



FOURTH DEVELOPMENT PLAN

2022-2026



PUBLICATIONS

up to June 2025

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TRANSPORT KNOWLEDGE IN PRACTICE

The Africa Transport Policy Program (SSATP) is committed to supporting the development of safe, inclusive, resilient and sustainable transport systems that contribute to the socio-economic transformation of the African continent. Its Fourth Development Plan (DP4), covering the 2022–2026 period, is anchored on four strategic thematic areas—Regional Connectivity and Economic Integration (RCEI), Sustainable Urban Mobility and Accessibility (SUMA), Road Safety (RS), and Resilient Road Asset Management (RRAM)—which reflect the most pressing transport challenges facing Africa today.

Under DP4, SSATP continues to work closely with its African member countries, development partners, regional economic communities, and public and private stakeholders to tackle the most pressing transport policy challenges.

The Program supports the development of evidence-based policies and strengthens institutional and human capacity to accelerate the implementation of transformative transport reforms.

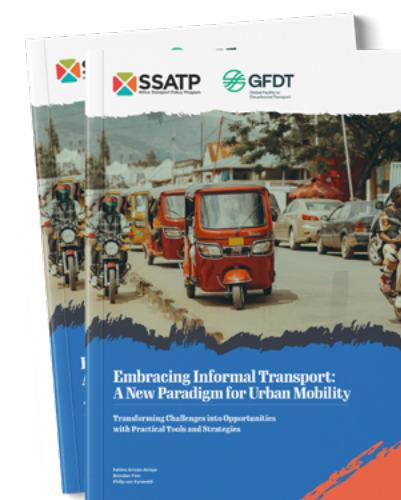
In line with its knowledge-driven approach, SSATP's program activities under DP4 have focused on generating and sharing knowledge, promoting policy dialogue, and building the capacity of transport practitioners and decision-makers across Africa. This brochure presents SSATP knowledge products developed under DP4 and released through June 2025—highlighting key research, policy papers, guidelines, and practical tools designed to advance sustainable transport in Africa.



URBAN MOBILITY

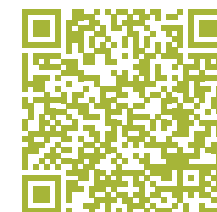


URBAN MOBILITY



EMBRACING INFORMAL TRANSPORT: A NEW PARADIGM FOR URBAN MOBILITY

This report examines informal public transport (IPT) reforms across 14 African cities, emphasizing both achievements and obstacles. It calls for the integration of IPT into urban transport policy, acknowledging its capacity to address increasing mobility demands. The report outlines five reform levers: regulation, organization, vehicle financing, operations and maintenance, and supporting infrastructure. Strategies that capitalize on IPT's strengths, such as demand-responsiveness, prove more effective than those seeking complete replacement. It offers practical tools and strategies for stakeholders to incorporate IPT into urban frameworks and make informed regulatory decisions. The report stresses the importance of ongoing trust and communication between government and the IPT sector to enhance urban transport quality.



THE SENEGAL BUS RENEWAL PROGRAM: FROM 2005 UNTIL 2023

The report details the Senegal Bus Renewal Program from 2005 to 2023. This publication documents the program's efforts to modernize informal transport in Dakar and secondary cities by renewing the bus fleet, establishing sustainable financing mechanisms, and professionalizing operators. The program's significant achievements include introducing 2,636 new vehicles, mobilizing 62.9 billion FCFA in funding, and creating innovative financial structures, despite challenges such as declining operating conditions and competition from unauthorized operators.





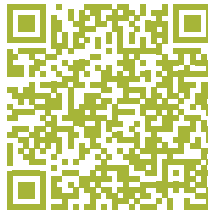
FROM COMPLETE FORMALIZATION ENCOMPASSING BUS RAPID TRANSIT TO THE CORPORATIZATION OF INFORMAL PUBLIC TRANSPORT OWNER/OPERATORS: CAPE TOWN, SOUTH AFRICA



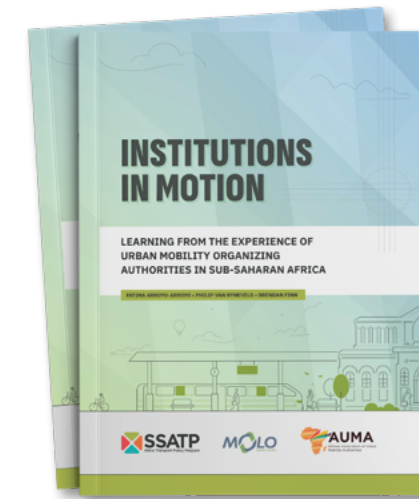
As part of an SSATP series of titled Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa, this case study examines the paratransit reforms of Cape Town, South Africa. The case study focuses on recent efforts, initially structured around bus rapid transit (BRT) implementation to reform the minibus-taxi sector. It comprehensively describes the reform process and results, introducing previously unpublished data and proposing an analysis of the outcomes for the main stakeholders. The case study also focuses on (i) regulation (including entry to the sector); (ii) socioeconomic performance; (iii) externalities; and (iv) labor-force issues.



THE REGULATION OF BUSES AND MINIBUSES: PRIVATE SECTOR PARTICIPATION AS CATALYSTS TO REFORM IN KIGALI, RWANDA



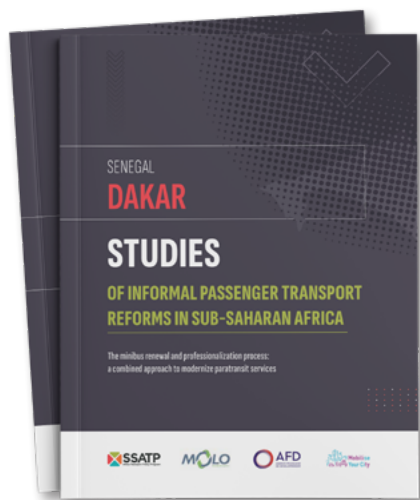
This case study describes the recent history of public transport in Kigali, the capital city of Rwanda, and focuses on private-sector involvement as a catalyst for reform. The analysis was conducted in 2021 and 2022 and reflects the situation at that time. The ambitious top-down transformation of the paratransit sector was largely based on operators' corporatization and regulatory framework changes. The report examines the reform process and results in a comprehensive manner, introducing previously unpublished data and an analysis of outcomes for the main stakeholders. It is part of the SSATP series on Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa.



INSTITUTIONS IN MOTION: LEARNING FROM THE EXPERIENCE OF URBAN MOBILITY ORGANIZING AUTHORITIES IN SUB-SAHARAN AFRICA



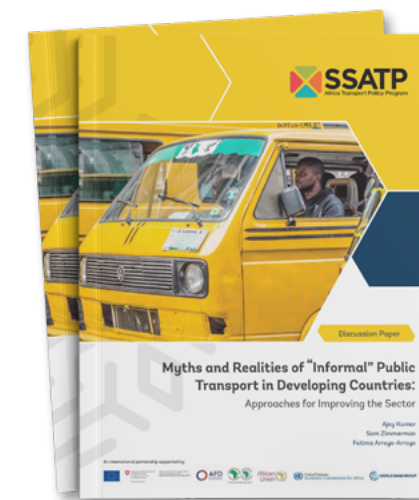
This paper explores urban mobility challenges in Sub-Saharan Africa, focusing on institutional efforts in cities like Accra, Cape Town, Dakar, Dar es Salaam, Lagos, Maputo, and Nairobi. Emphasizing the shift from formal public transport to a comprehensive metropolitan approach, the study underscores the significance of lead institutions in mobility management. Tailored for policymakers, urban planners, and transportation professionals, it offers valuable insights and guidance for establishing or enhancing lead institutions to foster sustainable and accessible urban mobility solutions in the region.



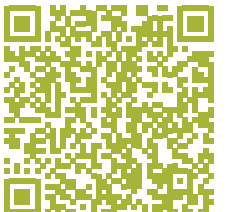
THE MINIBUS RENEWAL AND PROFESSIONALIZATION PROCESS: A COMBINED APPROACH TO MODERNIZE PARATRANSIT SERVICES IN DAKAR, SENEGAL



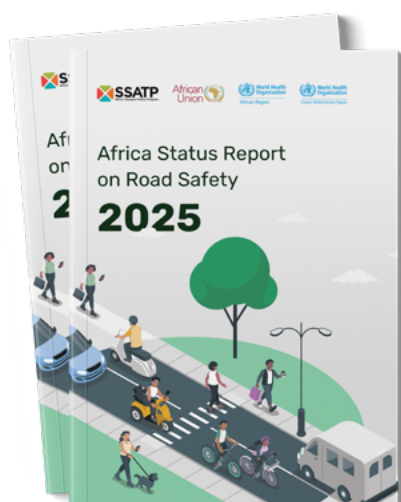
As part of the SSATP series titled Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa, this report presents the case study of Dakar until 2022. The Senegalese capital was the first city in West Africa to engage in paratransit fleet renewal programs, starting in the early 2000s – a process that is still ongoing. This document comprehensively describes the reform process and results, introducing previously unpublished data and proposing an analysis of the outcomes for the main stakeholders.



MYTHS AND REALITIES OF “INFORMAL” PUBLIC TRANSPORT IN DEVELOPING COUNTRIES: APPROACHES FOR IMPROVING THE SECTOR

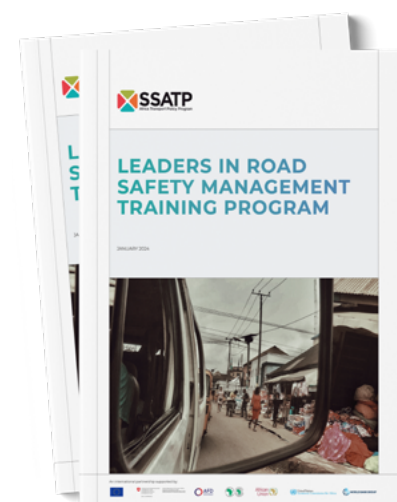
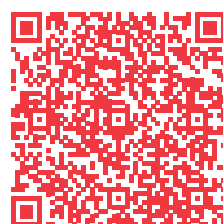


Understanding the basic causes of the “formal” public transport system’s decline and the rise of informal public transport is essential before improvements can be identified. Because of its social, economic, and environmental importance, the focus of this paper is on public transport in general, specifically its so-called “informal” aspects. The informal “minibus” public transport mode is still most prevalent in Africa, especially Sub-Saharan Africa. However, the implications of this issue resonate far beyond the continent to Latin America and Asia.



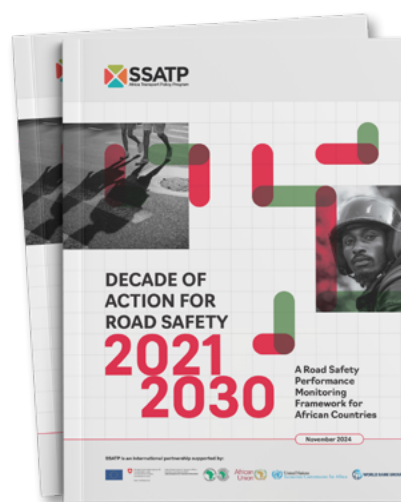
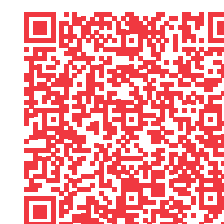
AFRICA STATUS REPORT ON ROAD SAFETY 2025

The Africa Status Report on Road Safety 2025 provides a comprehensive overview of road safety performance across the continent, drawing on data from WHO's Global Status Report on Road Safety 2023. Developed in collaboration with the African Union Commission, WHO, and other partners, the report highlights the scale of road traffic injuries and fatalities, assesses progress in key areas such as institutional management, legislation, infrastructure, vehicle safety, and post-crash response, and identifies priority actions to strengthen data systems and implementation. Building on the 2020 edition, it serves as a key resource for policymakers and stakeholders working to advance the goals of the UN Decade of Action for Road Safety in Africa.



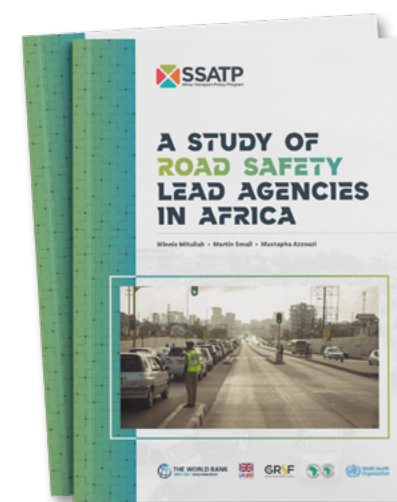
SSATP LEADERS IN ROAD SAFETY MANAGEMENT TRAINING PROGRAM: FINAL REPORT

The final report of the SSATP Leaders in Road Safety Management (LRSM) Training Program details the comprehensive approach utilized to develop the capacity building program based on the Safe System approach. Designed to build capacity in road safety advocacy and management across Africa, the development process involved engaging with stakeholders from African countries, conducting thorough needs assessments, and reviewing existing training programs to build a robust and effective training framework that addresses existing gaps and needs in road safety capacity building.



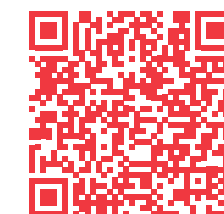
ROAD SAFETY PERFORMANCE MONITORING FRAMEWORK

Effective road safety management requires a structured and data-driven approach to monitor progress and guide interventions. This report presents the Road Safety Performance Management Framework (RSPMF), a tool designed to help African countries improve road safety data collection, monitoring, and accountability. Designed to support countries in tracking progress toward the UN Decade of Action for Road Safety 2021–2030 goals, the framework outlines 14 key performance indicators used to measure and improve road safety outcomes. By helping strengthen monitoring systems, the RSPMF aims to drive more effective policies and interventions, ultimately reducing road traffic fatalities across the continent.



A STUDY OF ROAD SAFETY LEAD AGENCIES IN AFRICA

RSLAs are responsible for leading efforts to achieve national road safety goals, bringing all arms of government and society together to improve safety outcomes. Despite their presence in African most countries, road safety performance remains a concern. This study examines the performance of RSLAs in 16 anglophone and francophone countries of Africa, using quantitative and qualitative methods. RSLAs in Africa operate in different legal and institutional contexts, which is reflected in the differentiated performance of various functions that are analyzed in this study. The analysis reveals that the agencies' performances are undermined by regulatory weaknesses and resource scarcity. The study was commissioned by GRSF through the AfDB and the World Bank as part of a global study on RSLAs led by the WHO.



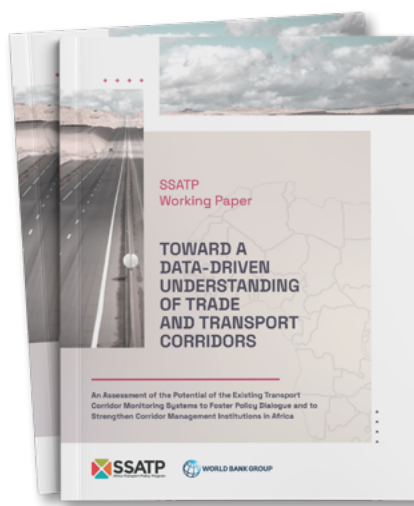


REGIONAL INTEGRATION



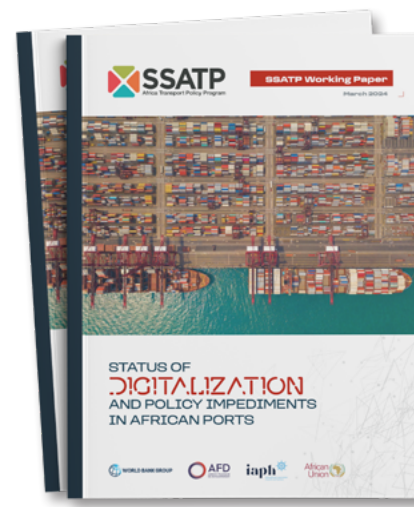
CATCHING UP ON DIGITAL PORT INFRASTRUCTURE FOR AFRICA

This SSATP working paper outlines a practical roadmap for implementing Maritime Single Windows (MSWs) in Africa, in response to the IMO's mandatory digitalization requirement effective January 1, 2024. Many African ports lag in compliance due to institutional and operational challenges. Drawing on stakeholder interviews and case studies from early adopters, the paper presents key actions for reform, including legal alignment, lead agency designation, and stakeholder coordination. By embracing MSWs, African countries can improve port efficiency, reduce trade costs, and advance regional integration.

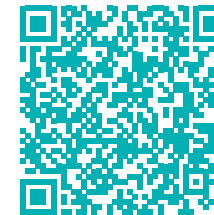


TOWARD A DATA-DRIVEN UNDERSTANDING OF TRADE AND TRANSPORT CORRIDORS

This SSATP working paper is an evaluative exploration into the utilization of transport corridor monitoring systems to enhance corridor management across Africa. The report provides a comparative analysis of three monitoring instruments: the Corridor Transport Observatories (CTOs), the Corridor Trip Monitoring System (CTMS), and the Logistics Monitoring System (LMS). The report assesses the potential of corridor performance monitoring systems to streamline operations, reduce trade costs, and improve the competitiveness of trade and transport corridors.



STATUS OF DIGITALIZATION AND POLICY IMPEDIMENTS IN AFRICAN PORTS



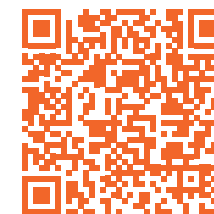
This SSATP working paper explores the challenges and opportunities related to digitalization in African ports and the maritime supply chain. It provides an overview of the status of digitalization in African ports, including insights into digital maturity, policy impediments, and key drivers of port digitalization. The paper offers a series of recommendations formulated to inform ongoing policy dialogues on enhancing transport and facilitating trade along key economic corridors in Africa. With this aim, the report gives readers access to two essential resources: (i) National Fact Files for Maritime Digital Maturity, which consolidate various components of the African Ports Digitalization study into a cohesive, standardized format for each country, incorporating results from port-level surveys to provide a comprehensive overview of policy and development metrics in relation to the digitalization themes explored; and (ii) Maritime Sector Digitalization Policy Matrix, which outlines pertinent policies, legislation, and regulations concerning digitalization in the maritime sector, presented in a structured and visual format to elucidate the complex interconnections of these policies.



RESILIENT ROAD ASSET MANAGEMENT



SSATP'S FOURTH PILLAR: RESILIENT ROAD ASSET MANAGEMENT



This brief introduces the Resilient Road Asset Management (RRAM) thematic area, SSATP's fourth strategic pillar. Launched during the SSATP Annual General Meeting held in Cotonou, Benin, in March 2025, RRAM helps countries transition from reactive maintenance to proactive, climate-resilient road asset management. It focuses on four priority areas: integrating climate risk, improving rural accessibility, strengthening institutions, and promoting digital innovation. By promoting smarter investments and stronger institutions, RRAM is laying the groundwork for road networks that can sustain growth, safeguard communities, and adapt to a changing climate.

PROGRAM MANAGEMENT REPORTS

PROGRAM MANAGEMENT REPORTS

2024

2023

2022

DP4



2024

ANNUAL REPORT

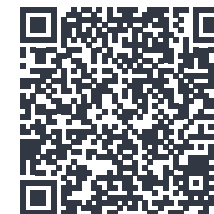
The 2024 Annual Report of the Africa Transport Policy Program (SSATP) provides a comprehensive overview of the program's activities and achievements from January 1 to December 31, 2024. It highlights progress made in the implementation of the Fourth Development Plan (DP4, 2022–2026), focusing on four thematic areas: Regional Connectivity and Economic Integration (RCEI), Sustainable Urban Mobility and Accessibility (SUMA), Road Safety (RS), and Resilient Road Asset Management (RRAM). The report also details key program management activities, partnerships, collaborations, and the program's financial status, reflecting SSATP's ongoing efforts to foster safe, sustainable, and inclusive transport systems across Africa.



2022

ANNUAL REPORT

On February 24, 2023, SSATP published the 2022 Annual Report. As the first annual report for the Fourth Development Plan (DP4), it summarized the activities undertaken during the 2022 calendar year. It not only covered the preparation period for the launch of the DP4 Multi Donor Trust Fund (MDTF) (January - June 2022), but also the first six months of implementation progress for activities under the DP4 first-year work program (July - December 2022).



2023

ANNUAL REPORT

The 2023 Annual Report provides a comprehensive overview of SSATP's main activities and achievements from January 1 to December 31, 2023, focusing on the second year of implementation of the DP4. The report highlights the progress made in the thematic areas of Regional Connectivity and Economic Integration (RCEI), Sustainable Urban Mobility and Accessibility (SUMA), Road Safety (RS), and Resilient Road Asset Management (RRAM), and provides updates into key program management activities, partnerships and collaborations, and the program's financial status. Overall, the annual report for 2023 reflects SSATP's ongoing efforts to forge an enabling environment for safe, sustainable and inclusive transport systems in Africa.



SSATP

FOURTH DEVELOPMENT PLAN

DP4 defines SSATP's strategic priorities, and the resources needed to address transport policy challenges in Africa, building on what has already been achieved under past development plans. The thematic areas for the DP4 are as follows: Regional Connectivity and Economic Integration (RCEI); Sustainable Urban Mobility and Accessibility (SUMA); Road Safety (RS); and Resilient Road Asset Management (RRAM). The DP4 will also address the following cross-cutting issues: human capital development, women empowerment in transport, social inclusion, climate change, and using digital technologies to transform the transport sector.



