

# ANNUAL REPORT 2025

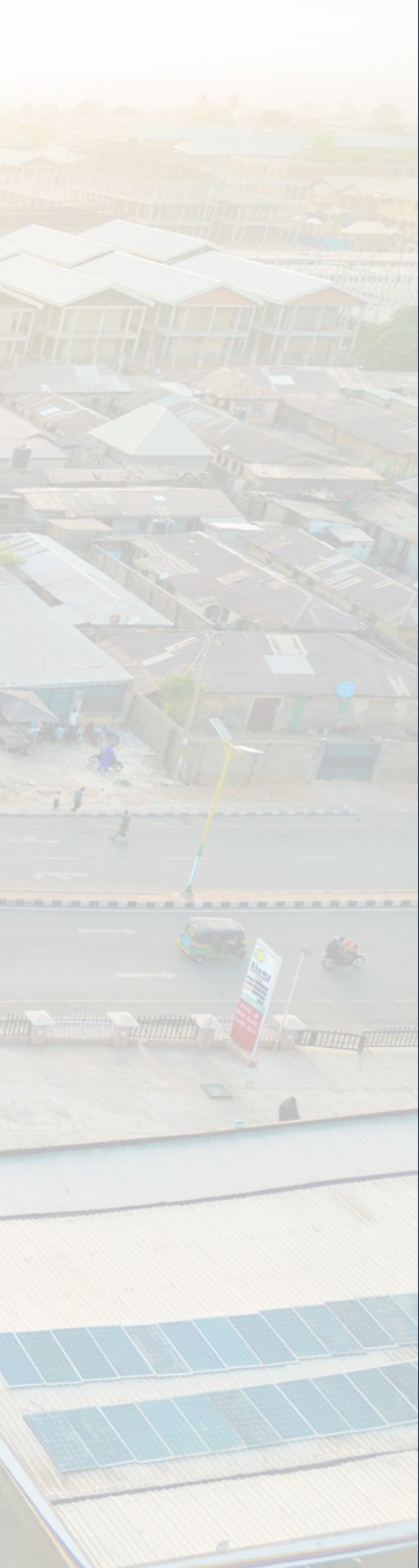
SCALING UP DELIVERY OF  
PRACTICAL TRANSPORT POLICY  
SOLUTIONS ACROSS AFRICA



SSATP is an international partnership supported by:







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SSATP is an international partnership supported by:



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

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The SSATP is a partnership of:

**44 African countries:** Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Democratic Republic of the Congo, Côte d'Ivoire, Djibouti, Eswatini, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, São Tomé and Príncipe, Senegal, Sierra Leone, Somalia, South Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, and Zimbabwe.

**8 Regional Economic Communities (RECs)**

**2 African institutions:** African Union Commission (AUC) and United Nations Economic Commission for Africa (UNECA)

**Financing partners for the Fourth Development Plan:** European Commission (main donor), Swiss State Secretariat for Economic Affairs (SECO), African Development Bank (AfDB), and World Bank (host)

Many public and private national and regional organizations.

\*\*\*\*\*

The SSATP gratefully acknowledges the contributions and support of member countries and its partners.

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# ACRONYMS

<b>AACE</b>	African Alliance for Electronic Commerce
<b>AARSLA</b>	African Association of Road Safety Lead Agencies
<b>AfCFTA</b>	African Continental Free Trade Area
<b>AFD</b>	<i>Agence Française de Développement</i> / French Development Agency
<b>AfDB</b>	African Development Bank
<b>AfRSO</b>	Africa Road Safety Observatory
<b>AGEPAR</b>	Association of African Road Managers and Partners
<b>AGM</b>	Annual General Meeting
<b>AIIB</b>	Asian Infrastructure Investment Bank
<b>AOTUC</b>	Conakry Urban Transport Authority
<b>ARMFA</b>	African Road Maintenance Funds Association
<b>AUC</b>	African Union Commission
<b>AUMA</b>	African Association of Urban Mobility Authorities
<b>BRT</b>	Bus Rapid Transit
<b>CITA</b>	International Motor Vehicle Inspection Committee
<b>CMIs</b>	Corridor Management Institutions
<b>CODATU</b>	Coopération pour le Développement et l'Amélioration des Transport Urbains et Périurbains
<b>DBSA</b>	Development Bank of Southern Africa
<b>DIME</b>	Development Impact Evaluation (World Bank)
<b>DP4</b>	Fourth Development Plan
<b>DP5</b>	Fifth Development Plan
<b>EC</b>	European Commission
<b>ECOWAS</b>	Economic Community of West African States
<b>EIB</b>	European Investment Bank
<b>EU</b>	European Union
<b>FAL</b>	Convention on the Facilitation of International Maritime Traffic (IMO FAL Convention)
<b>FNMU</b>	<i>Fonds National de Mobilité Urbaine</i> / National Urban Mobility Fund
<b>GFDT</b>	Global Facility to Decarbonize Transport (World Bank)
<b>GRSF</b>	Global Road Safety Facility
<b>GRSP</b>	Global Road Safety Partnership
<b>IMO</b>	International Maritime Organization
<b>INATRO</b>	National Institute of Road Transport (Mozambique)
<b>IPT</b>	Informal Public Transport
<b>iRAP</b>	International Road Assessment Programme
<b>IRU</b>	International Road Transport Union
<b>ITF</b>	International Transport Forum
<b>JICA</b>	Japan International Cooperation Agency
<b>LAMATA</b>	Lagos Metropolitan Area Transport Authority

<b>LMICs</b>	Low- and middle-income countries
<b>LRSMTP</b>	Leaders in Road Safety Management Training Program
<b>LUTP</b>	Leaders in Urban Transport Planning
<b>MDTF</b>	Multi-Donor Trust Fund
<b>MOLO</b>	Mobility and Logistics Trust Fund
<b>MSW</b>	Maritime Single Window
<b>MTR</b>	Mid-Term Review
<b>MYC</b>	MobiliseYourCity
<b>NAMATA</b>	Nairobi Metropolitan Area Transport Authority
<b>NTSA</b>	National Transport and Safety Authority (Kenya)
<b>OSER</b>	Office of Road Safety (Côte d'Ivoire)
<b>PAAPAM</b>	Pan-African Action Plan for Active Mobility
<b>PMAESA</b>	Port Management Association of Eastern and Southern Africa
<b>PMAWCA</b>	Port Management Association for West and Central Africa
<b>PMT</b>	Program Management Team
<b>PNMU</b>	National Urban Mobility Policy (Tunisia)
<b>PPIAF</b>	Public-Private Infrastructure Advisory Facility
<b>PRCA</b>	Planning Rural Connectivity in Africa
<b>RAMS</b>	Road Asset Management Systems
<b>RCEI</b>	Regional Connectivity and Economic Integration
<b>REC-TCC</b>	Regional Economic Communities' Transport Coordination Committee
<b>RRAM</b>	Resilient Road Asset Management
<b>RS</b>	Road Safety
<b>RSPMF</b>	Road Safety Performance Monitoring Framework
<b>RTSA</b>	Road Transport and Safety Agency (Zambia)
<b>SAHI</b>	Safe African Helmets Initiative
<b>SECO</b>	Swiss State Secretariat for Economic Affairs
<b>SITRASS</b>	Solidarité internationale sur les transports et la recherche en Afrique subsaharienne
<b>SSAC</b>	South-South Academic Cooperation
<b>SSATP</b>	Africa Transport Policy Program
<b>SSATP-EC</b>	SSATP Executive Committee
<b>STC</b>	Specialized Technical Committee (African Union)
<b>SUMA</b>	Sustainable Urban Mobility and Accessibility
<b>TT25</b>	Transforming Transportation 2025
<b>TUMI</b>	Transformative Urban Mobility Initiative
<b>UAPNA</b>	Union of African Ports and Navigation Authorities
<b>UITP</b>	International Association of Public Transport
<b>UN</b>	United Nations
<b>UN-Habitat</b>	United Nations Human Settlements Programme
<b>UNECA</b>	United Nations Economic Commission for Africa
<b>UNEP</b>	United Nations Environment Programme
<b>UNICEF</b>	United Nations Children's Fund
<b>USEEP</b>	Uganda Secondary Education Expansion Project
<b>VREF</b>	Volvo Research and Educational Foundations
<b>WBG</b>	World Bank Group
<b>WHO</b>	World Health Organization
<b>WRI</b>	World Resources Institute

# FOREWORD FROM THE SSATP PROGRAM MANAGER

In 2025, SSATP strengthened delivery across its four thematic areas—Regional Connectivity and Economic Integration, Sustainable Urban Mobility and Accessibility, Road Safety, and Resilient Road Asset Management—while reinforcing its core value: supporting African institutions with practical knowledge, peer learning, and capacity building that helps move reforms from policy to implementation.

A defining milestone was SSATP's Annual General Meeting (AGM) in Cotonou, Benin (March 24–27, 2025). After a five-year gap, the AGM re-established SSATP's flagship forum for strategic dialogue and program oversight, bringing together ministers, senior officials, regional institutions, and development partners. Members reviewed progress under the Fourth Development Plan (DP4), endorsed priority work programs to guide delivery through 2026, and reaffirmed SSATP's focus on results.

The AGM also marked important institutional advances. SSATP launched the Resilient Road Asset Management (RRAM) pillar, elevating climate resilience, sustainable financing, and modern asset management practices as central to protecting road networks and the services they enable. Member countries also endorsed the establishment of the African Association of Road Safety Lead Agencies (AARSLA), creating a new platform for peer exchange to strengthen leadership, coordination, and accountability in road safety management. SSATP's partnership also continued to expand, with Somalia joining as the 43rd member country and São Tomé and Príncipe becoming the 44th—further broadening the program's reach and shared learning.

**Mustapha Benmaamar**  
Program Manager, SSATP



Throughout the year, SSATP paired flagship knowledge products with active dissemination and hands-on learning. Key milestones included active participation in global fora, including the World Bank's Transforming Transportation 2025 and the UITP Summit in Hamburg; the launch of the Leaders in Road Safety Management Training Program for Lusophone countries in Maputo; regional exchanges on Maritime Single Windows, organized in collaboration with the International Maritime Organization; and strong engagement around *Embracing Informal Transport: A New Paradigm for Urban Mobility*.

Importantly, 2025 was also a year of reflection and transition. The DP4 Mid-Term Review (MTR), including the stakeholder workshop in Abidjan, provided valuable feedback from members and partners on SSATP's performance and priorities. The MTR validation process provided a clear steer for the next phase of DP4 and the design of DP5: prioritize implementation support—through practical guidance, capacity building, and learning platforms that help member countries operationalize policies and recommendations.

As the program moves into 2026, SSATP is well positioned to deepen implementation of the revised work programs endorsed at the AGM; scale delivery through regional platforms and professional associations; and continue supporting members across all SSATP pillars. With this forward agenda in place, I step away from the Program Manager role with appreciation for what the partnership has achieved—and optimism for what lies ahead. I am deeply grateful to SSATP member countries, the Executive Committee, the program management team, and our technical partners for their trust and collaboration throughout my tenure. It was a privilege to serve this program, and I am confident that SSATP will build on the achievements of 2025 to deliver even greater impact in the years ahead.

# MESSAGE FROM THE SSATP EXECUTIVE COMMITTEE CHAIR

It is my pleasure to present the SSATP Annual Report 2025, which highlights a year of renewed momentum, strengthened governance and expanded delivery across our partnership.

The year marked an important milestone in the implementation of the Fourth Development Plan (DP4). With the program fully staffed for its first full year under DP4, SSATP deepened its support to African institutions across its four thematic pillars: Regional Connectivity and Economic Integration (RCEI), Sustainable Urban Mobility and Accessibility (SUMA), Road Safety (RS), and the newly operationalized Resilient Road Asset Management (RRAM) pillar. Throughout the year, the program scaled up delivery across these pillars, strengthening policy guidance, advancing institutional capacity, and reinforcing continental dialogue, demonstrating SSATP's continued relevance to Africa's transport transformation agenda as evidenced by the outcomes of the DP4 Mid-Term Review

A defining moment of the year was the Annual General Meeting (AGM) held in Cotonou, Benin, the first AGM since 2019 and the first convened under DP4. The meeting successfully reestablished SSATP's premier continental dialogue platform, bringing together ministers, senior officials, regional institutions, experts, and development partners. Member States endorsed updated work programs through 2026, reaffirmed their commitment to results-oriented delivery and strengthened the program's governance framework.

**Kamugisha Kazaura (PhD)**   
Director of Infrastructure  
& Energy, African Union  
Commission (AUC) | Chair of  
SSATP Executive Committee



The year also witnessed several important institutional advances. The official launch of the Resilient Road Asset Management pillar responded to growing demand from member countries to integrate climate resilience, sustainable maintenance financing and modern asset management practices into national road systems. In addition, SSATP's partnership continued to grow in both depth and reach. We warmly welcome Somalia and São Tomé and Príncipe as new members of the program, bringing total membership to 44 African countries. This expansion reflects sustained confidence in SSATP's value as Africa's leading transport policy knowledge platform and strengthens our collective capacity for peer learning and reform.

Throughout the year, SSATP delivered high-quality analytical work and practical guidance to support implementation. Flagship publications, including the [Africa Status Report on Road Safety 2025](#) in collaboration with the African Union Commission (AUC) and African Road Safety Observatory (AfRSO), the [Road Safety Performance Monitoring Framework](#), [Embracing Informal Transport: A New Paradigm for Urban Mobility](#) and the updated [Road Transport Services Reform: Guiding Principles for Practitioners and Policy Makers](#), strengthened the evidence base for reform and provided actionable tools for policymakers. Capacity-building initiatives, regional workshops, and leadership training programs further translated knowledge into practice across member countries.

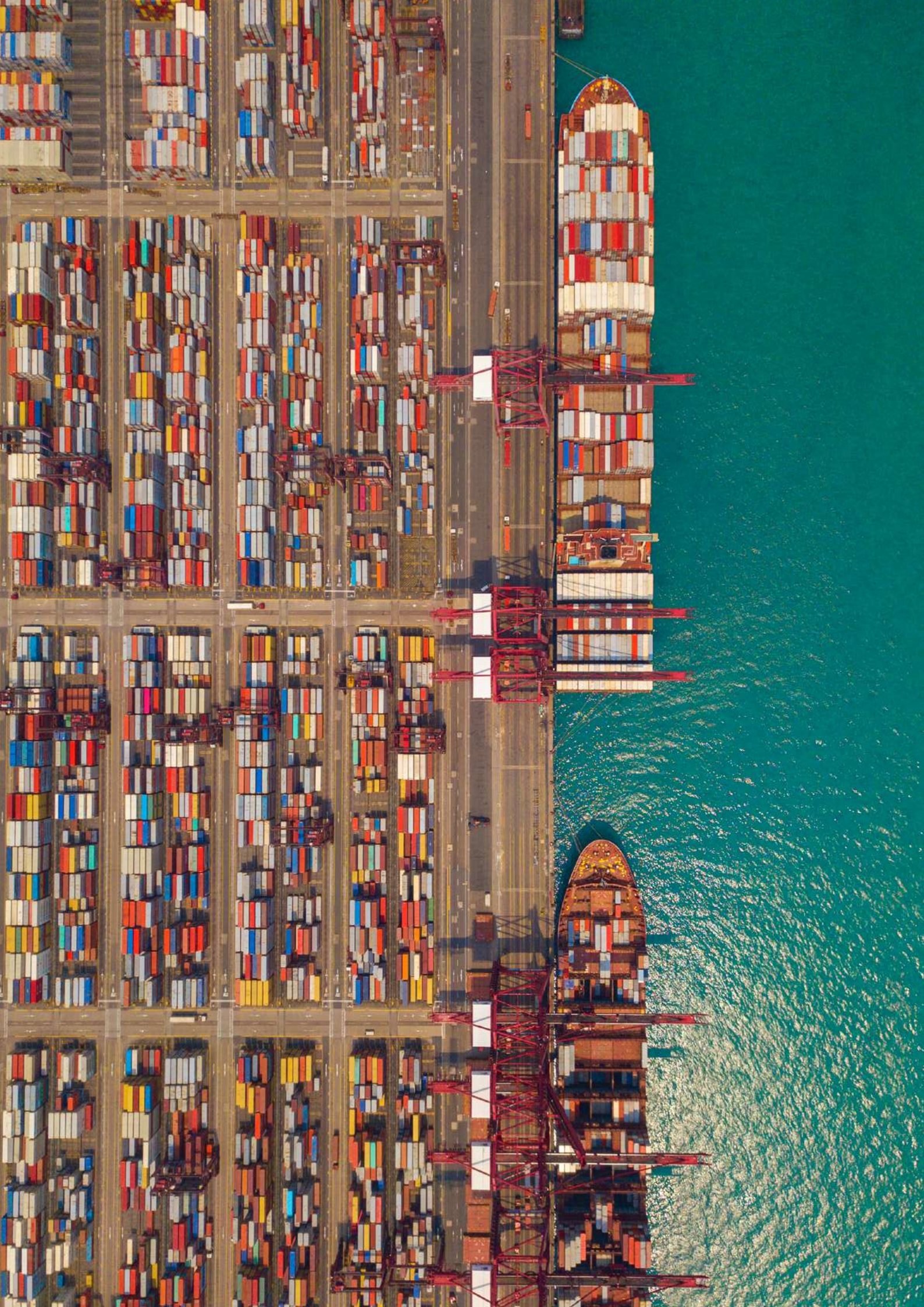
The DP4 Mid-Term Review provided valuable feedback from member countries and demonstrated the continued relevance of the programme, including good progress on all the pillars. This reinforces the importance of practical implementation support, regional peer exchange, and stronger institutional capacity as we move toward the next phase of the program.

As Chair of the Executive Committee and in view of my role at the African Union Commission, I underscore the importance of deepening collaboration between SSATP and continental institutions, particularly in road safety. With the operationalization of the AfRSO Secretariat under the AUC and the entry into force of the Road Safety Charter, closer coordination will be essential to ensure harmonized data systems, stronger institutional leadership and effective implementation of the African Road Safety Action Plan 2021–2030.

I also wish to express my sincere appreciation to our financing partners: the European Commission (EU), the Swiss SECO, the African Development Bank (AfDB), the French Development Agency (AFD), and the World Bank, for honoring their commitments and enabling effective implementation under DP4.

Looking ahead, the Executive Committee calls for an even more implementation-focused and partnership-driven program that consolidates SSATP's role as a catalyst for policy reform, digitalization, decarbonization, safety, and resilience in Africa's transport sector. We remain committed to ensuring strong alignment with Agenda 2063 and to moving decisively from knowledge generation toward measurable institutional reform and practical implementation support. Through strengthened collaboration with continental and regional institutions and with continued strategic oversight from the Executive Committee, SSATP will be well positioned to deliver a focused, coherent and results-oriented DP4.

On behalf of the Executive Committee, we thank the SSATP team, our member countries, and our partners for their continued dedication to advancing Africa's transport transformation agenda. As we move forward, we do so with clarity of purpose, strengthened partnerships, and a shared determination to translate transport policy into tangible improvements in safety, sustainability, and connectivity for Africa's citizens.





# INTRODUCTION

The Africa Transport Policy Program (SSATP) is pleased to present the 2025 Annual Report, which provides member countries, development partners, and the Executive Committee with an update on progress under the SSATP Fourth Development Plan (DP4). Covering the period from January 1 to December 31, 2025, the report marks the fourth annual update since DP4 was launched in June 2022. DP4 focuses on accelerating the digitalization and decarbonization of Africa's transport sector through four thematic areas: (i) Regional Connectivity and Economic Integration; (ii) Sustainable Urban Mobility and Accessibility; (iii) Road Safety; and (iv) Resilient Road Asset Management.

2025 was the first full year of DP4 with the program fully staffed, enabling SSATP to scale delivery across all four thematic areas and strengthen coordination across knowledge work, capacity building, and partner engagement. A flagship milestone was the 2025 Annual General Meeting (AGM) in Cotonou, which reestablished SSATP's premier continental dialogue platform, the first AGM since DP4's launch and the first since 2019, following the pandemic. The year also marked the launch of the fourth DP4 pillar on Resilient Road Asset Management, reflecting strong demand from African stakeholders for SSATP to reengage on climate resilience, sustainable maintenance financing, and asset management as foundations for connectivity and service delivery.

**Key achievements during the reporting period include:**

01

**Convened SSATP's flagship continental dialogue platform in Cotonou**, while strengthening governance with the appointment of Benin to the Executive Committee and expanding membership to 44 countries with the admission of Somalia and São Tomé and Príncipe.

02

**Launched the RRAM pillar** at the AGM and initiated its foundational deliverables, including flagship diagnostics on road funds and resilient road asset management practices.

03

**Published the updated Road Transport Services Reform: Guiding Principles for Practitioners and Policy Makers** (WBG–IRU–SSATP) and advanced the Maritime Single Window agenda through the MSW working paper *Catching up on Digital Port Infrastructure for Africa* and targeted capacity building and dialogue, including a regional webinar and a sub-regional workshop in Abidjan.

04

**Published the flagship report Embracing Informal Transport – A New Paradigm for Urban Mobility** and advanced complementary analytical work on public transport financing, bus terminal management, and integration between formal and informal services.

05

**Published and launched the Africa Status Report on Road Safety 2025 and developed the Road Safety Performance Monitoring Framework**, strengthening the evidence base for road safety planning and performance monitoring.

06

**Supported the establishment of the African Association of Road Safety Lead Agencies (AARSLA)**, endorsed at the AGM in Cotonou and operationalized through its inaugural General Assembly in Lusaka (June 2025), where over 40 representatives from 23 countries adopted the Charter and confirmed the Executive Committee.

07

**Advanced DP4 strategic alignment through the Mid-Term Review process**, including a stakeholder survey and a validation workshop in Abidjan (December 2025), where participants reaffirmed the program's relevance and helped prioritize actions for the remainder of the plan.

This annual report consolidates SSATP's work delivered during 2025 and provides stakeholders with a clear view of progress under DP4—across program delivery, partnerships and outreach, knowledge products, and financial management. It is organized to help readers navigate both how the program is implemented and what the program delivered. Chapter 2 summarizes measures taken to strengthen implementation and expand partnerships and collaboration. Chapter 3 presents progress across the four thematic areas, highlighting key achievements and next steps. Chapter 4 reviews communication, dissemination, and engagement activities that support uptake of SSATP's policy messages and resources. Chapter 5 lists the knowledge products completed during the reporting period. Chapter 6 provides an overview of administrative and financial management, including the program's financial position and resource use. The report concludes with an appendix summarizing the DP4 results framework for SSATP's thematic areas.





02

# OVERVIEW OF PROGRAMMATIC ACTIVITIES

In 2025, SSATP reengaged its partnership at scale, strengthened governance and membership, and clarified the delivery pathway for DP4. The program deepened collaboration with core financing and continental partners, while the Mid Term Review (MTR) set the course for the remainder of the plan—confirming its strategic relevance and outlining priorities to enhance coordination, capacity support, and the uptake of knowledge into policy and practice.



**FIGURE 1.** Palais des Congrès in Cotonou, Benin, which served as the venue for the 2025 SSATP Annual General Meeting

# KEY PROGRAM MANAGEMENT UPDATES

## SSATP 2025 Annual General Meeting – A Landmark Event for Program Reengagement

The most significant program management milestone in 2025 was the organization of the SSATP Annual General Meeting (AGM), held in Cotonou, Benin, from March 24 to 27, 2025. As SSATP's flagship forum for strategic dialogue and program oversight, the AGM brought together over 265 participants from 51 countries, including seven transport ministers, senior officials, regional institutions, development partners, private sector representatives, and technical experts. The AGM marked SSATP's first Annual General Meeting since 2019 and the first under DP4. Organized under the theme "Strengthened Governance for Safe, Sustainable, and Decarbonized Transport in Africa: Enhancing Institutional Capacity through Regional Collaboration," the AGM provided a platform to take stock of progress under DP4, strengthen peer learning, and align priorities and work programs to guide delivery through 2026. Held at a pivotal mid-point in DP4 implementation, the AGM provided a timely opportunity to review progress and refine priorities for the remainder of the plan.

The AGM also marked major institutional advances. Member countries supported the official launch of the Resilient Road Asset Management (RRAM) pillar, elevating climate resilience, sustainable financing, and asset management as core priorities for protecting road networks and the services they enable. The SSATP General Assembly also endorsed the establishment of the African Association of Road Safety Lead Agencies (AARSLA) to strengthen leadership, coordination, and peer learning in road safety management. In addition, Somalia was admitted as SSATP's 43rd member country, further expanding the partnership's reach.

On the final day, the SSATP General Assembly endorsed updated work programs for all four thematic pillars, providing a clear course for implementation through 2026. Participant feedback was strongly positive, with 93 percent of respondents rating the AGM as "excellent" or "very good," 96 percent agreeing that it facilitated valuable knowledge exchange and peer learning, and 92 percent reporting an improved understanding of SSATP's strategic direction and priorities.

### Strengthening SSATP Governance: Benin Joins the Executive Committee

As part of the proceedings of the 2025 Annual General Meeting, the SSATP General Assembly welcomed the Republic of Benin, in its capacity as host country, to the SSATP Executive Committee (SSATP-EC) for a two-year term. This reflects the program’s established practice of integrating AGM host countries into its governance structure and acknowledges Benin’s strong leadership in organizing the 2025 AGM.

Benin joins existing members of the Executive Committee, which includes all SSATP donors and continental partners—namely the African Union Commission (AUC), European Commission (EC), United Nations Economic Commission for Africa (UNECA), African Development Bank (AfDB), the Swiss State Secretariat for Economic Affairs (SECO), and the World Bank—as well as the Chair of the SSATP Regional Economic Communities’ Transport Coordination Committee (REC-TCC), represented by the Director of Transport at the Economic Community of West African States (ECOWAS). The inclusion of Benin further strengthens the Committee’s ability to provide strategic guidance and helps ensure that program implementation remains aligned with the needs and priorities of African member countries.

**FIGURE 2.** Representative of the Government of Benin accepts appointment to the SSATP Executive Committee.



### Somalia and São Tomé and Príncipe join SSATP

SSATP’s membership expanded to 44 African member countries in 2025. Somalia was admitted by the General Assembly at the AGM as the program’s 43rd member. Later in the year, following an official request submitted on August 15, the SSATP Executive Committee approved São Tomé and Príncipe as the program’s 44th member country, reflecting continued demand for SSATP’s knowledge-sharing platform and technical support.

## SSATP Executive Committee Meeting

In 2025, the SSATP Executive Committee (SSATP-EC) held two formal meetings to provide strategic oversight of DP4 implementation and review program performance and financials. The Committee convened on April 8, 2025, following the AGM, and again on September 17, 2025, to take stock of progress across the thematic pillars and confirm governance arrangements and timelines for the DP4 Mid-Term Review (MTR).

In addition, on the sidelines of the Africa Infrastructure Forum in Luanda (October 28–31, 2025), representatives from the AUC, UNECA, the European Commission, the World Bank, and SSATP met in person (with the REC-TCC Chair joining online) to exchange on MTR progress and next steps toward finalization and validation.

## DP4 Mid-Term Review and Validation

Towards the end of 2025, SSATP initiated the DP4 Mid-Term Review to assess progress, relevance, and strategic alignment halfway through the implementation period. The MTR combined a review of program documentation with stakeholder surveys and interviews with member countries, African institutions, development partners, and SSATP staff. A hybrid MTR Validation Workshop was held in Abidjan, Côte d'Ivoire (December 4–5, 2025), convening more than 35 participants from African governments, regional institutions, development partners, and SSATP Executive Committee members. The workshop reviewed preliminary findings, validated conclusions across the four pillars, and discussed strategic adjustments for the remainder of DP4.

Discussions confirmed DP4's continued relevance while highlighting implementation gaps linked to institutional capacity, the need for stronger coordination with continental and regional bodies, and the importance of reinforcing pathways from knowledge generation to policy implementation support. The validation process provided guidance to refine SSATP's engagement model, strengthen bilingual dissemination, and sharpen selectivity to maximize impact within available resources. Feedback will be incorporated into the final MTR report to inform adjustments to the DP4 work plan and help position SSATP for the remaining implementation period and potential DP5.



**FIGURE 3.** Stakeholders at the DP4 MTR Validation Workshop in Abidjan, December 2025



# COLLABORATION WITH SSATP'S MAIN FINANCING PARTNERS

Partnerships are central to SSATP's ability to advance sustainable, inclusive, and resilient transport policies across Africa. By working closely with its main partners, SSATP aligns policy dialogue, financing, and technical expertise in support of DP4 implementation. These collaborations strengthen governance, support the uptake of SSATP knowledge products, and help translate analytical work into coordinated action at continental, regional, and country levels. The sections below highlight key areas of collaboration with SSATP's main partners during the reporting period.



## European Commission (EC)

SSATP's collaboration with the EC combined strategic financing, policy dialogue, and joint global advocacy. In March 2025, SSATP worked closely with the EC on the organization and financing of the SSATP AGM in Cotonou, including support to key logistical costs. This collaboration was closely linked to the launch and initial implementation of the Resilient Road Asset Management (RRAM) pillar, for which SSATP provides technical oversight. In June 2025, the collaboration extended to global advocacy under the Global Gateway initiative at the UITP Global Public Transport Summit in Hamburg, where SSATP and the EC jointly supported increased African participation and visibility. Through coordinated high-level sessions and outreach, the partnership helped elevate African perspectives on sustainable urban mobility, governance, digitalization, and financing.



## Swiss State Secretariat for Economic Affairs (SECO)

SSATP maintained close collaboration with SECO under the Sustainable Urban Mobility and Accessibility (SUMA) pillar, combining policy dialogue with concrete country level engagement. A key milestone was a dedicated SECO-SSATP technical meeting held in Bern on 23 October, which reviewed progress under the DP4-SUMA program and discussed priorities for the remainder of the development plan. Exchanges focused on urban mobility governance, paratransit reform, and capacity building activities aligned with SECO's country priorities. Collaboration during the year was informed by ongoing SUMA activities in Tunisia, including the completion of a mentorship program and the launch of targeted technical assistance in support of national urban mobility reforms, while Ghana was discussed as a potential focus for future engagement. Discussions also covered SSATP's support to institutional platforms relevant to SECO supported operations, including the Association of African Urban Mobility Authorities (AUMA), reinforcing alignment between SSATP's analytical work and SECO supported operational objectives.



**FIGURE 4.** SSATP stand at the Global Gateway booth during the 2025 UITP Summit in Hamburg, showcasing the program's Fourth Development Plan



### African Union Commission (AUC)

SSATP continued collaboration with the AUC through technical exchanges and joint policy dialogue, with a focus on port digitalization and road safety governance. Under the regional connectivity agenda, SSATP's analytical work on port digitalization and Maritime Single Windows informed a dissemination pathway through established African Union and regional platforms, including a planned presentation at an AU Specialized Technical Committee meeting in early 2026. In road safety, SSATP worked with the AUC to support continental engagement and preparation of the African Ministerial Session at the 4th Global Ministerial Conference on Road Safety (Marrakech, February 2025), drawing on SSATP's road safety analytical work and flagship products.

FIGURE 5. During the SSATP General Assembly, representatives from the EC, UNECA, AfDB, and WB join a panel discussion with the SSATP Program Manager.



### African Development Bank (AfDB)

SSATP continued to engage with the AfDB as a core financing and strategic partner under DP4. AfDB contributed to the SSATP Multi Donor Trust Fund (MDTF) and confirmed an additional pledged contribution during the year, helping to advance the implementation of priority activities. AfDB also remained actively involved in SSATP governance, participating in Executive Committee discussions and the validation of the DP4 MTR, thereby contributing to strategic dialogue on program progress and priorities for the remainder of the development plan. In addition, AfDB played a key role in the SSATP AGM, supporting strategic dialogue on priority activities aligned with its transport agenda.



# OPPORTUNITIES FOR PARTNERSHIP AND COLLABORATION



Beyond its core financing partners, SSATP works with a wide range of regional institutions, professional associations, development partners, and knowledge platforms to advance its objectives under the DP4. During the reporting period, SSATP deepened engagement with both long-standing and emerging partners, including structured knowledge exchanges with Solidarité internationale sur les transports et la recherche en Afrique subsaharienne (SITRASS) through its 2025 Summer University in Lyon; strengthened collaboration with the International Association of Public Transport (UITP) and the European Commission (EC) during the UITP Summit in Hamburg; and exploratory discussions with the Japan International Cooperation Agency (JICA). Targeted meetings with MobiliseYourCity (MYC), UITP, and Coopération pour le Développement et l'Amélioration des Transport Urbains et Périurbains (CODATU) also supported exchanges on urban mobility governance, paratransit reform, and capacity building, with partners expressing interest in strengthening engagement with AUMA ahead of its next General Assembly planned for the first semester of 2026.

Looking ahead, SSATP will continue to build on these partnerships to reinforce regional platforms, deepen policy dialogue, and translate collaboration opportunities into joint activities that advance SSATP's mission and DP4 priorities.





# THEMATIC AREA IMPLEMENTATION STATUS



Thematic Area 01 >

# REGIONAL CONNECTIVITY AND ECONOMIC INTEGRATION



In line with DP4, the RCEI pillar supports African countries and regional institutions to strengthen regional trade and mobility by improving transport services, logistics efficiency, and corridor governance. In 2025, SSATP advanced this agenda by updating and disseminating guidance on road transport services reform to support more competitive and sustainable markets, and by accelerating implementation of Maritime Single Windows (MSWs) through analytical work and targeted capacity building in partnership with the International Maritime Organization (IMO) and regional port stakeholders. The pillar also initiated work to strengthen corridor governance by assessing the effectiveness of Corridor Management Institutions (CMIs), with findings expected to inform practical recommendations in 2026.

**TABLE 1.**  
Synopsis of RCEI Activities and Related Outcomes



RCEI ACTIVITIES	CURRENT STATUS
<p>&gt; <b>OUTCOME 1</b></p>	<p><b>Development of a long-term transport strategy for the continent, aligned with the Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063</b></p>
<p><b>SSATP working paper on implementing Maritime Single Window in Africa</b></p>	<ul style="list-style-type: none"> <li>• A working paper on practical guidelines for MSW implementation in Africa was launched during the SSATP AGM 2025.</li> <li>• A workshop on the implementation of MSW was organized with the IMO for francophone countries in Cote d'Ivoire in December 2025.</li> </ul>
<p><b>Update of the Guidelines for Road Transport Reforms, a joint WBG-IRU-SSATP publication.</b></p>	<ul style="list-style-type: none"> <li>• Launched at the International Transport Forum (ITF) Forum in May 2025, and additional dissemination for Africa during the SITRASS conference in Lome in September 2025.</li> </ul>
<p>&gt; <b>OUTCOME 2</b></p>	<p><b>Consensus achieved on the framework for functionality of an economic corridor development</b></p>
<p><b>An assessment of CMI effectiveness to: (i) draw lessons from the experience accumulated by various CMIs across the continent and (ii) identify a set of recommendations</b></p>	<ul style="list-style-type: none"> <li>• A consultant has been recruited to conduct the study. The members of the Regional Economic Communities-Transport Coordination Committee (REC-TCC) - including RECs and CMIs - provided valuable insight for the drafting of the paper, which is scheduled to be completed by Q1 2026.</li> </ul>

RCEI › Outcome 01

## Development of a long-term transport strategy for the continent, aligned with the Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063

RCEI › Outcome 01 › Activity 1.1

### Update of the Road Transport Services Reforms Guidelines

#### ACHIEVEMENTS AND NEXT STEPS

[ activity description ]

SSATP supported the comprehensive update of the *Road Transport Services Reform: Guiding Principles for Practitioners and Policy Makers*, originally published in 2016 by the International Road Transport Union (IRU) and the World Bank. Nearly a decade after their initial application across African markets, the revised guidelines offer an expanded framework encompassing intercity and international passenger transport, along with proposed pathways to advance decarbonization in the sector.

- Finalized the updated guidelines in May and posted them on the SSATP website on June 5, 2025.
- Launched the guidelines at the ITF Forum (May 21-23, 2025) and presented them at the SITRASS Conference in Lomé, Togo (September 10–12, 2025).
- Published the policy article “*Transport and the African Continental Free Trade Area (AfCFTA): Road Services as the Missing Link*” (August 28, 2025) to contribute to policy dialogue on road transport services reform in the context of AfCFTA implementation, generating strong engagement and debate on social media channels.
- Planning to develop technical notes informed by case studies from SSATP member countries during the year 2026.



RCEI › Outcome 01 › Activity 1.2

**Guidelines on implementing Maritime Single Windows (MSWs) in Africa**

[ activity description ]

The impetus for introducing Maritime Single Windows (MSWs) across Africa stems from the International Maritime Organization (IMO) Convention on the Facilitation of International Maritime Traffic (FAL Convention), which came into force on January 1, 2024. It requires ports worldwide to establish single-window systems that streamline ship call clearance, reduce administrative burdens, and improve efficiency through standardized digital processes. Nearly a year into implementation, only a limited number of African ports had operational MSWs, underscoring the urgent need for capacity-building and technical support to meet the Convention’s requirements. In response, SSATP has prepared practical guidelines to support African ports in adopting MSWs, drawing on close collaboration with the continent’s three regional port associations, the Africa Harbor Masters Committee, and the African Alliance for Electronic Commerce (AACE).

**ACHIEVEMENTS AND NEXT STEPS**

- Published the MSW working paper entitled *Catching up on Digital Port Infrastructure for Africa* (in English and French), drawing insights from more than 50 interviews with port association leaders, harbor masters, port executives, and regional integration stakeholders.
- Released the English version at the SSATP Annual General Meeting in March 2025 and the French version in June 2025.
- Co-organized panel discussions during the April 2025 Annual Meeting of the Port Management Association of Eastern and Southern Africa (PMAESA), including dedicated sessions with port executives and harbor masters.
- On June 26, 2025, delivered a regional webinar in partnership with the IMO, AUC, AACE, and the World Bank, with participation from Djibouti and Namibia; the event reached 220 participants, including 171 stakeholders from 40 African countries.
- Co-organized, with the IMO, the World Bank, and Côte d’Ivoire’s Ministry of Transport—and in close collaboration with regional port associations (PMAWCA, PMAESA, UAPNA, and the African Harbor Masters Committee)—a sub-regional workshop in Abidjan (December 9–12, 2025) that convened 79 participants from 12 francophone countries to advance coordinated MSW implementation.
- In 2026, SSATP plans to replicate the Côte d’Ivoire MSW workshop for anglophone countries, with sessions scheduled for April in Eastern and Southern Africa and in Q3 in West and Central Africa.

**FIGURE 6.** Sub-regional MSW Workshop in Abidjan (December 2025)



RCEI › Outcome 02

## Consensus achieved on the framework for functionality of economic corridor development

RCEI › Outcome 02 › [Activity 2.1](#)

### Assessment of Corridor Management Effectiveness

#### ACHIEVEMENTS AND NEXT STEPS

[ activity description ]

SSATP is conducting a study assessing the effectiveness of Corridor Management Institutions (CMIs) to draw lessons from their accumulated experience across the continent and develop a set of actionable recommendations. Building on previous analytical work, the assessment is being undertaken in close collaboration with RECs and CMIs, REC-TCC members playing a key role in facilitating engagement with corridor stakeholders. The study aims to strengthen the institutional performance and coordination mechanisms that underpin Africa's regional transport corridors.

- Recruited a consultant to lead the assessment at the end of 2024 and initiated the study early 2025.
- Discussed the inception report with the REC-TCC Chair and conducted bilateral consultations with RECs and CMIs to inform the analysis.
- Preparing the draft report for completion by mid-February 2026, to be followed by additional consultations and a review workshop to discuss the findings.





Thematic Area 02 ›

# SUSTAINABLE URBAN MOBILITY AND ACCESSIBILITY



The strategic objective of the SUMA thematic area is to support the development of low-carbon and accessible urban mobility systems that serve as foundations for creating livable cities and fostering sustainable economic development. To achieve this objective, SUMA engages in various activities. Firstly, it emphasizes the importance of data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies. This involves conducting studies that enable policymakers to make informed decisions. Secondly, SUMA works towards improving the efficiency and sustainability of the paratransit (“informal” or “popular transport”) sector, which plays a significant role in many African cities. Lastly, SUMA focuses on strengthening the capacity of country and city transport planners. Through training, knowledge sharing platforms, and technical assistance, SUMA equips planners with the necessary skills to develop and implement strategies that prioritize low-carbon and accessible modes of transportation.

**TABLE 2.**  
Synopsis of SUMA Activities and Related Outcomes



SUMA ACTIVITIES	CURRENT STATUS
› <b>OUTCOME 1</b>	<b>Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies</b>
<b>Policy paper on financing public transport improvements in African cities</b>	<ul style="list-style-type: none"> <li>Finalized the draft paper, including case studies from Lagos, Dakar, and Cape Town, by end-2025. The final version will be edited and designed in the first part of 2026.</li> </ul>
<b>Study on leveraging digital technologies to support paratransit reform</b>	<ul style="list-style-type: none"> <li>Completed the technology mapping and analytical framework, and initiated preparation of detailed case studies across five application categories.</li> <li>Draft report prepared and under revision; finalization planned for H1 2026, followed by internal quality enhancement review.</li> </ul>
<b>Support to the development of the African Association of Urban Mobility Authorities (AUMA)</b>	<ul style="list-style-type: none"> <li>SSATP supported the Secretariat of the Association in preparing and conducting the election of a new Executive Committee (EC) in December 2025.</li> <li>SSATP provides technical support to the new Executive Committee in the definition of a workplan for the upcoming two-year period.</li> </ul>
<b>Support the establishment of metropolitan transport authorities</b>	<ul style="list-style-type: none"> <li>Technical assistance to the Conakry Metropolitan Transport Authority in order to mobilize additional funding to strengthen its planning and regulatory role.</li> <li>Support to the government of Benin in its reflection towards the creation of a new lead institution in charge of urban mobility planning at the metropolitan scale in the Greater Cotonou region.</li> </ul>
<b>Urban mobility policy matrix and assessment tool</b>	<ul style="list-style-type: none"> <li>Development of a policy assessment tool based on criteria identified in <a href="#">SSATP Working Paper 106</a>. This tool will be used to assess the current state of urban mobility policies in a sample of African cities and track their evolution over time.</li> </ul>

**SUMA ACTIVITIES**

**CURRENT STATUS**

› **OUTCOME 2**

**Improve the efficiency of the informal bus transport sector**

Development of guidelines for paratransit reforms based on best practice

- Published the report, *Embracing Informal Transport – A New Paradigm for Urban Mobility*, in May 2025.

Working paper on management models for public transport terminals in African cities

- Final draft report ready, drawing lessons from case studies in Abidjan, Dakar, Maputo, and Dar es Salaam.

Pilot fleet renewal and professionalization project in Pretoria, South Africa

- SSATP supported the preparation of a pilot project leading to the acquisition of new vehicles and improved organizational and operational practices with a minibus taxi association in Pretoria.

Working paper on the integration between formal and informal transport services

- Case studies prepared for Dar es Salaam, Dakar, Lagos, and Cape Town. Synthesis report in preparation.

› **OUTCOME 3**

**Trainings and other capacity-building events strengthen the capacities of country/city transport planners**

Fostering scientific cooperation with African universities in research and capacity building in the transport sector

- Five teams of early-career researchers prepared and presented their research papers at SSATP’s AGM in Cotonou.

Leaders in Urban Transport Planning (LUTP) training workshop

- SSATP co-organized an LUTP workshop in Dakar in June 2025 with 46 participants from 11 francophone countries.

SSATP-LUTP Mentorship Program for Africa

- The mentorship program was conducted during the first half of the year 2025 and participants presented the result of their work at Tunisia’s Ministry of Transport.



SUMA > Outcome 01

## Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies

SUMA > Outcome 01 > Activity 1.1

### Working paper on Financing Public Transport Improvements in African Cities

#### ACHIEVEMENTS AND NEXT STEPS

[ activity description ]

During the reporting period, SSATP finalized the preparation of a working paper examining the financing of public transport improvements in African cities. The paper examines the economics of paratransit and the financing challenges of formal urban mobility systems, drawing on comparative experiences from Dakar, Lagos, and Cape Town. A World Bank quality enhancement review held in June 2025 provided further guidance to strengthen and refine the draft.

- 📌 The final version will be edited and designed in the first part of the year 2026.
- 📌 Preparing for dissemination – in particular via AUMA – to guide African cities and development partners on public transport financing decisions.

SUMA > Outcome 01 > Activity 1.2

### Study on Leveraging Digital Technologies to Support Paratransit Reform

#### ACHIEVEMENTS AND NEXT STEPS

[ activity description ]

Launched in April 2025, this study examines how digital technologies can support the professionalization and operational improvement of paratransit services. It identifies existing digital tools—including fare collection systems, fleet management platforms, and mobile applications for route mapping—and develops an analytical framework for assessing potential use cases in African cities.

- 📌 Recruited an individual consultant in April 2025 and completed a mapping of available technologies.
- 📌 Developed an analytical framework for assessing digital applications in African contexts.
- 📌 Initiated detailed case studies across five categories of applications, assessing both their technical feasibility and the enabling conditions for adoption by operators and city authorities.
- 📌 Prepared a draft report, which is currently under revision; plan to finalize the report in the first half of 2026, followed by an internal quality enhancement review before publication.

SUMA › Outcome 01 › Activity 1.3

**Support to the African Association of Urban Mobility Authorities (AUMA)**

[ activity description ]

In 2025, SSATP maintained active technical engagement with AUMA despite the conclusion of direct financial support at end-2024. Regular exchanges with the Executive Committee ensured continuity in strengthening AUMA's policy and governance functions.

**FIGURE 7.**  
AUMA's newly elected Executive Committee



**ACHIEVEMENTS AND NEXT STEPS**

- Maintained regular technical exchanges with the AUMA Executive Committee to guide the Association's work on urban mobility governance.
- Organized an extraordinary General Assembly in March 2025 on the sidelines of the SSATP Annual General Meeting in Cotonou, facilitating peer learning among member authorities and reviewing progress to date.
- Supported preparations for the statutory renewal of AUMA's governance bodies, including the election of a new Executive Committee; the Lagos Metropolitan Transport Authority (LAMATA) was elected as President and Secretariat of the association.
- Assisted the new President and Secretariat in the preparation of a work program for 2026-27.



SUMA > Outcome 01 > Activity 1.4

**Support the establishment of metropolitan transport authorities**

**ACHIEVEMENTS AND NEXT STEPS**

[ activity description ]

**Technical assistance to the Conakry Urban Transport Authority**

SSATP received a request for support from the recently established Conakry Urban Transport Authority (AOTUC) through AUMA and subsequently mobilized a consultant to deliver technical assistance services, which concluded mid-2024. In 2025, SSATP continued its support to AOTUC through regular engagement, additional funding applications, and contribution to the definition of technical activities.

- The policy recommendations resulting from the technical assistance provided by SSATP contributed to the preservation and strengthening of AOTUC in the face of institutional risks.
- Additional funding was secured from the Public-Private Infrastructure Advisory Facility (PPIAF) to carry out training activities and technical studies to i) take stock of existing conditions and identify potential reform levers for the paratransit sector in Conakry and ii) conduct a pre-feasibility analysis for a potential BRT system.

SUMA > Outcome 01 > Activity 1.4 [ continued ]

**ACHIEVEMENTS AND NEXT STEPS**

**Support to national authorities in Benin to strengthen urban mobility governance in the Greater Cotonou**

In the context of the preparation of a large urban transport project co-financed by the World Bank and the Asian Infrastructure Investment Bank (AIIB), SSATP advises Beninese authorities on institutional options to create a new body in charge of planning and organizing urban mobility at the metropolitan scale in the Greater Cotonou area.

- Engagements with the ministry in charge of urban development and transport were held throughout the year 2025 and Terms of Reference (TORs) to conduct a detailed study on institutional scenarios were prepared.
- The recruitment of a consultant was ongoing at the end of the year 2025 and the study will be completed during the year 2026.

SUMA > Outcome 01 > Activity 1.5

**Development of an urban mobility policy matrix and assessment tool**

**ACHIEVEMENTS AND NEXT STEPS**

[ activity description ]

This new activity aims to develop a policy matrix to assess the legal, regulatory, institutional, and financing framework for urban mobility in member countries. The matrix of indicators builds on previous SSATP work—particularly Working Paper 106, *Policies for Sustainable Accessibility and Mobility in Urban Areas of Africa*—which assessed governance and mobility conditions in 20 cities. The new tool will provide a simple dashboard to help countries assess their performance and track progress on a bi-yearly basis.

- Developed a set of four primary and 16 secondary indicators; preparation of the sampling strategy to select participating cities is underway.
- Planning to apply the matrix to a sample of 20–40 cities and publishing the results in an SSATP working paper; the matrix will be updated on a bi-yearly basis to help national and local governments track the evolution of governance conditions.

SUMA › Outcome 02

## Improve the efficiency of the informal bus transport sector

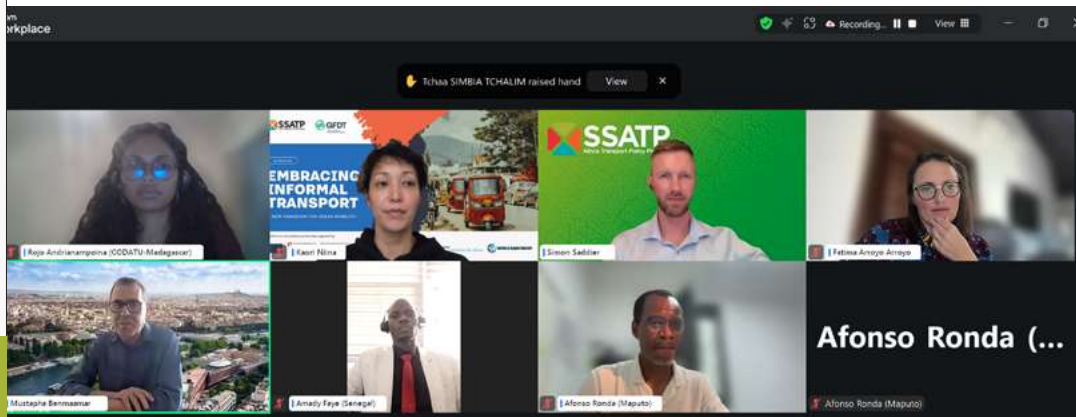
SUMA › Outcome 02 › Activity 2.1

### Guidelines for paratransit reforms based on international best practice

[ activity description ]

With the aim of supporting paratransit reforms across the continent, this activity seeks to: (i) analyze the urban transport environment of select African cities, with a specific focus on their public transport operations (formal and informal); institutional and regulatory frameworks; strategic planning and financing capacities; operational and organizational arrangements; existing social and business issues; technology uptake; and political context; (ii) evaluate and compare operations in different cities with a view to identify conditions for creating an enabling environment that supports the viability of the paratransit industry and improves its working conditions; and (iii) prepare a roadmap based on documented lessons learned and experiences to guide the successful development and implementation of organized, cooperative urban transport systems.

**FIGURE 8.** Speakers and organizers of the SSATP webinar on Embracing Informal Transport



### ACHIEVEMENTS AND NEXT STEPS

- 📌 In partnership with AFD, conducted a comparative study of informal transport reforms in 14 African cities, including in-depth assessments of reforms in eight cities, and distilled good practices and lessons learned to inform paratransit reform efforts across the continent.
- 📌 Published the resulting flagship report, *Embracing Informal Transport – A New Paradigm for Urban Mobility*, in May 2025.
- 📌 Convened a report dissemination webinar in December 2025, attracting 367 registrants and 216 live participants from 69 countries (including 42 in Africa), and highlighting practical reform levers and city experiences to support the integration of informal public transport into urban mobility systems.

SUMA › Outcome 02 › Activity 2.2

**Study on the management of bus terminals in African cities**

[ activity description ]

SSATP advanced the study on the management and development of bus terminals in African cities, financed through a grant from the Public-Private Infrastructure Advisory Facility (PPIAF). The study identifies prevailing models and trends in terminal development and management, assesses regulatory, legal, and institutional gaps, and explores options to improve operational efficiency, financial sustainability, and private sector participation. Recognizing bus terminals as critical nodes for paratransit and urban bus services, the work addresses common challenges such as inadequate infrastructure, weak spatial organization, and fragmented management. Conducted in close collaboration with AUMA, the study draws on case studies from cities representing diverse geographic and institutional contexts and aims to provide actionable guidance to cities and policymakers, including on emerging needs such as vehicle electrification.

**ACHIEVEMENTS AND NEXT STEPS**

- Conducted the study in close cooperation with AUMA's Paratransit Professionalization Commission, including the selection of four case cities (Abidjan, Dakar, Dar es Salaam, and Maputo).
- Received three reports from the consultant on operational arrangements, governance, and business models, as well as the final draft report in June 2025, and completed an internal review.
- Currently incorporating SSATP comments to strengthen the analysis and recommendations, with publication of the final report planned for the next quarter.

SUMA › Outcome 02 › Activity 2.3

**Pilot fleet renewal and professionalization project in Pretoria, South Africa**

[ activity description ]

SSATP contributes to the preparation and roll out of a pilot project supported by the Development Bank of Southern Africa (DBSA) and the World Bank. The project aims to transform the business model and organization of a minibus taxi association operating out of Pretoria, South Africa. Through this pilot, the association created a new public transport company and secured a concessional loan from DBSA to renew its fleet.

**ACHIEVEMENTS AND NEXT STEPS**

- Achieved loan effectiveness in late 2025, enabling the new corporate entity to purchase ten 22-seater minibuses, which have been handed over.
- Plan to launch scheduled services in the first quarter of 2026, based on a new operations plan that includes reduced work hours for drivers.
- SSATP will document this experience in a case study and support the scale-up of this model to other cities and associations in South Africa.

SUMA › Outcome 02 › Activity 2.4

**Working paper on the integration between formal and informal transport services**

[ activity description ]

SSATP started the preparation of a new working paper on the integration between mass transit services (such as rail and BRT) and paratransit. This study is based on a detailed analysis of four cities (Dar es Salaam, Lagos, Dakar, and Cape Town). It aims at understanding how different components of the public transport network interact, and will formulate policy recommendations for a higher level of integration in order to improve the overall efficiency of transport systems.

**ACHIEVEMENTS AND NEXT STEPS**

- Recruited an individual consultant in 2025 and prepared case studies for the four cities.
- Drawing on lessons from the four case studies, the policy paper will be drafted and finalized in 2026.



SUMA › Outcome 03

# Trainings and other capacity-building events strengthen the capacities of country/city transport planners

SUMA › Outcome 03 › Activity 3.1

## Fostering scientific cooperation with African universities in the field of transport research and capacity building

[ activity description ]

SSATP continued to strengthen scientific cooperation with African universities through its South–South Academic Cooperation (SSAC) initiative, building on a research network established with the World Resources Institute and the World Conference on Transport Research Society. Financed by the Public-Private Infrastructure Advisory Facility (PPIAF), the initiative promotes collaborative, policy-relevant research and peer learning across countries. To operationalize this collaboration, SSATP launched a call for research papers targeting early-career African researchers, encouraging cross-country teams to address priority urban mobility challenges under the SUMA pillar.

**FIGURE 9.** Panel discussion during the 2025 SSATP AGM featuring academic researchers selected as winners of the SSATP–PPIAF South–South Academic Cooperation Program Call for Papers



### ACHIEVEMENTS AND NEXT STEPS

- Supported five multinational research teams in conducting academic visits and fieldwork in partner cities.
- Convened the research teams at the SSATP 2025 AGM in Cotonou to present preliminary findings.
- Received final research papers by June 2025; they will be published as a compendium with a synthesis analysis to inform policy dialogue and future capacity-building activities.

SUMA › Outcome 03 › Activity 3.2

**Organization of a Leaders in Urban Transport Planning (LUTP) workshop in Dakar**

[ activity description ]

SSATP co-organized and delivered a new edition of the Leaders in Urban Transport Planning (LUTP) workshop in Dakar under the World Bank’s global LUTP training program. The activity aimed to strengthen the capacity of African city officials and practitioners in urban mobility planning and management through applied training modules focused on key reform areas, including urban mobility improvement, paratransit reform, and urban transport governance. The workshop combined technical inputs with interactive learning approaches designed to foster practical problem-solving and peer learning.

**ACHIEVEMENTS AND NEXT STEPS**

- Trained 46 urban mobility professionals from 11 countries across West and Central Africa.
- Designed and facilitated core training modules on urban mobility improvement, paratransit reform, and urban transport governance.
- Enabled participants to apply concepts through interactive, real-world decision-making exercises and peer-to-peer exchanges.
- Strengthened participants’ capacity to design practical, inclusive, and financially viable urban mobility solutions applicable to their local contexts.



# URBAN MOBILITY SUPPORT TO TUNISIA

SUMA >  
Urban mobility support to Tunisia >

## Completion of the Tunisia mentorship program

[ activity description ]

SSATP concluded its mentorship program launched in collaboration with CEREMA, a French consultancy firm. Building on the foundations of the Gammarth LUTP workshop, the mentorship program aimed to strengthen the practical skills of local practitioners in sustainable mobility planning. Through sustained guidance from seasoned international experts, participants were supported in applying theoretical concepts to real-world projects. Four thematic groups worked on concrete initiatives: (i) the design of local cycling networks, (ii) the improvement of pedestrian safety and walkability, (iii) the development of multimodal transport hubs, and (iv) the preparation of sustainable urban mobility plans. Throughout the program, participants benefited from remote mentorship, which strengthened their ability to prepare actionable proposals aligned with Tunisia's National Urban Mobility Policy (PNMU).

### ACHIEVEMENTS AND NEXT STEPS

- 📌 The program culminated in mid-2025 with a final presentation of each group's work, hosted by the Ministry of Transport and attended by the Swiss Head of Cooperation in Tunisia.
- 📌 SSATP will prepare a synthesis note capturing lessons learned and recommendations to inform future capacity-building initiatives pursuing similar urban mobility reforms.





SUMA ›  
Urban mobility support to Tunisia ›

**Launch of a technical assistance program to support the Tunisian Ministry of Transport**

[ activity description ]

SSATP launched the first phase of a technical assistance program to support the Tunisian Ministry of Transport in accelerating the implementation of the PNMU and improving the operational framework for urban mobility financing. This activity is co-financed by the World Bank. The initial phase focuses on the operationalization of the newly created National Urban Mobility Fund (FNMU) and the design of transparent allocation mechanisms to channel resources efficiently to local authorities and mobility projects.

**ACHIEVEMENTS AND NEXT STEPS**

- Recruited an individual consultant who conducted a mission to Tunisia in May 2025 to review existing institutional arrangements, meet with key national and local stakeholders, and assess the readiness of local administrations to absorb and manage new funding flows.
- Findings from this phase will inform the preparation of practical guidelines for FNMU operations, setting the foundation for future phases that will focus on broader institutional strengthening, capacity building for local authorities, and documentation of Tunisia's urban mobility reform experience as a reference for other African countries.

Thematic Area 03 ›

# ROAD SAFETY



In line with DP4, the Road Safety pillar supports African countries and regional institutions to strengthen road safety management and reduce deaths and serious injuries from road traffic crashes by promoting the Safe System approach, strengthening institutional leadership, and improving the quality and use of road safety data. In 2025, SSATP advanced this agenda by publishing and disseminating the Africa Status Report on Road Safety 2025 and by developing the Road Safety Performance Monitoring Framework (RSPMF) to support more systematic performance monitoring across lead agencies. Together, these tools helped inform the design of road safety components and measurable targets in World Bank-financed operations. SSATP also strengthened institutional collaboration and peer learning through support to the establishment of the African Association of Road Safety Lead Agencies (AARSLA) and continued delivery of the Leaders in Road Safety Management Training Program (LRSMTMP), expanding access through multilingual delivery. Work to operationalize additional tools and guidance—including on pedestrian safety and safe school journeys—will continue in 2026.



**TABLE 3.**  
Synopsis of RS Activities and Related Outcomes



RS ACTIVITIES	CURRENT STATUS
<p>› <b>OUTCOME 1</b></p>	<p><b>Ownership by member states of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans</b></p>
<p><b>Policy guidelines on commercial motorcyclist safety</b></p>	<ul style="list-style-type: none"> <li>• Desk study and country consultations completed (Kenya, Rwanda, Benin, Mozambique).</li> <li>• Final report scheduled for publication in Q1 2026 and dissemination webinar planned with AUC and AfDB (early March 2026).</li> </ul>
<p><b>Study and implementation plan for sustainable pedestrian pathways (PAAPAM)</b></p>	<ul style="list-style-type: none"> <li>• TORs drafted; partner mobilization and study launch under preparation to support translation of PAAPAM commitments into operational actions.</li> </ul>
<p><b>Guidance and tools for safe journeys to schools</b></p>	<ul style="list-style-type: none"> <li>• Assessment completed in pilot schools to cover 177 secondary schools in Uganda; regional guidance and tools in preparation for replication in other countries (planned for 2026).</li> </ul>
<p><b>Participation in regional and global events; advocacy and capacity building for better road safety management in Africa and alignment with the UN Decade of Action.</b></p>	<ul style="list-style-type: none"> <li>• Co-organized and participated in partner forums, trainings, and advocacy events—including with WHO, UN-Habitat, UNEP, UNICEF GRSF, DIME, NTSA, iRAP/ARMFA, GRSP, and CITA—to advance Africa’s road safety agenda.</li> </ul>
<p><b>4th Global Ministerial Conference on Road Safety (Marrakech)</b></p>	<ul style="list-style-type: none"> <li>• Advanced Africa-focused priorities through active participation in the global event, while also supporting AUC session on lead agencies and launching the <a href="#">Africa Status Report on Road Safety 2025</a> together with WHO and AUC; follow-up with partners underway.</li> </ul>
<p>› <b>OUTCOME 2</b></p>	<p><b>Effective road safety institutional arrangements and leadership in road safety management</b></p>
<p><b>Support for establishing the African Association of Road Safety Lead Agencies (AARSLA)</b></p>	<ul style="list-style-type: none"> <li>• AARSLA endorsed by the SSATP General Assembly (March 2025); Charter adopted and interim Executive Committee elected.</li> <li>• First General Assembly held in Lusaka (June 26–27, 2025), convening representatives from 23 countries.</li> <li>• Recruited two consultants to support the Secretariat with developing the business plan and the association’s communications channels.</li> </ul>
<p><b>Leaders in Road Safety Management Training Program (LRSMTP)</b></p>	<ul style="list-style-type: none"> <li>• The flagship leaders in road safety management training program (LRSMTP) expanded to cover English, French and Portuguese speaking countries.</li> <li>• Training materials adapted/translated (French, Portuguese); Francophone cohort delivered in Abidjan (January 27–31, 2025) and Lusophone cohort delivered in Maputo (October 6–10, 2025); digitalization under preparation to expand reach and delivery flexibility through African universities.</li> </ul>
<p>› <b>OUTCOME 3</b></p>	<p><b>Harmonized road safety data collection and analysis to facilitate regional comparisons</b></p>
<p><b>Africa Status Report on Road Safety 2025</b></p>	<ul style="list-style-type: none"> <li>• Published the report in English and French and the Executive Summary in Portuguese.</li> <li>• Report launched at the 4th Global Ministerial Conference on Road Safety (February 2025); downloaded 785 times since launch.</li> <li>• Produced the Africa Continental Road Safety Profile (51 countries); continued dissemination underway.</li> </ul>
<p><b>Developing the Road Safety Performance Monitoring Framework (RSPMF)</b></p>	<ul style="list-style-type: none"> <li>• Published RSPMF in English and French and launched via webinar (February 6, 2025); continued dissemination and uptake underway to support harmonized performance monitoring.</li> </ul>

RS › Outcome 01

## Ownership by member States of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans

RS › Outcome 01 › Activity 1.1

**Guidelines for a Policy Framework to Address the Safety of Commercial Motorcyclists in African Countries**

**ACHIEVEMENTS AND NEXT STEPS**

[ activity description ]

SSATP is preparing a working paper on policy guidelines to address the safety of commercial motorcyclists, one of the most vulnerable road user groups in Africa. Drawing on experiences from eight representative countries—Angola, Benin, Cameroon, Ethiopia, Kenya, Mozambique, Rwanda, and Uganda—the work aims to develop clear and actionable recommendations to improve safety outcomes for commercial motorcyclists. The guidelines are intended to support both public and private sector stakeholders in strengthening regulatory frameworks, operational practices, and enforcement approaches. It will be used to guide and support the strategies and action plans to improve motorcycle safety in member countries.

- Completed desk study reviewing existing policies, regulatory approaches, and available evidence on commercial motorcycle safety.
- Conducted country consultations in Kenya, Rwanda, Benin, and Mozambique to inform the analysis with operational and institutional perspectives.
- The final report will be published the first quarter of 2026; it will be shared during a webinar planned together with AUC and AfDB early in March 2026.

RS › Outcome 01 › Activity 1.2

**Comprehensive Study and Implementation Plan for Sustainable Pedestrian Pathways in African Countries**

**ACHIEVEMENTS AND NEXT STEPS**

[ activity description ]

SSATP initiated the preparation of a comprehensive study and implementation plan to support African countries in operationalizing the Pan-African Action Plan for Active Mobility (PAAPAM). The study aims to provide a clear roadmap for strengthening policies and institutional capacity related to pedestrian safety, with particular attention to the link between safe pedestrian pathways and access to employment. It will also support improved collection, analysis, and dissemination of road safety data, while helping identify and empower government counterparts responsible for pedestrian safety at national and local levels.

- Drafted detailed TORs for the study, defining scope, objectives, and implementation approach.
- Mobilize additional partners to amplify the impact of this work by linking it to potential financing.
- Support countries in translating PAAPAM commitments into operational actions.

RS › Outcome 01 › Activity 1.3

### Guidance and Tools for the Provision of Safe Journeys to Schools

[ activity description ]

SSATP supported the implementation of a Safe Journeys to School pilot assessment under the Uganda Secondary Education Expansion Project (USEEP), in collaboration with the Ministry of Education and Sports. Financed by the Global Road Safety Facility (GRSF), the assessment evaluated road safety conditions and risks of gender-based violence around selected schools and identified targeted interventions to improve safe access to education. The pilot intends to inform the improvement of 116 newly constructed and 61 expanded secondary schools supported under USEEP.

### ACHIEVEMENTS AND NEXT STEPS

- Completed an assessment covering road safety and gender-based violence risks in pilot schools to cover 177 secondary schools in Uganda.
- Identified targeted interventions to improve the safety of students' journeys to school, with particular attention to the needs of girls.
- Using satellite imagery to support planning of safer school environments and help education and transport authorities prioritize infrastructure improvements based on safety criteria.
- Building lessons from the pilot, preparing regional guidance and tools to support replication in other countries (planned for 2026).



FIGURE 10. SSATP co-organized webinar on Safe Walking & Cycling in Africa as part of the UN Global Road Safety Week (May 12–18, 2025)

RS › Outcome 01 › Activity 1.4

**SSATP participation in key regional and global events**

[ activity description ]

In 2025, SSATP used regional and global convenings to advance African road safety priorities under the Global Plan for the Decade of Action for Road Safety 2021–2030, support advocacy for the African Union Road Safety Charter, and promote the Safe System approach. Through participation in partner-led forums, summits, and technical events, SSATP supported policy dialogue, knowledge exchange, and partnership-building on priority issues such as protecting vulnerable road users, strengthening institutional leadership, and improving the use of data and digital tools for road safety management.

**FIGURE 11.** Speakers of the webinar on Using Data & Digital Technologies to Transport Road Safety





## ACHIEVEMENTS AND NEXT STEPS

- Strengthened the evidence base for policy dialogue on commercial motorcyclist safety by contributing to the Volvo Research and Educational Foundations (VREF) Research Forum on improving services and workers' conditions in informal transport, including discussion of evidence needs and the role of labor impact assessments.
- Advanced dialogue on helmet safety and standards through engagement with partners at the Safe African Helmets Initiative (SAHI) Summit, emphasizing standards linked to legislation, consistent enforcement, and affordability.
- Supported regional policy dialogue and partnership-building at the International Road Crash Victims Africa Conference (IRCVAC 2025) in Abuja, including updates on AARSLA implementation and discussions on trauma care and the Africa Road Safety Charter.
- Promoted peer exchange and partnership outreach through facilitating AARSLA participation in the 2025 CITA Conference, exploring collaboration on standardized vehicle inspection procedures and related road safety measures in Africa.
- Elevated survivor-centered and disability-inclusive perspectives through the “We Push” screening and discussion, underscoring the importance of inclusive infrastructure, accessibility, and survivor-centered approaches in road safety strategies.
- Co-organized the regional webinar “Safe Walking and Cycling in Africa” (May 15, 2025) during the 8th UN Global Road Safety Week, in partnership with WHO (Africa Region), UNEP, UN-Habitat, the Global Alliance of NGOs for Road Safety, and WALK21; the webinar launched WHO’s Walking & Cycling Policy Toolkit, featured PAAPAM, and convened policymakers and practitioners to exchange practical approaches to safer and more inclusive streets.
- Convened the webinar “Introducing Key Road Safety Reports for 2025” (May 27, 2025) with WHO, UNICEF, and the George Institute for Global Health, reaching 138 participants from 68 countries (including 39 in Africa) and promoting evidence and accountability on protecting children and other vulnerable road users.
- Strengthened technical capacity through the iRAP–SSATP–ARMFA online training series (April 28 and May 6, 2025), delivered in English and French and convening over 40 road safety professionals to support safer road assessments and investment strategies, drawing on SSATP road safety tools and iRAP methodologies.
- Supported leadership development and practitioner exchange through SSATP involvement and key contributions in the Road Safety Executive Leadership Course (RSEL) led by Johns Hopkins University and the Global Road Safety Partnership (GRSP).
- Highlighted the role of data and digital tools in road safety management by co-organizing the webinar “Using Data and Digital Technologies to Transform Road Safety” (November 11, 2025) with GRSF, DIME, and Kenya NTSA, showcasing how diagnostics, data analytics, and impact evaluations can inform evidence-based policy and institutional accountability.



RS › Outcome 01 › Activity 1.5

**Fourth Global Ministerial Conference on Road Safety [ Marrakech ]**

[ activity description ]

SSATP participated in the 4th Global Ministerial Conference on Road Safety (“Commit to Life”) in Marrakech (February 18–20, 2025), using the platform to amplify African priorities under the Global Plan for the Decade of Action for Road Safety 2021–2030. In engagements with ministers, national road safety lead agencies, and partners, SSATP underscored the need for stronger financing and capacity for low- and middle-income countries (LMICs), Safe System–aligned infrastructure and speed management, and better data systems and performance monitoring—areas reflected in the Marrakech Declaration’s call for reinforced support to African countries. SSATP also contributed to partner-led discussions on safe road infrastructure, youth engagement, motor vehicle information management systems, the role of vehicle insurance, and UN Road Safety Fund pledging. In parallel, SSATP, together with WHO and the AUC, launched the [Africa Status Report on Road Safety 2025](#).

**ACHIEVEMENTS AND NEXT STEPS**

- Contributed to strengthening the Africa focus of the conference through targeted technical engagements.
- Contributed and participated in the AUC session dedicated to African lead road safety agencies and shared findings from the assessment of lead road safety agency effectiveness in Africa.
- Co-organized with WHO and AUC the launch session for the continental [Africa Status Report on Road Safety 2025](#), drawing on the most recent WHO Global Report on Road Safety.
- Follow up with partners and member countries to align ongoing efforts and advance priority actions in the African context.



**FIGURE 12.** SSATP participates at the 4<sup>th</sup> Global Ministerial Conference on Road Safety in Marrakech [ February 2025 ]

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RS › Outcome 02

## Effective road safety institutional arrangements and leadership in road safety management

RS › Outcome 02 › Activity 2.1


### Support for establishing the African Association of Road Safety Lead Agencies

#### ACHIEVEMENTS AND NEXT STEPS

[ activity description ]

SSATP supported the establishment of the Association of African Road Safety Lead Agencies (AARSLA), a regional platform designed to strengthen institutional coordination and leadership in road safety across Africa. AARSLA's draft work program is structured around three core pillars: (i) Exchange: Peer learning among agency heads on strengthening mandates, data use, financing, and political engagement; (ii) Learn: Structured capacity development for road safety managers, key professionals and future leaders; and (iii) Advocate: Joint technical and policy positions to guide national reforms and amplify Africa's voice in global and regional road safety forums.

- Secured formal endorsement of AARSLA by the SSATP General Assembly in March 2025 and supported adoption of the Charter and election of an interim Executive Committee.
- Co-organized AARSLA's First General Assembly in Lusaka (June 26–27, 2025) in collaboration with Zambia's Road Transport and Safety Agency (RTSA), bringing together more than 40 representatives from 23 countries to finalize governance arrangements and define the initial work program.
- Supported expansion of AARSLA membership, with seven new countries formally joining during the Lusaka Assembly and additional countries initiating membership confirmation.
- Supported the expansion of the Executive Committee to ensure regional balance and facilitated the selection of Nigeria as host of the AARSLA Secretariat.
- Outlined SSATP's technical and financial support to AARSLA through July 2027, including capacity-building activities, Secretariat support, refinement of the detailed business plan, and financing of the Second General Assembly in 2026.
- Recruited two consultants to support the Secretariat with the detailed business plan and the development of core communications channels (website, social media, and visual identity).
- Coordinated the participation of AARSLA representatives in the 2025 CITA Conference—"Time for Action: Because Africa Deserves Safe and Clean Vehicles"—as a step toward strengthening engagement with CITA and exploring collaboration with international partners on standardized vehicle inspection procedures and related vehicle safety measures in Africa.

**FIGURE 13.**  Family photo of AARSLA General Assembly in Lusaka



RS › Outcome 02 › Activity 2.2

**Capacity building in road safety management - SSATP Leaders in Road Safety Management Training Program [LRSMTMP]**

[ activity description ]

SSATP continued to advance the Leaders in Road Safety Management Training Program (LRSMTMP), which aims to strengthen institutional capacity for road safety management across Africa through the Safe System approach. In 2025, the program expanded its continental reach through targeted linguistic and regional adaptations. Building on the delivery of the first Francophone edition earlier in the year, SSATP launched the first Lusophone edition of the LRSMTMP in collaboration with national authorities, further reinforcing peer learning, leadership development, and regional cooperation among road safety institutions.

**ACHIEVEMENTS AND NEXT STEPS**

- Completed the contextualization, adaptation, and translation of LRSMTMP training materials into French and Portuguese, ensuring accessibility across linguistic regions.
- Delivered the first Francophone edition of the LRSMTMP in Abidjan (January 27–31, 2025), in partnership with Côte d'Ivoire's Ministry of Transport through the Office of Road Safety (OSER), reaching more than 50 participants from Benin, Côte d'Ivoire, Chad, Togo, and Niger (participating remotely).
- Launched and delivered the first Lusophone edition of the LRSMTMP in Maputo (October 6–10, 2025), in collaboration with the Government of Mozambique through the National Institute of Road Transport (INATRO), convening 48 participants from Angola, Cabo Verde, Guinea-Bissau, Mozambique, and São Tomé and Príncipe.
- Trained more than 120 senior practitioners from 13 countries through LRSMTMP delivery in English, French, and Portuguese, strengthening regional networks of road safety leaders and practitioners and supporting sustained cooperation aligned with the objectives of the UN Decade of Action for Road Safety 2021–2030.
- Planning to digitalize the LRSMTMP to expand its reach, increase delivery flexibility, and support implementation through African universities, including for early-career professionals.



**FIGURE 14.**  
LRSMTMP Training in Maputo



RS › Outcome 03

## Harmonized road safety data collection and analysis to facilitate regional comparisons

In 2025, the African Union assumed hosting responsibilities for the African Road Safety Observatory (AfRSO), strengthening the institutional foundation for continent-wide road safety data harmonization and benchmarking. In parallel, the formal establishment of AARSLA created a platform for peer learning among lead agencies, supporting the uptake of harmonized monitoring tools. Against this backdrop, SSATP advanced two core products to support evidence-based decision-making and accountability: the [Africa Status Report on Road Safety 2025](#) and the [Road Safety Performance Monitoring Framework \(RSPMF\)](#).

RS › Outcome 03 › Activity 3.1

### Africa Status Report on Road Safety 2025

#### ACHIEVEMENTS AND NEXT STEPS

[ activity description ]

SSATP, in collaboration with the World Health Organization (WHO) and the African Union Commission (AUC) completed the [Africa Status Report on Road Safety 2025](#) to support the establishment of a harmonized road safety monitoring and reporting system across the continent. Building on the 2020 edition, the report provides a comprehensive assessment of road traffic injuries and fatalities in Africa, reviews institutional road safety management and legislation across key risk areas and identifies priority gaps and actions within the five pillars of the United Nations Decade of Action for Road Safety. The analysis draws on country data, case studies, and inputs from WHO's Global Status Report on Road Safety 2023 to strengthen evidence-based decision-making and accountability.

- Completed and published the [Africa Status Report on Road Safety 2025](#), with the full report released in [English](#) and [French](#) and its Executive Summary made available in [Portuguese](#).
- Officially launched the report at the 4th Global Ministerial Conference on Road Safety held in Marrakech from February 18–20, 2025; it has been downloaded 785 times since its launch.
- Produced the [Africa Continental Road Safety Profile](#) (English and French), providing a visual benchmarking of road safety performance across 51 African countries based on report findings and enabling comparison of progress across key indicators.
- Supporting continued dissemination and use of the report to inform policy dialogue, strengthen institutional accountability, and guide implementation of road safety actions across Africa.

RS > Outcome 03 > Activity 3.2

### Development of a Road Safety Performance Monitoring Framework

[ activity description ]

SSATP developed the *Road Safety Performance Monitoring Framework (RSPMF)* to support African countries in systematically assessing and improving road safety management through data-driven decision-making. Aligned with the African Road Safety Action Plan 2021–2030 and the UN Second Decade of Action for Road Safety, the framework provides a structured and harmonized approach for monitoring road safety performance, strengthening accountability, and tracking progress toward agreed targets. By promoting the collection and use of high-quality, standardized data, the RSPMF supports the identification of priority gaps and the design of evidence-based interventions consistent with the Safe System approach.

### ACHIEVEMENTS AND NEXT STEPS

- Published the RSPMF report in *English* and *French* on the SSATP website.
- Officially launched the framework through a regional webinar held on February 6, 2025, engaging road safety agencies and practitioners across Africa (see dissemination activities for more details).
- Supported collaborative use of the RSPMF in multi-country UN Road Safety Fund projects, and is now a relevant tool for the African Road Safety Observatory (AfRSO).
- Supporting continued dissemination and uptake of the framework to facilitate more consistent road safety data collection, analysis, and performance monitoring across the continent.



Webinar

## MONITORING ROAD SAFETY PERFORMANCE IN AFRICA

### Time

Paris  
3-4pm

Washington DC  
9-10 EST

Abidjan  
2-3pm

February 6, 2025



DECADE OF ACTION FOR ROAD SAFETY  
**2021  
2030**

A Road Safety Performance Monitoring Framework for African Countries

November 2024

SSATP is an international partnership supported by:



FIGURE 15. RSPMF report launch webinar announcement





**FIGURE 16.**  
Launch of SSATP Pillar 4,  
in Cotonou, March 2025



Thematic Area 04 ›

## RESILIENT ROAD ASSET MANAGEMENT



Africa's road networks are increasingly exposed to climate-related risks, chronic maintenance backlogs, institutional fragmentation, and financing constraints. In response, SSATP launched the RRAM pillar to support African countries in strengthening the planning, financing, management, and maintenance of road assets through a resilience lens. It is implemented through a three-year technical assistance program financed by the European Commission and delivered with the support of a specialized consultancy firm. Within this arrangement, SSATP provides strategic leadership, technical oversight, quality assurance support, and stakeholder coordination, while the European Commission ensures financing and policy alignment. This tripartite implementation framework was formalized in 2024 and became fully operational following the official launch of the RRAM pillar at the SSATP AGM held in Cotonou in March 2025.

In 2025, the program focused on establishing the analytical, institutional, and governance foundations for implementation. This included finalizing a comprehensive inception report, agreement on a results framework, and definition of priority areas. Work focused on the implementation of key flagship activities: diagnostics of road maintenance financing and asset management performance across Africa, strengthening policy dialogue with key sector institutions, and initiating knowledge activities and targeted stakeholder engagement through conferences/workshops to support climate-resilient road asset management. Based on stakeholder consultations and technical exchanges during the mid-term review, the initial Results Framework was revised to reflect key outputs achievable within the three-year program. It remains structured around the initial four outcomes, under which progress achieved during the year is reported. Table 4 summarizes the outcomes and activities performed under the RRAM pillar since its inception.

**TABLE 4.**  
Synopsis of RRAM Activities and Related Outcomes



RRAM ACTIVITIES	CURRENT STATUS
<p>› <b>OUTCOME 1</b></p>	<p><b>Systematically integrate climate resilience into road network planning, design, and maintenance practices</b></p>
<p><b>Guidelines on Effective Strategies for Climate-Resilient Road Infrastructure Planning</b></p>	<ul style="list-style-type: none"> <li>➤ Completed RRAM inception report which provides a preliminary assessment of existing climate risk challenges faced by roads in Africa.</li> <li>➤ Developing TORs for the guidelines. Guidelines are expected to be completed in 2027.</li> </ul>
<p>› <b>OUTCOME 2</b></p>	<p><b>Improve the effectiveness and efficiency of road management and financing institutions</b></p>
<p><b>Flagship study on road funds performance and their ability to support resilient road maintenance</b></p>	<ul style="list-style-type: none"> <li>➤ Baseline survey launched and implementation initiated in partnership with ARMFA.</li> <li>➤ Survey results received, analyzed and presented in various events to stakeholders.</li> <li>➤ Draft report prepared by the consultant and the final report will be submitted in the first semester of 2026.</li> </ul>
<p><b>Flagship study assessing road asset management performance for resilient infrastructure in Africa</b></p>	<ul style="list-style-type: none"> <li>➤ Finalized TORs, mobilized a consulting team and initiated activities to assess the landscape of resilient road asset management in Africa and develop policy reform recommendations.</li> <li>➤ The final report will be submitted in the first semester of 2026.</li> </ul>
<p><b>Capacity building and institutional strengthening for Road Funds and Road Agencies</b></p>	<ul style="list-style-type: none"> <li>➤ Supported policy dialogue and peer learning during the ARMFA General Assembly to promote learning and exchange on governance, digitalization, financing, and maintenance strategies.</li> <li>➤ Ongoing dialogue with individual agencies, and ARMFA members to identify challenges and define priority areas for targeted support.</li> <li>➤ Engaged in partnership with AGEPAR and ASANRA.</li> <li>➤ Initiated reflections on the development of an IRF/SSATP accreditation program.</li> </ul>
<p>› <b>OUTCOME 3</b></p>	<p><b>Strengthen rural and local transport infrastructure and services</b></p>
<p><b>Capacity building, policy support and guidance to relevant public/private sectors stakeholders to help their participation in rural road maintenance as part of Resilient Strategies.</b></p>	<ul style="list-style-type: none"> <li>➤ Launched preparations for the Planning Rural Connectivity in Africa (PRCA) Conference, held in Kigali, Rwanda (February 2026), as co-organizer, to present and promote SSATP's ongoing asset management initiatives and to facilitate knowledge exchange aimed at: (i) improving the sustainability and performance of rural road networks; and (ii) strengthening understanding of the critical role of rural road infrastructure in supply chains, market access, and inclusive economic growth.</li> </ul>
<p>› <b>OUTCOME 4</b></p>	<p><b>Promote the adoption and operation of digital tools and systems by road sector institutions to support resilient road asset management</b></p>
<p><b>Guidelines for the use of Data and Digital Tools and their applicability for Resilient Road Asset Management in Africa (Guidance Note on Innovation/RAMS, seminars, webinars, training).</b></p>	<ul style="list-style-type: none"> <li>➤ Completed assessment of digital tool usage as part of the road fund landscape flagship study.</li> <li>➤ Further assessment will be performed as part of the road asset management diagnostic flagship study.</li> <li>➤ Final guidelines on Innovation/Digital Tools for RRAM to be completed in 2028.</li> </ul>
<p><b>Pilot testing of "The Application of Emerging Digital Data and Tools for RRAM"</b></p>	<ul style="list-style-type: none"> <li>➤ Initiated coordination with the African Union to provide technical and advisory support for the development of open-source tools for RRAM.</li> </ul>

RRAM › Outcome 01

## Systematically integrate climate resilience into road network planning, design, and maintenance practices

During the reporting year, work under this outcome focused on establishing the analytical basis for integrating climate resilience into road asset management practices across Africa. The RRAM inception report provided a preliminary assessment of climate risk challenges affecting road infrastructure on the continent and examined how climate risks are currently addressed in planning frameworks, maintenance practices, and institutional arrangements. The analysis highlighted key gaps that limit the systematic integration of resilience considerations across the road asset lifecycle.

RRAM › Outcome 01 › Activity 1.1

**Guidelines on effective strategies for climate-resilient road infrastructure planning**

[ activity description ]

SSATP will develop practical guidelines to support African road agencies in integrating climate resilience into road infrastructure planning and management practices. These guidelines will build on the findings of the inception report and international best practices to provide operational recommendations tailored to African road sector institutions.

### ACHIEVEMENTS AND NEXT STEPS

- Completed the RRAM inception diagnostic assessing how climate risks are addressed in planning, maintenance, and institutional arrangements across Africa, and identified key gaps and constraints.
- Initiated preparation of Terms of Reference (TORs) for the development of guidelines on integrating climate risk into road infrastructure planning.
- Development of the guidelines is expected to be completed by 2027.

**FIGURE 17.** Launch of the SSATP flagship study on road funds performance in Nairobi (September 2025)





RRAM › Outcome 02

## Improve the effectiveness and efficiency of road management and financing institutions

This outcome focuses on strengthening the institutional performance, governance, and financing arrangements of road sector institutions, including road agencies and road funds, which are central to the sustainability and resilience of Africa's road networks. During 2025, work concentrated on launching analytical work to assess the performance of road sector institutions and identify opportunities for reform. These efforts aim to provide evidence-based recommendations to improve the effectiveness of road asset management and strengthen the financial sustainability of road maintenance systems.

RRAM › Outcome 02 › Activity 2.1

### Flagship study on road funds performance and their ability to support resilient road maintenance

[ activity description ]

SSATP initiated a flagship analytical study on the performance of African road funds and their ability to support sustainable and climate-resilient road maintenance. Implemented in partnership with the African Road Maintenance Funds Association (ARMFA), the study is anchored in a baseline survey assessing governance arrangements, financing mechanisms, institutional capacity, and operational performance. The study aims to assess the current status of Africa's road fund landscape and inform reforms to strengthen the financial sustainability, transparency, and climate resilience of road maintenance systems under the RRAM pillar.

### ACHIEVEMENTS AND NEXT STEPS

- ↳ Launched the flagship study on road funds performance during a three-day technical workshop in Nairobi, Kenya (September 16–18, 2025), convening representatives from 18 road funds, development partners, and technical experts to refine survey instruments, confirm participating countries, and agree on coordination arrangements for data collection and analysis.
- ↳ Initiated survey implementation in October 2025 and presented preliminary findings at the ARMFA General Assembly in Monrovia.
- ↳ A draft report was prepared by end of 2025. The final report is expected to be submitted in the first semester of 2026.
- ↳ Following report finalization, SSATP will support dissemination and use of the findings to inform actionable recommendations and policy reform roadmaps.

RRAM › Outcome 02 › Activity 2.2

**Flagship study assessing road asset management performance for resilient infrastructure in Africa**

[ activity description ]

In 2025, SSATP initiated an assessment of resilient road asset management practices across Africa. Implemented in partnership with the Association of African Road Managers and Partners (AGEPAR) and the Association of Southern African National Road Agencies (ASANRA), the activity benchmarks African road administrations against a common maturity framework covering institutional capacity, data and asset management systems, financing, climate resilience and service quality. The assessment provides a structured evidence base to support policy dialogue, identify reform priorities and guide future capacity building and technical assistance for climate resilient road management across Africa.

**ACHIEVEMENTS AND NEXT STEPS**

- 📌 Finalized the TORs for the study and mobilized a consulting team.
- 📌 Initiated assessment activities to analyze the landscape of resilient road asset management across Africa.
- 📌 The final report is expected to be submitted in the first semester of 2026.

**FIGURE 18.**  
SSATP at the 22nd ARMFA General Assembly, Monrovia, Liberia (November 2025)





RRAM > Outcome 02 > Activity 2.3

### Capacity building and institutional strengthening for road funds and road agencies

[ activity description ]

In parallel with analytical work, SSATP supported policy dialogue and peer learning among road funds and road sector institutions to promote the exchange of experience and strengthen governance and operational performance.

### ACHIEVEMENTS AND NEXT STEPS

- SSATP advanced policy dialogue and peer learning on resilient road asset management by supporting and co-organizing discussions at the 22nd General Assembly of the African Road Maintenance Funds Association, held in Monrovia, Liberia on November 17–21, 2025. The Assembly provided a platform for road fund leaders, policymakers, and development partners to exchange experiences on governance reform, sustainable financing, digitalization of road fund operations, and the integration of climate resilience into maintenance strategies.
- Continued and bilateral engagement with individual road funds, road agencies, and ARMFA members to identify institutional challenges and priority areas for targeted support.
- SSATP engaged in partnerships with sector institutions including AGEPAR and ASANRA to support collaboration on resilient road asset management initiatives.
- Initiated reflections on the development of an IRF/SSATP accreditation program to help retain institutional knowledge and address capacity gaps resulting from staff turnover in government institutions.

RRAM › Outcome 03

## Strengthen rural and local transport infrastructure and services

This outcome focuses on the resilience of rural and local road networks, which account for the majority of Africa’s road assets and are highly exposed to climate-related disruptions. In 2025, work focused on knowledge sharing and policy dialogue on rural road connectivity and maintenance.

RRAM › Outcome 02 › Activity 3.1

**Capacity building, policy support and guidance to relevant public/private sectors stakeholders to help their participation in rural road maintenance as part of Resilient Strategies**

[ activity description ]

As co-organizer with the World Bank, SSATP supported preparations for the Planning Rural Connectivity in Africa (PRCA) Conference, to be held in Kigali, Rwanda, in February 2026. SSATP aims to promote dialogue among governments, development partners, and sector stakeholders at the continental level on strategies to improve the sustainability and performance of rural road networks. The conference will highlight the critical role of rural roads in supporting supply chains, facilitating market access, and promoting inclusive economic growth.



RRAM › Outcome 04

## Promote the adoption and operation of digital tools and systems by road sector institutions to support resilient road asset management

This outcome focuses on promoting the use of digital tools and systems to strengthen resilient road asset management. In 2025, the analytical work focused on assessing the current use of digital tools and data systems among road sector institutions.

RRAM › Outcome 04 › Activity 4.1

### Guidelines on the use of data and digital tools for resilient road asset management

#### ACHIEVEMENTS AND NEXT STEPS

[ activity description ]

Initial results from the main flagship reports on road funds and on resilient road asset management helped assess the current status of digital tools and data systems used by road sector institutions across Africa. This work will inform the development of guidance on innovation and digital solutions for resilient road asset management.

- Completed an assessment of digital tool usage as part of the road fund landscape and road asset management diagnostic flagship studies.
- Final guidelines on innovation and digital tools for RRAM are expected to be completed in 2028.

RRAM › Outcome 04 › Activity 4.2

### Pilot testing of emerging digital data and tools for resilient road asset management

[ activity description ]

During the mid-term review, among other key discussions, SSATP initiated coordination with the African Union to explore opportunities for technical assistance and advisory support for the development and adoption of open-source digital tools for road asset management and maintenance across Africa.

**FIGURE 19.** RRAM Pillar breakout session during MTR Workshop in Abidjan, December 2025







# COMMUNICATION AND DISSEMINATION

In 2025, SSATP strengthened dissemination of its flagship knowledge products and policy messages by combining strategic visibility at global and continental events with targeted webinars and sustained digital outreach. This approach helped extend engagement beyond immediate event participants and supported uptake of SSATP guidance by member countries, regional institutions, and partners. Communications efforts prioritized pairing major publications with structured dissemination, convening policy and practitioner dialogue on priority reforms, and directing stakeholders to SSATP resources through digital channels.

This strategy generated strong engagement across SSATP's main platforms. SSATP's LinkedIn presence expanded and engagement increased markedly year-on-year, with 99,804 impressions and 2,836 engagements, and the community reaching 18,365 followers by year end. Email outreach also remained a key channel for mobilizing participation in events and promoting knowledge products, with open and click-through rates consistently exceeding Mailchimp cross-industry benchmarks. The SSATP website continued to serve as the program's primary gateway for knowledge, attracting about 29,000 visitors and generating around 17,000 report-related interactions (PDF clicks and downloads).

## DISSEMINATION EVENTS AND WEBINARS

SSATP used major convenings to position DP4 priorities and elevate evidence and lessons from its analytical work, in partnership with key global and continental actors. At the UITP 2025 Global Public Transport Summit in Hamburg (June 15–18, 2025), SSATP engaged stakeholders under the European Commission's Global Gateway initiative and contributed alongside partners including MobiliseYourCity (MYC) and the Transformative Urban Mobility Initiative (TUMI). SSATP also strengthened practitioner exchange at Transforming Transportation 2025 (TT25) in Washington, D.C. (March 11–12, 2025) and co-organized Paratransit/Popular Transport Day with a coalition of development partners and practitioners, reinforcing dialogue on city-led paratransit reform and integration.

In road safety, SSATP used high-level and technical platforms to support Africa-focused dialogue and promote data-driven management in collaboration with continental and global partners. As a technical partner of the Fourth Global Ministerial Conference on Road Safety in Marrakech (March 15–20, 2025), SSATP worked with the AUC and WHO to advance Africa-focused sessions, including presentation of analytical findings on lead road safety agencies and the official launch of the [Africa Status Report on Road Safety 2025](#). SSATP also convened targeted dissemination webinars with partners throughout the year. On February 6, 2025, SSATP hosted a regional webinar with WHO and the AUC to launch the [Road Safety Performance Monitoring Framework](#) (RSPMF), convening 150+ participants from 44 countries. Additional partner-led webinars supported dialogue on vulnerable road users and youth road safety, including “Safe Walking and Cycling in Africa” (May 15, 2025), co-organized with WHO (Africa Region), UNEP, UN-Habitat, the Global Alliance of NGOs for Road Safety, and WALK21; “Introducing Key Road Safety Reports for 2025” (May 27, 2025), convened with WHO, UNICEF, and the George Institute for Global Health; and “Using Data and Digital Technologies to Transform Road Safety” (November 11, 2025), co-hosted



**FIGURE 20.**

SSATP Program Manager provides opening remarks during the webinar introducing key road safety reports

with the World Bank's ieConnect for Impact and the Global Road Safety Facility (GRSF), with participation from Kenya's National Transport and Safety Authority (NTSA).

Under the regional connectivity agenda, SSATP supported regional exchange on port digitalization and Maritime Single Windows (MSWs) with specialized partners. In February 2025, SSATP co-hosted a webinar with the African Alliance for E-Commerce (AACE) on MSW implementation under the IMO FAL Convention. This was followed by a larger regional dissemination webinar on June 26, 2025, co-organized with AACE and featuring contributions from the World Bank, AUC, and IMO. The event convened 220 participants (including 171 from 40 African countries) and marked the launch of SSATP's working paper [Catching Up on Digital Port Infrastructure for Africa](#), including a practical roadmap and country implementation experiences.

To support uptake of urban mobility knowledge products, SSATP convened a global dissemination webinar on December 10, 2025 for [Embracing Informal Transport: A New Paradigm for Urban Mobility](#), attracting 367 registrants and 216 live participants from 69 countries (including 42 African countries). The webinar reinforced demand for practical guidance on integrating informal public transport as a core element of urban mobility systems.

# COMMUNICATION CHANNELS

## SSATP LinkedIn Community

In 2025, LinkedIn remained a core channel for SSATP to engage policymakers, researchers, and transport professionals across Africa and beyond, supporting the dissemination of publications, event announcements, program updates, and professional opportunities. SSATP’s LinkedIn performance strengthened markedly year-over-year. Total content impressions rose to 99,804 in 2025, a 43% increase from 69,744 in 2024. Engagement more than doubled to 2,836 total engagements (+121% vs. 1,283 in 2024), comprising 2,073 reactions (+74%), 96 comments (+88%), and 70 reposts (+89%). The audience also expanded, reaching 18,365 members by year end (+9% from 16,843). In addition, SSATP gained 2,360 new followers in 2025, reflecting continued growth in the program’s LinkedIn community. A standout post promoting the *Embracing Informal Transport* report and webinar generated 5,661 impressions, 111 reactions, and 20 reposts, underscoring strong interest in practical approaches to informal transport reform.


## SSATP Stories and Highlights from 2025

SSATP continued to publish feature stories, press releases, and thematic updates to summarize takeaways from major events and knowledge products and to direct readers to recordings, presentations, and related resources. In 2025, SSATP published 16 new stories, including press releases, event pages, and feature stories—covering milestones such as AARSLA’s establishment and dissemination of flagship reports and webinars. This approach helped sustain engagement over time by keeping key messages accessible to a wider audience.

## SSATP Insider Newsletter & Email Marketing Campaigns

In 2025, SSATP combined the SSATP Insider newsletter with targeted email campaigns to promote flagship publications, webinars, and program milestones. Across campaigns launched during the year, engagement consistently exceeded Mailchimp’s cross-industry benchmarks (21.33 percent open rate and 2.62 percent click-through rate). Several campaigns paired strong readership with high click-through performance, including “HOT OFF THE PRESS: SSATP 2024 Annual Report” (44.3 percent open rate; 8.4 percent click-through rate) and the webinar outreach “Introducing Key Road Safety Reports for 2025” (48.6 percent open rate; 7.3 percent click-through rate). SSATP published two editions of the SSATP Insider newsletter in January 2025 and September 2025; the January 2025 edition achieved a 39.8 percent open rate and a 4.4 percent click-through rate, reinforcing the newsletter’s role as a core channel for program updates.

FIGURE 21. SSATP LinkedIn post announcing webinar on Embracing Informal Transport



**Africa Transport Policy Program (SSATP)**  
Africa's leading transport policy development forum  
3mo • Edited • 🔒

• Following    ⋮

**🔥 In many African cities, informal transport is the main way people get around—so why isn't it central to urban mobility policy?**

To explore this question, **#SSATP** is hosting a webinar on the findings of our new report, ***Embracing Informal Transport: A New Paradigm for Urban Mobility***. The report calls for a shift in perspective: instead of seeking to replace informal public transport (IPT), cities should strengthen and integrate it as a core pillar of their mobility strategies.

📄 Read the report: <https://lnkd.in/exYzkCVW>

👉 **What you'll take away:**

- Key insights from 14 African cities on improving informal transport
- Practical pathways for better governance, service quality, and integration
- Strategies to make IPT more efficient, safer, and more people-centered
- Real-world perspectives from practitioners in Sierra Leone, Senegal, Madagascar, and Mozambique


🔗 Register for the webinar: <https://lnkd.in/eFjTFhJy>

📅 Wednesday, December 10, 2025

🕒 08:00–09:30 DC | 13:00–14:30 Dakar | 14:00–15:30 Paris | 16:00–17:30 Antananarivo

🌐 English & French interpretation available

Join us to explore how **#informaltransport** can be a driving force for more inclusive, resilient, and sustainable **#urbanmobility** across **#Africa**.

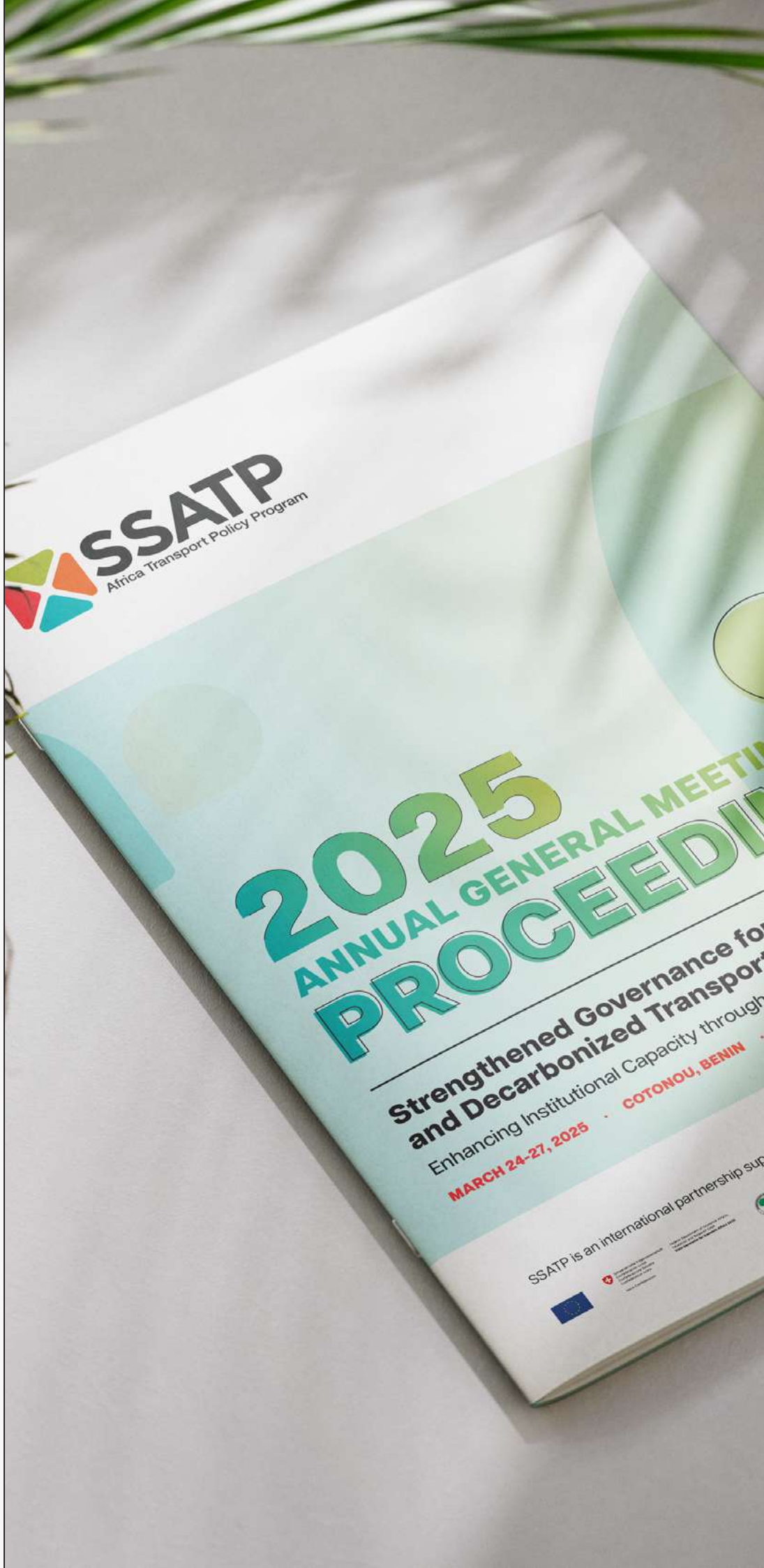


👍👎🗨️ 110

20 reposts

**SSATP Website**

The SSATP website remained the program’s primary gateway for knowledge in 2025, drawing about 29,000 visitors who viewed roughly 79,000 pages. Users engaged actively with SSATP products—generating around 17,000 report related interactions (PDF clicks and file downloads). while engagement metrics indicate particularly strong interaction from African stakeholders, consistent with SSATP’s mandate and the practical relevance of its policy guidance.





05

# PUBLICATIONS

In 2025, SSATP continued to consolidate its role as a regional knowledge platform by publishing a diverse set of analytical reports, flagship policy guides, and institutional reference documents supporting the implementation of its Fourth Development Plan (DP4).

Together, these publications highlight SSATP's continued commitment to evidence-based policymaking. By combining analytical work, practical guidance, and real-world case studies, SSATP's 2025 knowledge products support African countries and their partners in strengthening transport governance, improving safety, advancing digitalization, and building more resilient and inclusive transport systems.



### 2025 Annual General Meeting Proceedings

Program management

Proceedings

Full Report



This report summarizes the discussions and decisions of the 2025 SSATP Annual General Meeting held in Cotonou, Benin, from March 24–27, 2025. It captures key outcomes across SSATP’s four thematic pillars, including the official launch of the Resilient Road Asset Management pillar, endorsement of updated work plans, the establishment of the African Association of Road Safety Lead Agencies, and Somalia’s accession as SSATP’s 43rd member country.

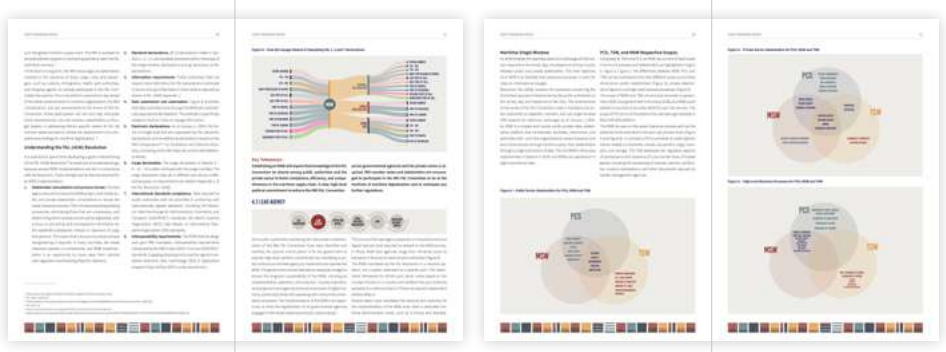


### Catching up on Digital Port Infrastructure for Africa

Port Management

Digitalization

Full Report



This working paper examines the state of port digitalization in Africa in the context of the IMO Maritime Single Window requirement. Drawing on stakeholder interviews and early country experiences, it proposes a practical roadmap for MSW implementation, including a taxonomy of digital systems and an implementation checklist tailored to African ports. This paper contributes practical guidance to policymakers, port authorities, and development partners supporting Africa’s digital transformation in the maritime sector. Published in *English & French*.

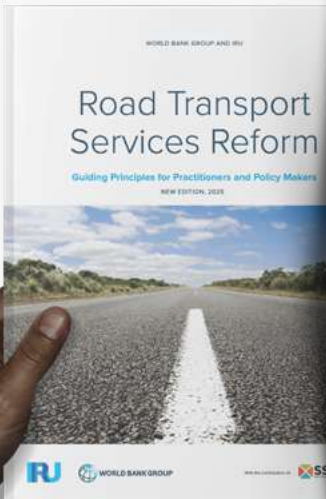


### 2024 Annual Report

Annual report | Reporting | [Full Report](#)

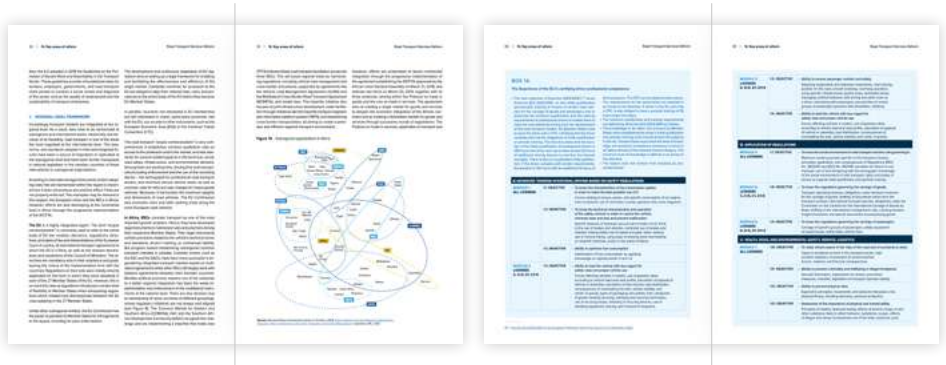


The 2024 Annual Report reviews SSATP’s activities, results, and partnerships over the calendar year, highlighting progress under the Fourth Development Plan (DP4). It documents achievements across the four thematic areas, program governance and financial management, and SSATP’s contribution to advancing safe, sustainable, and inclusive transport systems in Africa.

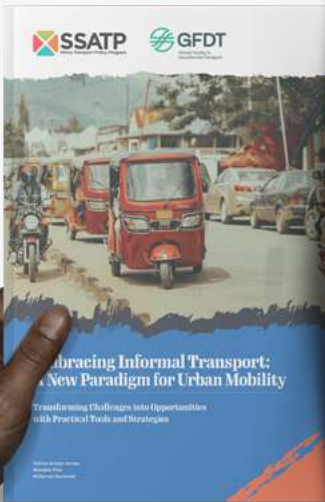


### Road Transport Services Reform: Guiding Principles for Practitioners and Policy Makers

Road transport | Governance | Transport professionals | [Full Report](#)



This newly revised edition of the *Road Transport Services Reform: Guiding Principles for Practitioners and Policy Makers* is a joint initiative of the World Bank, the International Road Transport Union (IRU), and the Africa Transport Policy Program (SSATP). First published in 2016 and fully updated and expanded in 2025, the Guide is a unique reference designed to help governments and transport authorities diagnose challenges in the road transport sector and define a comprehensive, inclusive path to reform. Expanding beyond freight to include passenger transport, safety, and decarbonization, the guide offers flexible reform options adapted to country contexts, supported by practical examples from Africa and other regions.



## Embracing Informal Transport: A New Paradigm for Urban Mobility

Urban Transport & Mobility

Ghana

Rwanda

Full Report



This SSATP technical report calls for a paradigm shift in how Sub-Saharan African cities approach informal public transport (IPT), recognizing its central role in meeting urban mobility needs. Based on case studies from 14 African cities, the report examines the complexities of the sector, the challenges of reform, and the potential for improvement through collaboration rather than replacement. It identifies five key reform levers—regulation, organization, vehicle financing, operations and maintenance, and infrastructure—and offers practical strategies and tools for policymakers and practitioners. With strong leadership, sustained trust, and inclusive engagement, the report shows how IPT can evolve into a more efficient, reliable, and integral part of urban transport systems across Africa.



## Africa Status Report on Road Safety 2025

Road Safety

Road Safety Observatory

Full Report



The [Africa Status Report on Road Safety 2025](#) is a milestone in establishing a harmonized monitoring mechanism for Africa, building on previous efforts by SSATP, AUC, WHO, and other partners. Based on data from WHO's *Global Status Report on Road Safety 2023*, funded by Bloomberg Philanthropies, it aims to support informed decision-making and systematic reporting. The report assesses the burden of road traffic crashes, evaluates institutional management practices and legislation on key risk factors, and identifies gaps with proposed actions to enhance road safety data and implementation strategies. Expanding on the 2020 report, it explores additional areas using WHO data and country case studies while addressing persistent gaps across the five pillars of the UN Decade of Action for Road Safety. Report published in [English](#) & [French](#), and the Executive Summary in [Portuguese](#).



## Road Safety Performance Monitoring Framework

Road Safety

Road Safety Observatory

Full Report



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. Published in [English](#) & [French](#).



## African Continent Road Safety Profile

Climate Change

Road Asset Management

Full Report

This profile presents a visual snapshot of road safety performance across 51 African countries. Drawing on data from the [2025 Africa Status Report](#), it highlights key trends, risk factors, and institutional gaps, with a focus on vulnerable road users and the need for stronger leadership, financing, and data systems.



## SSATP's Fourth Pillar: Resilient Road Asset Management

Climate Change

Road Asset Management

Full Report

This pillar brief introduces Resilient Road Asset Management as the fourth thematic area of SSATP's DP4. It outlines the pillar's objectives, priority areas, and implementation approach, focusing on climate resilience, institutional strengthening, rural accessibility, and digital innovation to support more sustainable and durable road networks in Africa.





# FINANCIAL STATUS

This financial report covers the period from the launch of the Fourth Development Plan (DP4) up to December 31, 2025. It presents a consolidated view of financing supporting DP4 implementation, including (i) resources administered through the SSATP Multi Donor Trust Fund (MDTF) and (ii) parallel financing arrangements managed outside the trust fund, most notably for Pillar 4 – Resilient Road Asset Management (RRAM), in line with guidance provided by the SSATP Executive Committee.

Unless otherwise stated, tables and figures in this section report MDTF resources only. Parallel financed activities are described separately to ensure transparency regarding financing sources, fiduciary responsibility, and implementation modalities.

## FINANCING PARTNERS

SSATP's DP4 is financed by the contributions of three donors: the Economic Commission (EC) of the European Union, the Swiss State Secretariat for Economic Affairs (SECO) and the African Development Bank (AfDB). The Agence Française de Développement (AFD) made a contribution of 250K euros to the African Union Commission (AUC) through SSATP.




# CONTRIBUTIONS AND RECEIPTS

## Multi-Donor Trust Fund

Like previous development plans, DP4 is administered by the World Bank, and funds from the current financing partners are channeled through a Multi-Donor Trust Fund (MDTF), which follows World Bank policies and procedures and its accounting and control systems.<sup>1</sup>

DONOR	CURRENCY	AMOUNT IN CONT. CURRENCY	AMOUNT IN USD.	AMOUNT PAID IN USD	AMOUNT UNPAID IN USD
AfDB	USD	1,374,413	1,374,413	1,374,413	-
SECO	USD	4,000,000	4,000,000	4,000,000	-
AFD	EUR	250,000	243,075	243,075	-
EUROPEAN COMMISSION	EUR	7,000,000	7,746,900	7,746,900	-
<b>TOTAL</b>			<b>13,364,388</b>	<b>13,364,388</b>	-

**TABLE 5.**  Statement of Contributions and Receipts to the Multi-Donor Trust Fund as of December 2025

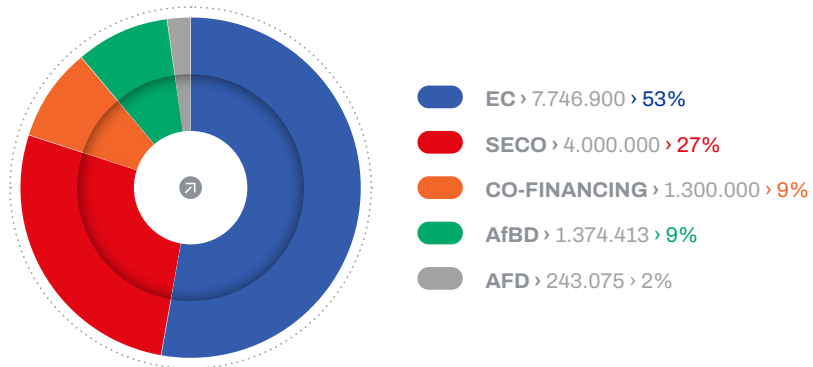
**NOTE:**

This table reflects contributions to the SSATP MDTF only and does not include expenditures under European Commission (EC)-managed service contracts supporting Pillar 4 (RRAM).

The contributions of SSATP's DP4 financing partners as of December 31, 2025, amounted to US\$13,364,388. SECO paid its pledged contribution in five installments, three installments of US\$1,000,000 each received in December 2021, November 2022 and December 2023 and two installments of US\$500,000 each received in October 2024 and September 2025. AfDB paid its first installment of US\$186,734 in January 2022 followed by a second installment amounting to US\$293,805 in December 2022, a third one of US\$283,032 in October 2023, its fourth installment of US\$298,811 was received in November 2024 and its fifth and last installment of US\$312,031 in October 2025, bringing its total contribution as of December 2025 to US\$1,374,413. Following the signature of the Administration Agreement with the EC, the first tranche of €3,500,000 equivalent to US\$3,933,300 was received in July 2023 and the second tranche of US\$ 3,813,600 was received

1. The World Bank fiscal year starts on July 1st and ends on June 30th. Therefore, some of the tables provided in this report refer to the World Bank fiscal year period.

**FIGURE 22.**  
MDTF Contributions by Donor and Co-Financing Leveraged



### Co-financing leveraged by SSATP and In-kind contributions

in March 2025. In September 2022, AFD/Expertise France provided a contribution of €250,000 (US\$243,075) to the AUC through SSATP. This contribution is allocated to two activities (i) to support the AfRSO secretariat for the year 2022 and (ii) to carry out a study on the digitalization of African ports.

To better leverage SSATP's limited resources, the Program Management Team was able to mobilize around US\$1.3 million in co-financing from key partners for activities where priority areas aligned.

For the Regional Connectivity and Economic Integration (RCEI) thematic area, the team secured additional financing from the World Bank's Global Facility to Decarbonize Transport (GFDT) for conducting the port digitalization study. The International Maritime Organization (IMO) co-financed the organization of the Maritime Single Window workshop in Abidjan in December 2025 (about US\$115K). Similarly, for the Sustainable Urban Mobility and Accessibility (SUMA) thematic area, SSATP mobilized co-financing from the Public Private Infrastructure Advisory Facility (PPIAF) to develop the working paper on fleet renewal and the professionalization of the minibus transport industry. This activity capitalizes on the synergies between the professionalization of public transport (a core objective of the SUMA pillar) and the enhancement of the private sector (a core objective of PPIAF). SSATP also secured another grant from PPIAF to implement an academic cooperation program that brought together international teams of early-career researchers from African universities to produce original research on technologies to improve informal transport services. The team also mobilized co-financing from the Mobility and Logistics Trust Fund (MOLO) to develop guidelines for paratransit reform and from SDG Partnership Trust Fund to carry out the urban mobility mentorship program. For the Road Safety thematic area, SSATP secured a US\$50k co-financing from the Global Road Safety Facility (GRSF) under the Motorcyclists Safety in Africa project, to work on the *Guidelines for a Policy Framework to Enhance the Safety of Commercial Motorcyclists in African Countries*.

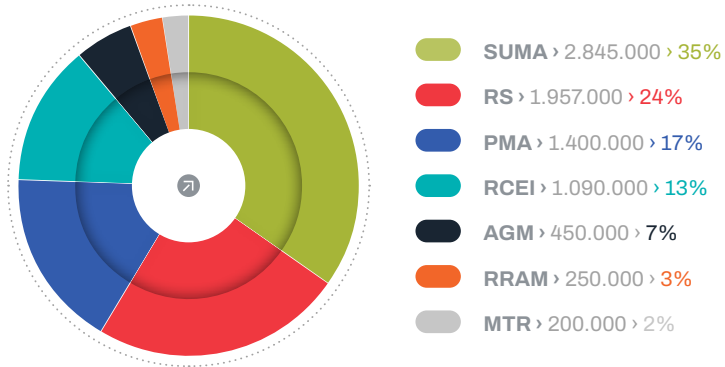
In addition, the European Commission (EC) made two "in-kind" contributions of approximately US\$650K to cover participants and logistics expenses for the UITP summit in Barcelona, Spain in June 2023 (about US\$150K) and for the organization of the SSATP DP4 Annual General Meeting in March 2025 in Cotonou, Benin (about US\$400K).

### Fund Allocation per Pillar / Cost Category

**FIGURE 23.** Fund Allocation per Pillar / Cost Category

**NOTE:** Fund allocations reflect MDTF resources only and do not include EC-managed parallel financing supporting the RRAM pillar. For a full overview of Pillar 4 financing, see the section on "Parallel Financing Supporting DP4 Implementation – Pillar 4 (RRAM)."

From the DP4 total receipt of US\$13,364,388, US\$8,192,000 have been allocated from the Trustee account to pillars as shown in the figure below:



### Investment Income

Another source of income and receipts for the DP4 MDTF is investment income. The World Bank invests the undisbursed amounts of the cash contributions received from SSATP’s financing partners. By December 31, 2025, the total receipts from investment income of the DP4 MDTF amounted to US\$782,414.



# STATEMENT OF DISBURSEMENTS

## Administration Fee

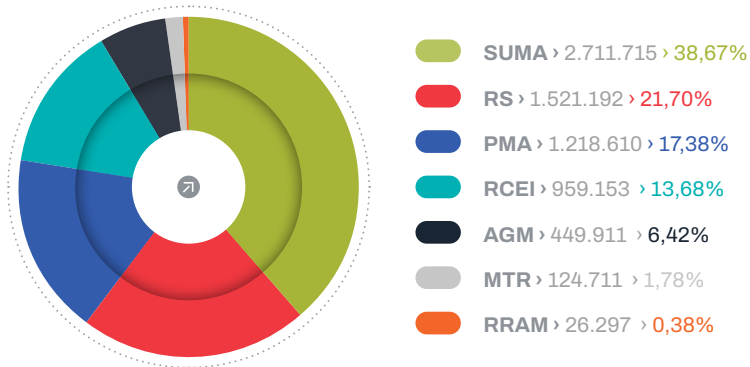
The total disbursement of the DP4 MDTF included a twelve percent administration fee of US\$841,390. The administration fee is stipulated in the financing partners' administration agreement with the World Bank, and it is applied on all cash disbursed from the four financing partners. It represents the cost recovery of the World Bank applicable at the time the DP4 MDTF was established.

## Total Disbursement


The DP4 total disbursement position as of December 31, 2025, stood at US\$ 7,011,590. Allocations were made from the MDTF to finance all pillar activities as well as the program management and administration function. From September 2021 till December 2025, disbursement per activity stood as follows: RCEI pillar disbursed US\$959,153 or 13.68%, SUMA pillar, US\$2,711,715 or 38.67%, RS pillar, US\$1,521,192 or 21.70%, RRAM pillar US\$26,297 or 0.38%, Program Management and Administration, US\$1,218,610 or 17.38%, 2025 Annual General Meeting (AGM), US\$449,911 or 6.42% and DP4 MTR US\$124,710 or 1.78%.

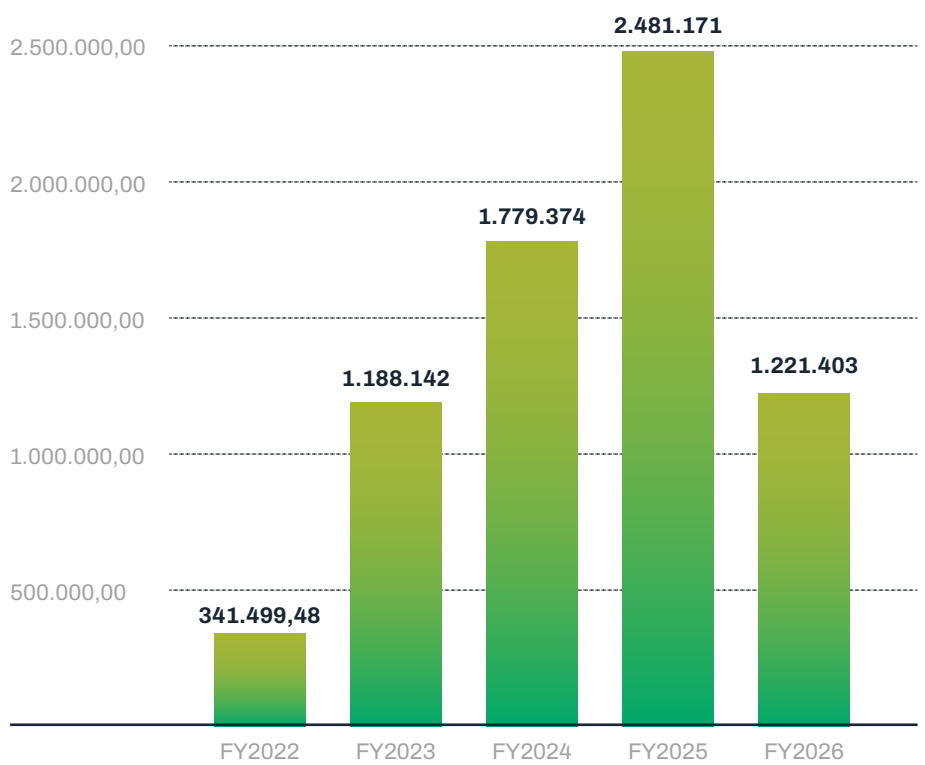
**FIGURE 24.** DP4 MDTF Disbursements by Pillar and Cost Category as of December 2025

**NOTE:** Disbursement figures reflect MDTF resources only and do not include expenditures under the EC-managed service contract supporting Pillar 4 (RRAM). RRAM MDTF disbursements of US\$26,297 represent coordination and limited complementary activities and should not be interpreted as indicative of total resources deployed under the pillar. For a full overview of Pillar 4 financing, see the section on "Parallel Financing Supporting DP4 Implementation – Pillar 4 (RRAM)" below.





**FIGURE 25.**   
DP4 MDTF Disbursement Trend  
by Fiscal year<sup>2</sup>



### Fund balance as of December 2025

The total DP4 MDTF balance as of December 2025 is US\$6,293,755.

2. WBG fiscal year (July 1 – June 30).

# PARALLEL FINANCING SUPPORTING DP4 IMPLEMENTATION — PILLAR 4 (RRAM)

Implementation of the Resilient Road Asset Management (RRAM) pillar is supported through European Commission (EC) parallel financing managed outside the SSATP Multi-Donor Trust Fund (MDTF). The EC finances RRAM through a multi-year service contract for technical assistance on resilient road asset management in Africa, administered under EU procurement and fiduciary procedures. The contract entered into force in December 2024 and extends through December 2027, with a total value of EUR 3,510,625.

Under this financing modality, the EC retains full contracting and fiduciary responsibility for the service contract, while SSATP provides strategic leadership, technical coordination with African institutions, and quality assurance in alignment with DP4 objectives and the Pillar 4 results framework. Expenditures under this contract do not flow through the SSATP MDTF and are not reflected in the contribution, allocation, or disbursement tables presented in this report.<sup>3</sup>

**TABLE 6.**  
Pillar 4 (RRAM) — Financing  
Overview as of December 31,  
2025



**EXCHANGE RATE NOTE:**  
EUR figures reflect EC fiduciary reporting  
and are not converted to USD in this  
table. All other MDTF financial data in this  
report are presented in USD.

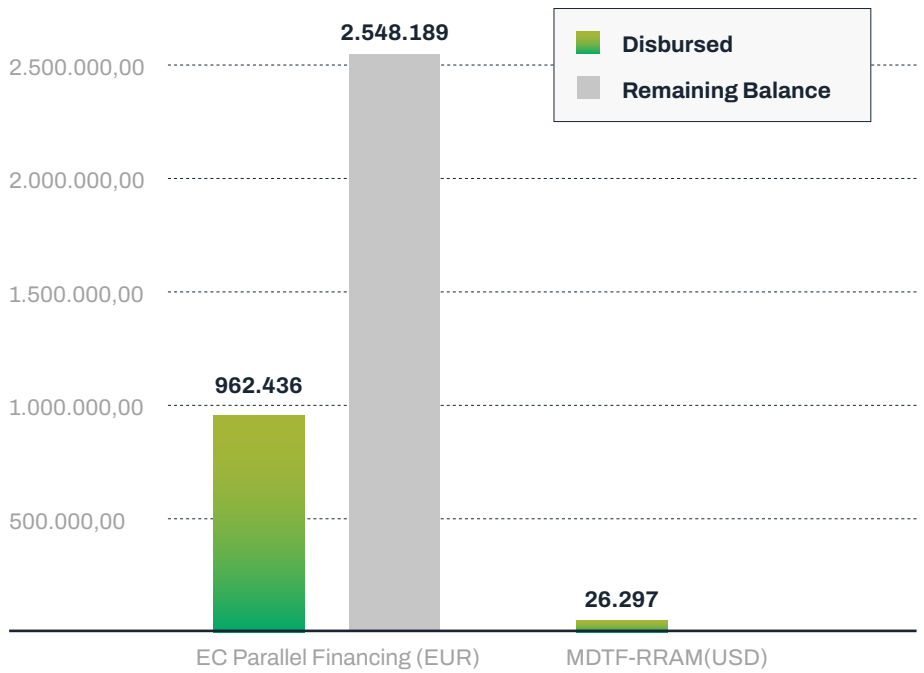
FINANCING ITEM	AMOUNT	NOTES
<b>EC service contract — total value</b>	EUR 3,510,625	Implementation period: December 2024 – December 2027
<b>Cumulative EC expenditure to date</b>	EUR 962,436	Claimed and paid as of December 31, 2025
<b>Remaining EC contract balance</b>	EUR 2,548,189	Available for 2026–2027 implementation
<b>MDTF disbursement — RRAM Pillar</b>	USD 26,297	Coordination and limited complementary activities

3. For a full overview of SSATP MDTF contributions and disbursements, see the preceding financial tables and figures.

As of December 31, 2025, cumulative expenditures claimed and paid under the RRAM service contract totaled EUR 962,436, marking the close of the first year of implementation. These resources were deployed across three categories: fees for Key Experts providing continuous technical leadership throughout the implementation period; fees for Non-Key Experts mobilized on demand for specific analytical assignments; and incidental expenditures covering missions, seminars, workshops, and capacity-building activities referenced throughout this report. Together, these resources represent the principal source of funding for Pillar 4 during DP4 and underpin the majority of RRAM activities reported herein.

MDTF disbursements under Pillar 4, amounting to US\$26,297, cover Bank staff costs and other variable operational expenditures, and should be read in conjunction with the parallel financing figures above.<sup>4</sup>

**FIGURE 26.** Pillar 4 (RRAM) — Total Financing Overview by Modality, as of December 31, 2025<sup>5</sup>



4. RRAM MDTF disbursements represent a small share of total Pillar 4 financing. Parallel-financed expenditures are managed outside the SSATP trust fund under European Commission fiduciary responsibility.

5. Pillar 4 financing combines European Commission parallel financing managed outside the MDTF — with a total contract value of EUR 3,510,625, of which EUR 962,436 has been disbursed as of December 31, 2025 — with MDTF-financed coordination activities of US\$26,297. MDTF figures alone do not reflect total resources deployed under RRAM. EC parallel financing expenditures are managed under European Commission fiduciary responsibility.



# ANNEX

## RESULTS FRAMEWORK

Thematic Area:

### Regional Connectivity and Economic Integration



OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION
Facilitate the development of a more efficient, low carbon, multi-modal, connected continental transport network to enhance Africa's economic activity and trade competitiveness.	<ul style="list-style-type: none"> <li>Improved transit performance of 2 selected economic transport corridors' efficiencies.</li> </ul>	<ul style="list-style-type: none"> <li>Reports from RECs and Observatories.</li> <li>SSATP publications and progress reports.</li> </ul>
<b>› OUTCOME 1</b>		
<ul style="list-style-type: none"> <li>Development of a long-term transport strategy for the continent, aligned with The Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063.</li> </ul>	<ul style="list-style-type: none"> <li>AUC long-term Strategy has been finalized and prepared by end of CY2024</li> </ul>	<ul style="list-style-type: none"> <li>AUC documents.</li> <li>SSATP publications and progress reports.</li> </ul>
<b>› OUTPUTS</b>		
<ol style="list-style-type: none"> <li>Support to AUC on policy initiatives geared towards promotion of completion of the missing links on the Trans-African Highway and Tran African rail networks.</li> <li>Support to AUC for common norms and standards for the African railway network defined.</li> <li>Support to developing the Dar es Salaam Action Plan on Trans-African Highways.</li> <li>Support to address the challenges, safety, access infrastructure, regulations. of the inland water transport.</li> <li>Develop a revised African Maritime Charter, promote its implementation.</li> </ol>	<ul style="list-style-type: none"> <li>Policy initiatives prepared and supported by AUC.</li> <li>AUC prepared common specifications and standards (e.g., such as axle loads and signaling) for African railway network by end of CY2025.</li> <li>Implementation of the Dar es Salaam Action Plan makes progress.</li> <li>Recommendations published by end of CY2023 for the safety, infrastructure and regulations of the inland water transport.</li> <li>Final draft by end of 2024 of a revised African Maritime Charter.</li> </ul>	<ul style="list-style-type: none"> <li>AUC documents.</li> <li>SSATP publications and progress reports.</li> </ul>

› **OUTCOME 2**

- Consensus achieved on the framework for functionality of an economic corridor development.
- Framework for economic corridors finalized and submitted to RECs/countries by 2023.
- RECs, countries and corridors decisions taken.
- SSATP publications and progress reports.

› **OUTPUTS**

- 2.1. Implementation Guidelines for the Corridor Management Institutions.
- 2.2. Development of a strategic framework for performance-based corridor development plans.
- 2.3. Transformation of the existing transport corridor into a SMART economic corridor.
- 2.4. Improved transit times and progress made towards more efficient trade facilitation at three key corridors
- 2.5. Standardization of procedures and processes, such as border controls, vehicle standards and inspections, conformity to UN conventions and resolutions prepared by member States to deliver SMART corridor principles to enable an African Free Trade Area.
- 2.6. Through REC TCC, strengthen the capacity of Institutions to work alongside SSATP and key stakeholders to implement policy and deliver governance for successful operating corridors.
- Guidelines completed and promoted by end of 2023.
- RECs/countries having prepared by MTR, strategies to establish performance-based corridor development.
- RECs/countries having achieved by MTR, transformation of a transport corridor into a SMART economic corridor.
- Benchmarking on an annual basis of three key corridors (Northern Corridor, CEMAC Corridor, Maputo Corridor) to monitor the progress towards improving transit times on corridors.
- Recommendations by end of 2023 on more efficient working and influencing change for vehicle standards and inspections to conform to international conventions and recommendations taken forward.
- Structured participation at higher level transport and corridor meetings on economic and SMART corridors.
- SSATP publications and progress reports.
- AUC, RECs, countries and corridors decisions.
- SSATP publications and progress reports.

› **OUTCOME 3**

- Single African Air Transport market (SAATM) regulatory framework effective.
- Level of implementation of concrete measures by end of CY2022 (at least 2/3 of member states and an average level of implementation of 80%).
- AUC and/or AFCAC documents.
- SSATP publications and progress reports.

› **OUTPUTS**

- 3.1. Support to AFCAC in implementing the Single African Air Transport Market.
- 3.2. Support to AFCAC to assist member States, RSOOs, NCAAs to meet Abuja safety targets and or Windhoek security targets.
- Appropriate policy documents and regulations for the oversight of SAATM are available by end of CY2022.
- All SAATM member-countries meet the Abuja safety target (EI>=60%).
- AFCAC reports of Stakeholders platform meeting.
- SSATP publications and progress reports.

Thematic Area:

## Sustainable Urban Mobility and Accessibility



OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION	[ outcomes and outputs only ] ASSUMPTIONS
<p>Support the development of low-carbon and accessible urban mobility systems to create livable cities and foster sustainable economic development</p>	<ul style="list-style-type: none"> <li>Progress measured under the Framework for Sustainable Urban Mobility Assessment (FSUMA), see outcome 1 below</li> </ul>	<ul style="list-style-type: none"> <li>Report against the FSUMA monitoring tool</li> </ul>	
<p>› <b>OUTCOME 1</b></p>			
<ul style="list-style-type: none"> <li>Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies</li> </ul>	<ul style="list-style-type: none"> <li>12 additional cities, including 5 secondary cities, apply a gender informed low-carbon transport policy framework for sustainable mobility and accessibility by MTR (linked to SI 1)</li> <li>At least 12 countries adopted the framework for financial and fiscal sustainability of BRTs by CY2025 (linked to SI 1)</li> </ul>	<ul style="list-style-type: none"> <li>National and local policy documents</li> </ul>	<p>Selected countries/ cities are committed to reform their mobility systems, development partners coordinate to provide downstream support</p>
<p>› <b>OUTPUTS</b></p>			
<ol style="list-style-type: none"> <li>Development of FSUMA framework for assessing urban mobility systems and countries' progress and guidelines on key priority topics for sustainable urban mobility and management</li> <li>12 city urban mobility assessments on outputs 1.3-1.10, in collaboration with MYC</li> <li>Working paper on African women in transport</li> <li>Position paper on urban air pollution and transport in Africa cities.</li> <li>Position paper on pedestrianization in Africa cities.</li> <li>Guidelines on policies for low carbon options.</li> <li>Policy note/ guidelines to adopt smart mobility activities</li> <li>Technical note on fare collection for mass transit</li> <li>Guidance and assessment tool for financial and fiscal sustainability of BRTs in Africa</li> <li>Preparation of guidelines to develop integrated last mile transport services</li> </ol>	<ul style="list-style-type: none"> <li>Framework published and disseminated by end of CY2023 and guidelines developed and disseminated by MTR</li> <li>Inputs and city recommendations on outputs 1.3-1.10</li> <li>Working paper published and disseminated by MTR</li> <li>Position paper published and disseminated by MTR</li> <li>Position paper published and disseminated by MTR</li> <li>Guidelines published and disseminated by MTR</li> <li>Guidelines published and disseminated by MTR</li> <li>Technical note published and disseminated by end of CY2024</li> <li>Guidance and assessment developed and disseminated</li> <li>Guidelines on reforms promoting sustainable last mile transport published and disseminated by CY2025</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>	<p>SSATP diagnostics respond to the needs of member countries and cities in content and format</p>

› **OUTCOME 2**

<ul style="list-style-type: none"> <li>• Improve the efficiency of the informal bus transport sector</li> </ul>	<ul style="list-style-type: none"> <li>• 12 cities initiate the implementation of reforms of the informal bus transport sector for sustainable mobility and accessibility (linked to SI 7)</li> <li>• 12 urban transport projects designed and implemented based on SSATP knowledge products and policy support by 2025 (linked to SI 1 and SI 7)</li> </ul>	<ul style="list-style-type: none"> <li>• SSATP publications and progress reports</li> </ul>	<p>Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support</p>
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› **OUTPUTS**

<ol style="list-style-type: none"> <li>2.1. Development of guidelines for paratransit reforms based on best practice</li> <li>2.2. Working paper on business models for bus terminals management</li> <li>2.3. Working paper on leveraging bus owners and drivers' associations influence to undertake informal sector reforms</li> <li>2.4. Working paper on fleet renewal and professionalization of the minibus transport industry: lessons and a way forward</li> <li>2.5. Position paper on formal-informal bus transport network integration: challenges and opportunities</li> </ol>	<ul style="list-style-type: none"> <li>• Guidelines developed and disseminated by MTR</li> <li>• Working paper developed and disseminated by MTR</li> <li>• Working paper developed and disseminated by MTR</li> <li>• Working paper developed and disseminated by 2024</li> <li>• Position paper developed and disseminated by 2024</li> </ul>	<ul style="list-style-type: none"> <li>• SSATP publications and progress reports</li> </ul>	<p>SSATP diagnostics respond to the needs of member countries and cities in content and format</p>
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› **OUTCOME 3**

<ul style="list-style-type: none"> <li>• Trainings and other capacity-building events strengthen the capacities of country/city transport planners</li> </ul>	<ul style="list-style-type: none"> <li>• 200 decision makers, out of which 25% are women, in urban mobility planning attended SSATP capacity-building events by end of CY2025 (linked to SI 4)</li> </ul>	<ul style="list-style-type: none"> <li>• SSATP publications and progress reports</li> </ul>	<p>Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support</p>
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› **OUTPUTS**

<ol style="list-style-type: none"> <li>3.1 Organizing annually Leaders in Urban Transport Planning (LUTP) courses for anglophone &amp; francophone countries</li> <li>3.2 Leveraging the use of digital platforms, to develop an online version of LUTP</li> <li>3.3 Revising current LUTP curriculum and initiating new trainings on urban mobility in collaboration with SSATP development partner, African institutions and local partners</li> <li>3.4 Organizing a set of webinars and workshops on urban mobility</li> <li>3.5 Developing capacity building program for informal private sector operators</li> </ol>	<ul style="list-style-type: none"> <li>• One LUTP session is organized for each group of countries (francophone and anglophone) every year (linked to SI 4). 25% of the beneficiaries will be women</li> <li>• An on-line version developed in collaboration with the World Bank</li> <li>• New curricula designed (including LUTP 2.0) in partnership with other development partners African institutions and local partners (linked to SI 4)</li> <li>• SSATP knowledge products discussed and disseminated with a wider audience and a set of relevant participatory workshop organized</li> <li>• Training program developed and implemented in at least 2 countries (linked to SI 4)</li> </ul>	<ul style="list-style-type: none"> <li>• SSATP publications and progress reports</li> </ul>	<p>SSATP diagnostics respond to the needs of member countries and cities in content and format</p>
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OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION	[ outcomes and outputs only ] ASSUMPTIONS
<p>› <b>CROSS-CUTTING THEMES</b></p>			
<ul style="list-style-type: none"> <li>● Low carbon: Developing an understanding of the benefits of mitigation and the appropriate levels of funding for adaptation in the transport sector</li> <li>● Gender: Promoting policies and plans that empower women in transport</li> <li>● Digital solutions: Support use of digital technologies that are advancing the efficiency of transport</li> <li>● Inclusiveness: Promoting enhanced access of vulnerable groups to transport infrastructure and services.</li> <li>● COVID-19 response: support the continuity of lifeline transport and develop protocols with a focus on the “new normal”</li> </ul>	<ul style="list-style-type: none"> <li>● Disseminated good practice for low carbon transport supporting climate change mitigation and adaptation with uptake into policy from member States</li> <li>● A least 2 advocacy events organized or support by SSATP to ensure women’s transport needs are considered in transport policies’ design</li> <li>● Report on reform of paratransit transport systems using digital solutions is completed and disseminated</li> <li>● Good practices policies on urban mobility that consider vulnerable groups’ needs are disseminated</li> <li>● Report outlining measures to keep essential transportation running safely</li> <li>● Dissemination of good practices focusing on the situation post-crisis</li> </ul>	<ul style="list-style-type: none"> <li>● SSATP publications and progress reports</li> </ul>	<p>SSATP diagnostics respond to the needs of member countries and cities in content and format</p>

### Activities in Ghana and Tunisia

In Ghana, the tentative focus is on advising the city of Kumasi in creating an executive body to regulate public transport across multiple municipalities and on providing the city of Tamale with a policy to guide the modal shift from bicycles to two-wheelers it currently experiences. These interventions will supplement at policy level the public transport investments planned by the World Bank and the French Development Agency (AFD). In Tunisia, the tentative focus area is on supporting the implementation of the urban mobility plans in Sousse and Sfax by strengthening the capacities of the transport entities that have the mandate to implement those plans. This support shall be coordinated with SECO’s bilateral project in Sousse as well as with the activities of the World Bank and MobiliseYourCity, an initiative led by the German GIZ and AFD. Additional studies shall be conducted to improve the quality of non-motorized modes of transport and to guide the introduction of digital fare collection systems in Tunisia’s public transport.

Thematic Area:

## Road Safety



OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION
Increased ownership of the Safe System Approach to improve road safety management in Africa	<ul style="list-style-type: none"> <li>8 number of member- countries that have prepared policies and strategies and design interventions based on the Safe system approach</li> </ul>	<ul style="list-style-type: none"> <li>Documents on national policies and strategies</li> </ul>
<b>› OUTCOME 1</b>		
<ul style="list-style-type: none"> <li>Ownership by member States of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans</li> </ul>	<ul style="list-style-type: none"> <li>8 number of countries that have adopted strategies that include safe system principles</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> <li>Country documents</li> <li>Review of existing strategies</li> </ul>
<b>› OUTPUTS</b>		
1.1. Develop framework for road safety strategies and plans building on the safe system approach	<ul style="list-style-type: none"> <li>Framework developed, disseminated, and implemented</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> <li>Country documents</li> </ul>
1.2. Promote effective road safety policy and strategy formulation and implementation	<ul style="list-style-type: none"> <li>3 regional workshops/ events organized by MTR to disseminate and promote implementation of road safety policies and strategies that are aligned to the safe systems approach UN targets and African Action Plan goals</li> </ul>	
1.3. Disseminate and publicize good practices in Road Safety Management aligned with the Africa Plan of Action	<ul style="list-style-type: none"> <li>2 regional and sub regional events organized by MTR to promote good practices in road safety management</li> </ul>	
1.4. Disseminate and publicize the development of national frameworks for monitoring the implementation of the African Road Safety Action Plan	<ul style="list-style-type: none"> <li>4 countries by MTR are monitoring and reporting on the implementation of the African Road safety Action Plan</li> </ul>	

OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION
<b>› OUTCOME 2</b>		
<ul style="list-style-type: none"> <li>Effective road safety institutional arrangements and leadership in road safety management</li> </ul>	<ul style="list-style-type: none"> <li>2 member- countries by end of CY 2025 equipped with well-functioning road safety lead entities/institutions</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> <li>Country documents</li> </ul>
<b>› OUTPUTS</b>		
2.1. Strengthening the capacity of lead road safety entities/institutions in Road Safety management	<ul style="list-style-type: none"> <li>10 number of heads of road safety lead entities that have attended leadership courses in road-safety by MTR</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>
2.2. Building a critical mass of skilled road safety experts in Africa	<ul style="list-style-type: none"> <li>A standardized curriculum is developed and implemented by MTR, in collaboration with a university in Africa</li> </ul>	<ul style="list-style-type: none"> <li>Participating university reports</li> <li>Country documents</li> </ul>
2.3. Create the conditions for civil society organizations, and the private sector, particularly insurance companies and companies connected to road transport to be actively involved in Road Safety Activities	<ul style="list-style-type: none"> <li>Inclusion of private sector and civil society organizations in 3 road safety entities by end of CY2024</li> </ul>	
<b>› OUTCOME 3</b>		
<ul style="list-style-type: none"> <li>Harmonized road safety data collection and analysis to facilitate regional comparisons</li> </ul>	<ul style="list-style-type: none"> <li>Guidelines/Framework on minimum data collection and analysis completed and disseminated by MTR</li> <li>Curriculum developed and training undertaken on data management by MTR</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>
<b>› OUTPUTS</b>		
3.1. Establishing the African Road Safety Observatory (AfRSO) as the platform for monitoring road safety performance in road safety in Africa	<ul style="list-style-type: none"> <li>AfRSO is established under AUC umbrella and SSATP coordinating role is formalized by end of 2022. AfRSO website established by end of CY 2022 as a source of information for monitoring Africa's progress</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>
3.2. Harmonized road crash data collected, analyzed and shared	<ul style="list-style-type: none"> <li>10 countries reporting on and sharing data based on the harmonized scheme system in-line with international good practice data systems</li> </ul>	
3.3. Collaborate with universities/research institutes on Road Safety research, training and disseminating the knowledge on benefits and incentives for achieving a safer road network	<ul style="list-style-type: none"> <li>Knowledge products generated by universities/research institutes and disseminated</li> </ul>	

Thematic Area:

## Resilient Road Asset Management (RRAM)



OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION
Promote sustainable, resilient, and safe transport systems through improved road asset management across Africa	<ul style="list-style-type: none"> <li># of African institutions that have initiated regulatory or policy processes for RRAM</li> </ul>	<ul style="list-style-type: none"> <li>National and regional road condition surveys and asset inventories. RRAMS operational and coverage reports;</li> <li>Reports from African Union, RECs (e.g., ECOWAS, SADC) on regional collaboration</li> </ul>
<b>› OUTCOME 1</b>		
<ul style="list-style-type: none"> <li>Climate resilience is systematically integrated into road network planning, design, and maintenance practices across national institutions</li> </ul>	<ul style="list-style-type: none"> <li># of road agencies that have started applying climate resilience considerations in road infrastructure planning</li> </ul>	<ul style="list-style-type: none"> <li>Climate vulnerability and risk assessment reports</li> <li>Engineering and design documentation showing compliance with resilience standards</li> <li>Project completion and audit reports</li> <li>Road authority maintenance and operations logs</li> </ul>
<b>› OUTPUTS</b>		
1.1. Guidelines on Effective Strategies for Climate-Resilient Road Infrastructure Planning	<ul style="list-style-type: none"> <li># of beneficiary institutions receiving guidelines</li> <li># of trainees trained in the application of climate resilience strategies (knowledge product, workshops, webinars, online training)</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> <li>Webinar/workshop registration logs</li> <li>Trainees attendance records, lists, and reports (by agency, country, role, gender)</li> </ul>

OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION
<b>› OUTCOME 2</b>		
<ul style="list-style-type: none"> <li>Improved effectiveness and efficiency of road asset management and financing institutions</li> </ul>	<ul style="list-style-type: none"> <li># of road funds that have received and considered recommendations for RRAMS improvement</li> <li># of pilot countries that have initiated budget reallocation processes toward climate-resilient maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Annual performance audits and implementation reports</li> <li>Procurement tracking records and contract management systems</li> <li>Road fund financial statements and revenue reports</li> </ul>
<b>› OUTPUTS</b>		
<p>2.1. Flagship study on road funds performance and their ability to support resilient road maintenance (study and workshop in collaboration with AFERA)</p>	<ul style="list-style-type: none"> <li># of road funds responding to the study survey</li> <li># of road funds with completed baseline profiles on governance, financing, and maintenance practices</li> </ul>	<ul style="list-style-type: none"> <li>Road fund survey database results</li> <li>Road fund survey completion reports</li> <li>Completed survey instruments, submission records and response logs, data quality and validation reports, survey summary report and analytics dashboard</li> <li>Meeting minutes from validation workshops or peer review sessions</li> </ul>
<p>2.2. Flagship study assessing road asset management performance for resilient infrastructure in Africa (study and workshop for national champions)</p>	<ul style="list-style-type: none"> <li># of road agencies assessed using standardized maturity framework</li> <li># of national champions identified</li> </ul>	<ul style="list-style-type: none"> <li>Maturity assessment completion reports</li> <li>Road agency self-assessments</li> </ul>
<p>2.3. Capacity building and institutional strengthening for Road Funds and Road Agencies i.e. webinar recordings, infographics, and policy briefs</p>	<ul style="list-style-type: none"> <li># of countries that have received institutional strengthening and capacity building support</li> </ul>	<ul style="list-style-type: none"> <li>Official adoption letters; Board resolutions; Policy circulars; National or institutional action plans</li> <li>Event reports; participant lists; webinar recordings; agendas and materials</li> </ul>
<b>› OUTCOME 3</b>		
<ul style="list-style-type: none"> <li>Strengthened rural and local transport infrastructure and services</li> </ul>	<ul style="list-style-type: none"> <li># of countries that have considered TA recommendations on rural road maintenance or SME participation into rural transport programs or policy frameworks</li> </ul>	<ul style="list-style-type: none"> <li>Training records and maintenance group activity logs</li> <li>Independent audits and third-party evaluations</li> </ul>
<b>› OUTPUTS</b>		
<p>3.1. Performance-based contract models for rural roads assessed and promoted (guidelines, webinars, workshop training)</p>	<ul style="list-style-type: none"> <li># of road sector institutions receiving the OPBRC policy note and operational guidance</li> <li># of road administration trained on OPBRC concepts and application</li> </ul>	<ul style="list-style-type: none"> <li>Training reports and attendance records</li> <li>Participant feedback forms</li> <li>OPBRC training manuals and materials</li> <li>Project implementation monitoring reports</li> </ul>
<p>3.2. Capacity building, policy support and guidance to relevant public/private sectors stakeholders to help their participation in rural road maintenance as part of Resilient Strategies</p>	<ul style="list-style-type: none"> <li># of training sessions/workshops conducted</li> <li># of SMEs trained on climate-resilient road maintenance techniques</li> </ul>	<ul style="list-style-type: none"> <li>Training attendance sheets and certification records</li> <li>Pre/post evaluation forms and quizzes</li> <li>Reports from contractors and road authorities on SME performance</li> <li>Bid submissions and award records from procurement authorities</li> </ul>

OVERALL GOAL	INDICATORS	MEANS OF VERIFICATION
<p>› <b>OUTCOME 4</b></p>		
<ul style="list-style-type: none"> <li>● Road sector institutions adopt and operate digital tools and systems to support resilient road asset management</li> </ul>	<ul style="list-style-type: none"> <li>● # of pilot countries that have initiated application of digital tools or systems for climate-resilient road asset data management, informed by TA guidance</li> </ul>	<ul style="list-style-type: none"> <li>● Digital tool usage logs or dashboards</li> <li>● Integration evidence (e.g., GIS overlays, system screenshots, pilot reports)</li> </ul>
<p>› <b>OUTPUTS</b></p>		
<p>4.1. Guidelines for the use of Data and Digital Tools and their applicability for Resilient Road Asset Management in Africa (Guidance Note on Innovation/RAMS, seminars, webinars, training)</p>	<ul style="list-style-type: none"> <li>● # of beneficiary institutions receiving guidelines</li> <li>● # of beneficiary institutions trained</li> </ul>	<ul style="list-style-type: none"> <li>● SSATP publications; final knowledge paper</li> <li>● Webinar/workshop registration logs</li> <li>● Trainees' attendance records; training attendance lists and reports (by agency, country, role, gender)</li> </ul>
<p>4.2. Pilot testing of "The Application of Emerging Digital Data and Tools for RRAM"</p>	<ul style="list-style-type: none"> <li>● # of road agencies participating in pilot testing of emerging digital tools</li> <li>● # of digital tools tested in operational RAMS settings (e.g., GIS overlays, remote sensing, AI models)</li> </ul>	<ul style="list-style-type: none"> <li>● Pilot testing reports and field validation reports</li> <li>● Trainees' attendance records (by agency, country, or role, gender)</li> <li>● Tool usage analytics to validate digital uptake</li> </ul>

## Cross-Cutting Themes



CROSS CUTTING THEMES	INDICATORS	MEANS OF VERIFICATION
› <b>Cross Cutting Theme 1 // Human Capital Development</b>		
<ul style="list-style-type: none"> <li>Association with the African University Association is formalized</li> <li>Promoting transport sector research in the African Universities network</li> <li>Developing capacity for young transport sector professionals</li> </ul>	<ul style="list-style-type: none"> <li>MOU is signed by end of CY2022</li> <li>At least 2 research papers are completed every year under one or more of the SSATP thematic area/topics</li> <li>5 interns from African universities with engineering or economic profile are hosted by SSATP every year</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publication and progress reports</li> <li>Universities reports</li> </ul>
› <b>Cross Cutting Theme 2 // Low Carbon Transport</b>		
<ul style="list-style-type: none"> <li>Developing an understanding of the benefits of mitigation and the appropriate levels of funding for adaptation in the transport sector leading to successful climate reliance policy and implementation for member States</li> </ul>	<ul style="list-style-type: none"> <li>Disseminated good practice for low carbon transport supporting climate change mitigation and adaptation with uptake into policy from member States</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>
› <b>Cross Cutting Theme 3 // Women in Transport</b>		
<ul style="list-style-type: none"> <li>Promoting policies and plans that empower women in transport</li> </ul>	<ul style="list-style-type: none"> <li>At least 2 advocacy events organized or support by SSATP to ensure women's transport needs are considered in transport policies' design</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>
› <b>Cross Cutting Theme 4 // Digital Solutions and Disruptive Technologies</b>		
<ul style="list-style-type: none"> <li>Support use of digital solutions/technologies that are advancing the efficiency of transport</li> <li>Monitor and disseminate the use of technologies in the transport sector in the African context and disseminate</li> </ul>	<ul style="list-style-type: none"> <li>Report on reform of paratransit transport systems using digital solutions is completed and disseminated</li> <li>A repository is kept and disseminated on examples of the use of technologies, i.e.: real time tracking and control of vehicles; autonomous vehicles; fare collection systems and policies' development</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>

CROSS CUTTING THEMES	INDICATORS	MEANS OF VERIFICATION
<b>› Cross Cutting Theme 5 // Inclusiveness</b>		
<ul style="list-style-type: none"> <li>Promoting enhanced access of vulnerable groups to transport infrastructure and services</li> </ul>	<ul style="list-style-type: none"> <li>Good practices policies on urban mobility that consider vulnerable groups' needs are disseminated</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>
<b>› Cross Cutting Theme 6 // COVID19 Response and pandemic preparedness</b>		
<ul style="list-style-type: none"> <li>Support the continuity of lifeline transport to ensure urgent mobility needs during the health crisis</li> <li>Address the financial sustainability in the short and long term</li> <li>Develop protocols with a focus on the new normal. Early attention will be given to monitoring systems to track the spread of diseases and awareness campaigns along highly exposed corridors</li> </ul>	<ul style="list-style-type: none"> <li>Report outlining measures to keep essential transportation running safely</li> <li>New financial plans considering the new normal have been prepared</li> <li>Dissemination of good practices focusing on the situation post-crisis</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>
<b>› Cross Cutting Theme 7 // Donor Outreach</b>		
<ul style="list-style-type: none"> <li>Prospect for new development partners</li> </ul>	<ul style="list-style-type: none"> <li>5 development partners reached out by MTR</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>



## **ANNUAL REPORT 2025**

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POLICY SOLUTIONS ACROSS AFRICA