 35 member States, regional economic communities, and public and private sub-regional organizations, serves as a source of expertise on transport issues.

Mr. Prime Minister,
Ladies and Gentlemen,

In my view, this Annual Meeting is particularly important because it will provide an opportunity to:

- Review lessons and good practices learned from implementation of the Long Term Development Plan (LTDP);
- Launch the 2008-2011 Development Plan;
- Develop the SSATP 2008 Work Program;
- Update knowledge on the development of transport policies; and
- Exchange views on ways to strengthen private sector participation.

I would also like to take this opportunity to thank the SSATP Board for making itself available. Indeed, the program made a significant contribution to the execution of several actions in the transport sector, including:

- The financing of the study to formulate an urban transport policy for Ouagadougou in 1996-1997;
- The financing of the study and workshop under the “Clean Air Initiative in Ouagadougou” in 1998;
- The introduction of the Rural Travel and Transport Program (PTMR);
- The financing of the 2006-2007 study on the Burkina Faso Poverty Reduction and Transport Strategy Review; and
- The ongoing initiatives to define and implement a road safety program.

Mr. Prime Minister,

Distinguished guests, Ladies and Gentlemen,

The approach of the Sub-Saharan Transport Policy Program to transport sector development is designed not only to be multi-sectoral, but objective and realistic as well.

Mention must be made of the main challenges that the continent must resolutely face to embark on a growth path that reduces poverty and promotes sustainable development by 2015. This entails:

- The introduction of a results-based planning process involving the establishment of clear and specific objectives, the identification of the necessary resources, the development of a detailed implementation plan, and the definition of a monitoring system;
- The provision of guidelines to the States and regions enabling them to strengthen regional integration and facilitate the free movement of persons and goods under the “Link Africa” [*Relier l’Afrique*] Strategic Plan;
- The resolution of the issue of harmonization of standards in the regions as soon as possible;
- The urgent need, with regard to land infrastructure, to accord priority to access routes in rural areas as well as to landlocked countries on one hand, and to environmental concerns and HIV/AIDS prevention, on the other;

- The affirmation of the key role of regional economic communities (RECs) and States in the implementation of programs and the Vision of the African Union;
- The prioritization of initiatives to mobilize Africa's own resources, particularly through the promotion and support of the recently created Pan-African Infrastructure Development Fund;
- The exploration of ways to help specialized institutions build their capacities, thus enabling them to fulfill their role;
- The harmonization of road infrastructure standards, taking into account the economic situation and ability of African States to implement them; and
- The implementation of the Almaty Declaration on hinterland countries, which seeks to respond to the specific land, maritime, and transit transport challenges faced by these countries.

Mr. Prime Minister,
 Esteemed participants,
 Ladies and Gentlemen,

As I stand before such a distinguished group of resource persons and specialists, I harbor no doubt that by the end of our Meeting, we will have produced sound and relevant analyses that will facilitate the drafting of a 2008-2011 SSATP Program that is in line with an *“Africa equipped with an integrated infrastructure and transport service system that is reliable, safe, and affordable, and is conducive to the economic development and physical integration of Africa.”*

It is on this note of optimism, therefore, that I, while wishing our Meeting every success, and on behalf of the Prime Minister, Head of Government, officially declare open the 2007 SSATP Annual General Meeting.

Thank you.

Speech by Mr. Jean Bertin Ouédraogo, the SSATP National Coordinator for Burkina Faso

Esteemed specialists, in all your areas of expertise,

Participants,

As the formal opening session of the 2007 Annual General Meeting, presided by the Prime Minister, is drawing to a close, I wish once more to convey to you, in my capacity as National Coordinator, what a great honor it is for us in Burkina Faso to host the SSATP Annual General Meeting in Ouagadougou, and to reiterate to all participants our fervent hope that your stay in our country will be most pleasant indeed.

Ladies and Gentlemen,

I need hardly remind you that the primary objective of this year's Annual General Meeting is to launch the second Long Term Development Plan and to prepare the SSATP's priority action program for 2008.

The central topic itself, "Fostering sound policies and strategies contributing to Africa's integration, economic growth, and poverty reduction," speaks volumes about the challenges we face at this meeting.

However, before turning to this issue, it is essential for us to draw lessons and identify good practices from implementation of the first Long Term Development Plan (LTDP), which covered the 2004-2007 period and made it possible for the majority of SSATP member countries to institute reforms aimed at enabling the transport sector to make a greater contribution to poverty reduction and the socioeconomic development of our countries. In the case of Burkina Faso in particular, where the Government has, since 1992, promoted the transport sector through the implementation of integrated programs, consideration of the major thrusts of the LTDP has paved the way for significant progress through a series of studies and reforms pertaining to the following areas:

- Urban transport, through a study that led to the establishment of the Ouagadougou Urban Transport Executive Council [*Conseil exécutif des transports urbains de Ouagadougou CETUO*];
- Road safety, through the drafting of a national road safety policy now being adopted by the Government;
- Inclusion of the environmental and social impact of the sector's activities through the preparation of environmental and social impact studies and incorporation of HIV/AIDS issues;
- Mobility in rural areas, through a baseline and impact survey on intermediate means of transport;
- Statistical information, through the establishment of a transport sector database;

- Capacity-building, targeting private operators in the sector through a series of training sessions geared toward their own needs;
- Service to isolated communities and improved access by rural populations to basic services by improving some 5,000 km of unpaved roads throughout the country;
- Strengthening regional integration by improving the maintenance of the main feeder roads in Burkina Faso and implementing measures to facilitate traffic flow along the main corridors by applying international regulations and reducing obstacles to easing traffic congestion;
- Funding infrastructure maintenance through the establishment of a second generation Road Fund; and
- Completion of the Burkina Faso Poverty Reduction and Transport Strategy Review.

However, the most notable achievements of the first LTDP implementation are the establishment of the Road Fund and, in particular, the completion of the Poverty Reduction and Transport Strategy Review. Its conclusions will allow the Government to update the current sectoral strategy and to guarantee that there will be greater budgetary allocations to the transport sector projects included in the priority action program of the Poverty Reduction Strategy Paper.

Esteemed specialists,

The launch of the second Development Plan, which will build on the accomplishments of the LTDP, is therefore eagerly awaited. Accordingly, and pending the remarks of Mr. Zaza Ramandimbiarison who will present its contents to us, I wish to inform you of the following arrangements for our meetings:

The work of this Annual Meeting will be carried out both in plenary sessions and in group sessions, based on the schedule outlined in the concept note which has been provided to you.

On our first day today, our three plenary sessions will provide us with frameworks for focusing participants' attention on lessons learned from the Long Term Development Plan and the content of the DP-2. A number of urban transport good practice cases will be examined.

This afternoon there will be a ministerial round table chaired by Burkina Faso's Minister of Transport and facilitated by the President of the UEMOA Commission.

This round table will feature a stock-taking of the Bamako Declaration implementation process. The broader aim of this gathering, however, will be to obtain the highest level of commitment by African States to facilitate transport and transit after having reviewed the experiences of the various regional economic communities (RECs). It should lead to a Ouagadougou Declaration in this regard.

The first day will be concluded by a reception for participants, hosted by the Burkinabè Government at the Silmandé Hotel.

On the morning of the second day, group sessions will begin on each of the three themes and will focus on institutional, strategic, and strengthened private sector participation.

The afternoon will be devoted to reports on the group work to a plenary session.

Three major activities will be held on the third day:

- A synopsis of the group work, to be followed by knowledge-sharing on the Country Infrastructure Diagnostics Study and a presentation, followed by discussions on road network evaluation tools;
- Convening of the 2007 Annual General Meeting, at which the second Development Plan (DP-2) and SSATP 2008 Work Program will be adopted; and
- The official closing of the Annual Meeting.

Ladies and Gentlemen,

In the interest of making your stay as comfortable as possible, fact sheets have been prepared and are available to you. You may also visit the SSATP booth in the reception area of the hotel for any information you may need.

In particular, participants should be alerted to the fact that a medical team is available at the hotel to assist them as necessary throughout the work period.

A showcase in the hotel lobby features Burkinabè traditional clothing, which is available for purchase. Photographs exhibiting Burkinabè expertise in the area of intermediate means of transport are also on display there.

In addition, a visitor tour of Ouagadougou is being offered on Thursday, November 8. Those interested in this tour may register with the Transport Commission of the Annual Meeting National Organizing Committee.

Finally, shuttles are available for travel to and from your hotel to the Annual Meeting site or to any other location.

On behalf of the SSATP National Coordination Office, I wish you all a pleasant stay in Burkina Faso.

Thank you.

Closing speech by His Excellency Mr. Gilbert Noël Ouédraogo, Minister of Transport of Burkina Faso

Excellency, Mr. Prime Minister, Head of Government,
President of the National Assembly,
President of the Constitutional Council,
Heads of Institutions,
Members of Government,
Road and Transport Ministers of the SSATP member countries,
Chairperson of the SSATP Board,
Representatives of international, regional, and sub-regional organizations,
Governor of the Center Region,
Mayor of the Commune of Ouagadougou,
Secretaries-General of Ministerial Departments,
Representatives of private sector and civil society organizations,
Directors-General and Directors of Central and External Services,
Esteemed delegates,
Distinguished guests,
Participants in your respective capacities and positions,

We have come to the end of seventy-two hours of intense work, during which we set ourselves the goal of exchanging our experiences with a view to “promoting transport policies and strategies leading to reliable, safe, efficient, and affordable transportation in sub-Saharan Africa”, within the framework of an integrated economy that is committed to poverty reduction.

This commitment is all the more urgent since the transportation landscape that we must deal with poses some major challenges, including:

- the qualitative and quantitative inadequacy of infrastructural networks and their low level of connectedness;
- poor market integration at the intra- and inter-regional levels;
- the multiple barriers to free circulation of persons and goods;
- the weakness of human and institutional capacities in the face of the indispensable global or sectoral reforms that must be initiated and implemented;
- the growing importance of transportation security and safety issues;
- the lack of appropriate databases for planning and strategic management purposes; etc.

Honorable Ministers,
Distinguished guests,

It is therefore with a view to this rather disappointing state of affairs that the Annual Assembly, based on its assessment of implementation of the Long-Term Development Plan (LTDP) for 2004-

2007, and also of the contribution of the institutional and private stakeholders, both governmental and non-governmental, has made some projections concerning the outlook for the 2008-2011 period.

It is obvious, and there can be no doubt, that this Meeting in Ouagadougou has fulfilled all expectations if one considers the following:

- 1) The Board's 2007 Work Program Report met with the general approval of the stakeholders, which is testimony to the competence and dynamism of the SSATP's management team.
- 2) The evaluation of the SSATP's 2007 Work Program Report underscored the program's contribution to the member States, a contribution that enabled them to master the process of poverty reduction strategy analysis as it relates to transportation strategies, as well as to refine the conceptual approach while simultaneously proposing appropriate analytical tools and mechanisms for dealing with such essential questions as urban and rural transport, highway transit transport, and road safety, not to mention the cross-cutting issue of gender.
- 3) The adoption of the 2008-2011 Development Program (DP-2) and of the 2008 Work Program is definitive proof of the relevance of the analyses performed by this Annual Assembly, which has identified the following basic themes that must underpin the actions and initiatives to be implemented:
 - establishment of global transport strategies that are pro-poor and conducive to growth;
 - establishment of sustainable institutional and financial mechanisms for highway infrastructures and urban and rural transportation services;
 - improvement of transit transport along certain corridors.

Please allow me to linger on that last point to assure you that the Government of Burkina Faso is resolutely committed to working towards good highway governance, by means of energy measures, integrated participation by all stakeholders, heightened awareness, and behavioral change.

In any case, the Government will see to it that the Ouagadougou Declaration, which has just been read out to us, is effectively understood by all stakeholders, so that it can be implemented and its impacts evaluated as appropriate.

Honorable Ministers,
Distinguished guests,

Before concluding my remarks, I would like once again to extend my sincere thanks:

- to my colleagues, the road and transport Ministers of Côte d'Ivoire, Ghana, Mali and Niger, for their significant contribution to the success of these gatherings;
- to the Chairman of the SSATP Board and all his colleagues, for the determination and rigor they display in their work, thereby enabling us to identify guidelines for our respective countries;

- to the various technical and financial partners, including in particular the World Bank and the European Union, without which the various observations and gauges of progress towards goals and plans would simply be pious wishes;
- to the consultants, whose commitment and thorough mastery of the topics at hand have enabled us to arrive at the tangible results noted above.

Members of Government;
Guest Ministers,
Distinguished guests,

On this note of satisfaction with a job well done, and in hopes that the decisions and commitments made in Ouagadougou will not remain mere observations and declarations of intent, I hereby declare closed the 2007 Annual General Assembly of the SSATP.

Thank you.

Appendix D: The Second Development Plan (2008-2011)

Fostering sound policies and strategies for the provision of reliable, safe, efficient and affordable transport

Lessons for DP2 planning

- Having a coherent and rational framework with achievable outputs and developing purpose through a participatory process
- Regional Coordinators need more authority to implement the program
- Action plans of the PRTSR to be implemented and pro-poor and pro-growth transport strategies promoted
- Sustain road management and financing reform and cover rural road infrastructure
- Leverage from Knowledge and expertise provided by multilateral and bilateral development institutions
- Application of Knowledge generated in rural and urban transport mobility
- Selective approach to improve SSATP effectiveness and efficiency

Approach to DP2

- Selective approach to demonstrate best practices
- Focus on selected countries for developing pro-poor and pro-growth transport strategies, and replicate the results in other member States
- Focus on selected corridors
- Focus on few urban environments to develop best practice examples and success stories

Development Environment in Sub-Saharan Africa is changing

Actor/Institution	Policy Emphasis	Infrastructure Initiatives
African governments	<ul style="list-style-type: none"> ▪ SGPRS 	
NEPAD	<ul style="list-style-type: none"> ▪ Regional integration/trade promotion ▪ Growth in infrastructure investments ▪ Building technology and engineering knowledge & skills 	AU-NEPAD Infrastructure Action Plan
WB/EU/AfDB	<ul style="list-style-type: none"> ▪ Regional integration/trade promotion ▪ Infrastructure lending ▪ Institutional development and capacity building 	World Bank Africa Action Plan EU-Africa Partnership for infrastructure
Donor Agencies	<ul style="list-style-type: none"> ▪ Selective sectoral focus ▪ More emphasis on broad budgetary support 	
General (all)	<ul style="list-style-type: none"> ▪ MDG, SSATP partners' priorities ▪ Harmonization and aid effectiveness 	Paris Declaration & Aid Effectiveness

Key issues for DP2

1. Strengthening links between transport strategies and SGPRS
2. Strengthening transport performance monitoring
3. Addressing rural transport services and access
4. Sustaining reforms in road management and financing
5. Improving urban mobility for the poor
6. Facilitating transit transport



Goals and purpose of DP2

The overall goal

“Transport policies and strategies contributing to regional integration, poverty reduction, and economic growth”

The purpose

“Countries, RECs, and donors to implement sound policies and strategies leading to provision of safe, reliable, efficient, and affordable transport”

Focus on three broad themes

Theme 1: Comprehensive pro-poor and pro-growth transport sector strategies

Theme 2: Sustainable institutional and financing arrangements for road transport infrastructure and rural & urban transport services

Theme 3: Improving transit transport

Theme 1: Comprehensive pro-poor and pro-growth transport sector strategies

Deliverables

- Application and impact of PRTSR outcomes documented
- Pro-poor, pro-growth strategies formulated and tested
- Knowledge on rural access integrated into the SGPRS
- NGOs supported on issues related to cross-cutting issues: gender, HIV ...
- Road safety policy developed for urban and rural poor
- Guidelines to address transport’s impact on climate and environment
- Methodology for monitoring the impact of transport on growth and poverty reduction developed, tested, and promoted

Road safety

In some African countries the road traffic fatality rate is 100 deaths per 10,000 vehicles.

Road crashes killed more young adults (aged between 15 and 44 years) in Africa than malaria

Between 750,000 and 1,000,000 people died in officially reported road crashes in 1999

African Ministers declaration on Transport and MDGs 'Reduce road traffic crashes by 50% in 2015



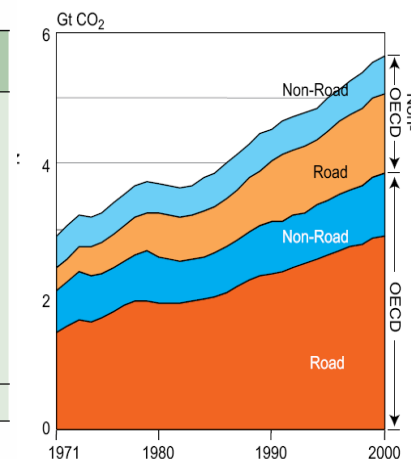
Climate change and transport

The focus on climate risks is timely as different actors are beginning to become aware of the significance of these risks.

Table 5.1: World transport energy use in 2000, by mode

Mode	Energy use (EJ)	Share (%)
Light-duty vehicles (LDVs)	34.2	44.5
2-wheelers	1.2	1.6
Heavy freight trucks	12.48	16.2
Medium freight trucks	6.77	8.8
Buses	4.76	6.2
Rail	1.19	1.5
Air	8.95	11.6
Shipping	7.32	9.5
Total	76.87	100

Source: WBCSD, 2004b.



Theme 2: Sustainable institutional and financing arrangements for road transport infrastructure and rural & urban transport services

Deliverables

- Guidelines are updated to improve road network financing strategies and road fund operations
- Promotion activities related to good practices on RMF transferred to road associations
- Performance of road agencies reviewed
- Support provided to road associations
- Models disseminated on rural RMF in the context of decentralization
- Best practice examples of urban transport services identified and disseminated

- Information on financing initiatives for road infrastructure gathered and disseminated
- SSATP has liaised with partners to develop private sector enterprises

Theme 3: Improving transit transport

Deliverables

- Support provided to the RECs for the establishment of functioning Corridor Management
- RECs are assisted in developing cost reduction measures and dissemination of options on cost reduction
- RECs are assisted to establish efficiently operating observatories
- Private sector transport associations and NGOs involved in HIV/AIDS-related activities along corridors
- Assistance provided to the private sector for improving freight movement

Program Management

Fundamental Change: functional decentralization

- Regional Coordinators (RC) will be strengthened through more autonomy and authority
- RC will lead the dissemination of good practices and knowledge activities, promote the high level policy dialogue and enhance donor engagement

Appendix E: Ouagadougou Declaration

OUAGADOUGOU DECLARATION FOR THE EFFECTIVE REMOVAL OF NON-TARIFF BARRIERS ON AFRICAN INTER-STATE CORRIDORS

WE, Ministers of Transport and Infrastructure, meeting in Ouagadougou on 5 November 2007 at the Annual General Assembly of the Sub-Saharan Africa Transport Policy Programme (SSATP) to launch the second Development Plan and identify a list of priority actions for 2008,

Reaffirming their endorsement of the Almaty Program of Action of 2003, addressing the special needs of landlocked developing countries;

Reaffirming the Declaration of African Ministers of Transport and Infrastructure adopted in Addis Ababa in April 2005 on the importance of transport in the achievement of the Millennium Development Goals (MDGs);

Reaffirming the Bamako Declaration of 17 November 2005 made at the SSATP Annual General Meeting reviewing the implementation of the Long Term Development Plan;

Reaffirming the Accra Ministerial Declaration of 8 February 2007 related to the importance of road safety;

Reaffirming the Ministerial Declaration adopted in Durban on 19 October 2007 at the First African Union Conference of Road Transport Ministers;

Recognizing the significant role that SSATP plays in transport policy development, capacity-building and the dissemination of good practices in the transport sector of Sub-Saharan Africa;

Recognizing the significant role played by corridor management authorities in the collection and monitoring of performance indicators along major transport corridors in Sub-Saharan Africa;

Concerned by the persistence of non-tariff barriers on Inter-State corridors;

Aware of the negative impacts of these barriers, in terms of time and cost, on trade competitiveness, market access, the development of economic opportunities and particularly on poverty reduction;

Mindful of the impact of corruption on compliance with transport and traffic regulations and subsequently on road safety;

Noting that non-tariff barriers on Inter-State corridors currently induce several million dollars in losses annually for African economies;

Noting the significant progress made by the countries and the Regional Economic Communities in the development and implementation of Inter-State transport and transit facilitation programs and in the mainstreaming of networks;

Recognizing that these efforts must be accompanied by unflinching political determination to remove the non-tariff barriers on Inter-State corridors;

Taking into account the peculiar situation of States without coastlines which, in view of their land-locked nature, suffer the adverse effects of non-tariff barriers on Inter-State corridors;

Taking into account the conclusions of the SSATP annual ministerial meeting on corridor performance monitoring in the various sub-regions;

Taking into account the commitment of the donor community to support the SSATP second development plan (DP2);

Taking into consideration the specific needs of women in the transport sector;

Noting the availability of technical and financial partners to provide assistance for the development and modernization of the sector;

REAFFIRM OUR COMMITMENT TO:

1. Work relentlessly to reduce impediments to the free movement of people and goods on the Inter-State corridors within the framework of an effective regional integration. Specifically:
 - lobby within a national consensual framework to Institute and ensure the application of the principle of control at departure, border and final destination points for Inter-State road cargo traffic;
 - support the REC efforts made in the harmonization of current national regulations in the area of road transport and ensure their effective enforcement, particularly with regard to Traffic Regulations, the observance of social and environmental norms as well as those pertaining to axle load;
 - support actions by, inter alia, the Regional Economic Communities and corridor management authorities, to measure performance in Inter-State road transport and transit facilitation based on relevant performance indicators;
 - take measures to improve cross-border trade and cross-border relationships.
2. Appropriately inform the Highest National Authorities on actual progress achieved in transport facilitation:
 - to foster and secure strong ownership, particularly among ministerial departments in charge of security, State Parliaments and Heads of Government;
 - to take timely and concrete measures recommended by the national facilitation committees and the corridor management authorities to substantially reduce and eventually eradicate non-tariff barriers that persist on African road corridors;
 - to ensure the effective enforcement of harmonized regulations mainly in regard to: i) axle load, by conducting independent evaluations on the causes and levels of overload-

ing along the main Inter-State transport corridors, and ii) standards of vehicle road-worthiness;

- to ensure strong monitoring of road safety issues along corridors and elsewhere, and the implementation of appropriate remedial measures.
3. Conduct awareness, accountability, information and training campaigns for police and other enforcement agencies, users and professionals in the transport sector and all stakeholders, through the education and specialized training of professional drivers, and by fostering of authorities in setting up facilitation and law enforcement measures conducive in international transit transport;

WE EXPECT THE SSATP SUPPORT TO THIS COMMITMENT THROUGH

1. Contributing to the consolidation and the extension of observatories.
2. Contributing to the dissemination of existing initiatives in terms of corridor monitoring and comparing performance between corridors, to support sensitization efforts for the authorities and the public.
3. Contributing to the reinforcement of sensitization actions led by RECs and corridor management structures, through the organization of high level meetings.
4. Provision of needed and increased funding for studies related to the implementation of the objectives set by DP-2 with regards to member states, the private sector, the civil society, and the RECs.

Adopted in Ouagadougou on 5 November 2007

For The Republic of Benin, His Excellency Mr. Armand Zinzindohoue, Ministre des Transports et des Travaux Publics ;

For Burkina Faso, His Excellency Maître Gilbert Noël Ouédraogo, Ministre des Transports ;

For the Republic of Côte d'Ivoire, His Excellency Mr. Albert Mabri Toikeusse, *Ministre des Transports* ;

For the Republic of Ghana, His Excellency Mr. Godfrey Bayon Tangu, Minister of State, Ministry of Transportation ;

For the Republic of Mali, His Excellency Mr. Hamed Diané Semega, *Ministre de l'Équipement et des Transports* ;

For the Republic of Niger, His Excellency Mr. Hamani Hassane Kindo, *Ministre des Transports et de l'Aviation Civile* ;