



Africa Sustainable Transport Forum



1st Ministerial Experts Conference

2014

28–30 October | Nairobi, Kenya

Africa Sustainable Transport Forum

Africa Sustainable Transport Forum
1st Ministerial and Experts Conference

Proceedings

Nairobi, Kenya

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ABBREVIATIONS

AFD	Agence Française de Développement
AfDB	African Development Bank
ASIRT	Association of Safe International Road Travel
ASTF	Africa Sustainable Transport Forum
BRT	Bus Rapid Transit
CAMRAIL	Cameroon Rail
CNAP	<i>Centre National Antipollution</i>
EST	Environmentally Sustainable Transport
FABIO	First African Bicycle Information Organization
FCFASA	Federation of Clearing & Forwarding Associations of Southern Africa
GIZ	<i>Deutsche Gesellschaft für Internationale Zusammenarbeit</i>
JICA	Japan International Cooperation Agency
KIPPRA	Kenya Institute for Public-Policy Research and Analysis
KURA	Kenya Urban Roads Authority
LAMATA	Lagos Metropolitan Area Transport Authority
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
NEMA	National Environment Management Authority
NMT	Non-Motorized Transport
OSR	<i>Observatoire pour la Sécurité Routière</i>
PCFV	Partnership for Clear Fuels and Vehicles
REC-TCC	Transport Coordination Committee of the Regional Economic Communities
SAFETE	South African Fund for energy, Transport and Extractives
SDGs	Sustainable Development Goals
SLoCaT	Partnership for Sustainable Low Carbon Transport
SSATP	Africa Transport Policy Program
UATP	African Association of Public Transport
UNCRD	United Nations Centre for Regional Development
UNEP	United Nations Environment Programme
UITP	International Association of Public Transport
VREF	Volvo Research and Education Foundation
WHO	World Health Organization

1. INTRODUCTION AND BACKGROUND

The African Region is faced with a multitude of challenges when it comes to sustainable transport. Achieving sustainable and inclusive transport systems in Africa is essential for the Region's economic and social development, as well as ensuring a transition to clean fuels and technologies, and thus healthier environments. Rapid urbanization, increasing motorization and inefficient vehicles and fuels are some of the factors which are contributing to a state of increasing traffic congestion, a significant decrease in air quality, rising road deaths and poor accessibility. Despite acceptance that transport and mobility can be regarded as a pre-condition for sustainable development, a lack of sustainable transport infrastructure and affordable services remains a major obstacle to African countries.

In both Asia and Latin America, transport and environment professionals have been coming together periodically at their respective 'Environmentally Sustainable Transport (EST)' Fora, to discuss and strategize towards more sustainable transport future. Building on this example, the United Nations Environment Programme (UNEP) and the World Bank initially launched a proposal to develop a similar initiative for Africa, with a view to developing an agreed continent wide framework for action for sustainable transport, supported by an Africa-based governance structure and implementation mechanism.

1.1. ASTF 1st Ministerial Experts Conference



The organization of the 1st Conference of the Africa Sustainable Transport Forum (ASTF) was supported by the World Bank, The African Transport Policy Program (SSATP), UN-Habitat and UNEP, with UNEP hosting the interim ASTF Secretariat until such a time as the Forum meets again. The main source of funding for the conference was provided by SSATP and the South African Fund for Energy, Transport and

Extractives (SAFETE). SSATP is an international partnership of 40 African countries, Regional Economic Communities, continental institutions (African Union Commission), UN agencies (United Nations Economic Commission for Africa), public and private sector organizations, and international development agencies and organizations. All SSATP members are united in their efforts to strengthen policies and strategies to promote efficient, safe and sustainable transport for the people in Africa (www.ssatp.org).

The Government of Kenya hosted the first Forum Conference which took place from 28-30 October 2014 at the UN Headquarters in Nairobi, Kenya. The event was opened by the UN Secretary General Mr. Ban Ki-moon and His Excellency Uhuru Kenyatta, the President of Kenya on 30 October 2014, and brought together representatives of 43 African countries and 21 Ministers from both Environment and Transport Ministries. This marked the first time that both environment and transport Ministers came together to agree on priority actions concerning sustainable transport at a continent wide level.

Substantively the conference broadly addressed issues inclusive of accessibility, human health, natural resources, inclusivity (including gender), road safety and social cohesion. The dialogue which ensued confirmed consensus in the understanding of sustainable transport as an enabler of economic prosperity, quality of life and societal empowerment, and a tool for reducing the impact of lifestyles on our natural resources and climate.

The Conference was held over three days with the first two days dedicated to discussion, interaction and debate on the current and emerging issues of importance to achieving sustainable transport in Africa, which resulted in the development of a proposed Action Framework. On the third day of the conference, invited Ministers and Heads of Delegations listened to the experts propose the priority areas for action, before reviewing and agreeing upon an ASTF Action Framework that provides a roadmap towards sustainable transport for Africa.

1.2. Conference Objectives

The broad objective of the ASTF is to integrate sustainable transport into the region's development and planning processes and increase the amount of funding going to sustainable transport programs in Africa – to improve accessibility, reduce air pollution and climate emissions and improve road safety and health. The high level nature of the first Forum Conference and the opportunities which

were presented by bringing Ministers from both environment and transport spheres together resulted in a set of ambitious goals for the Conference itself. The aspirations set for the event were with a view to generating a solid and action orientated outcome, while also addressing fundamental decisions regarding the nature of the Forum itself - in the interim of a concrete Forum administrative and consultative system being determined.

The goals of the ASTF 1st Ministerial and Experts Conference were to:

- Share sustainable transport challenges, solutions and best practices, especially those from within Africa;
- Discuss and agree on substantive issues of sustainable transport infrastructure, road safety, vehicle emissions, and enabling conditions, with a view to prioritizing action areas for sustainable transport in Africa through the development of an Action Framework;
- Discuss and agree on the institutional arrangements of the ASTF, to support the implementation of the Action Framework;
 - Collate the above through the development of an Outcome Document.

Integrating sustainable transport into the regions development is a matter of increasing importance given the rapid urbanization occurring in African cities, and the opportunities this presents to 'leapfrog' to more sustainable and accessible forms of transport. At present, problems of traffic related air pollution and road fatalities are increasing, taking a toll on Africa's societies and economies. Solutions to these problems need to integrate a suite of initiatives relating to non-motorized transport, public transport, climate change, air pollution and road safety holistically - to avail of the broad reaching benefits of sustainable transport. Ensuring economic growth for trade, employment and innovation in Africa is dependent on clean, safe and accessible transport systems.

1.3. ASTF Agenda, Speakers and Participants

Agenda

The Agenda of the ASTF 1st Ministerial and Experts Conference covered three full days of Conference proceedings to allow for two days of substantive discussion including the development of a draft Action Framework and one day for Ministerial attention. The Agenda was designed to facilitate high levels of audience interaction, debate and discussion while also allowing for participation from all attendees. Allowing time for good deliberation on substantive issues was an

important aspect of drafting the Agenda with panel discussions favored over power-point presentations. The use of images (photographs, visuals etc.) to guide the dialogue was encouraged to the speakers when planning for their presentations, and attention was given to the flow of the Agenda to ensure that participants were informed, motivated and aspirational when it came to decisions regarding the ASTF Action Framework.

Day one examined the reality of transport in Africa, drawing on perspectives from both technical and political backgrounds, while also giving attention to viewpoints of marginalized and vulnerable groups and civil society organizations. Agenda time was also allocated to explore existing Africa-led solutions under the broad banners of solutions for green-growth and solutions for emissions and energy consumption.



Having deliberated over the various problems and solutions of transport issues specific to Africa, day two allocated time towards smaller groups working together to identify priority action areas. This process allowed for all participants to contribute and discuss before reaching a consensus on priorities. Similarly, time was dedicated in the Agenda to discussing what African countries need and expect from the ASTF Secretariat, where this Secretariat should be housed, how it should be owned and what actions it could take to assist countries in realizing sustainable transport.

The Agenda also accommodated a full day of Ministerial discussions, with a focus on the resulting ‘proposal’ of priority action areas and the institutional framework for ASTF, as an outcome of the work of participants during the first two days.

The full Agenda is included as Annex A to this document.

Speakers

More than 40 individuals filled the various roles of the Agenda over the course of three days. The various speakers, moderators, facilitators, panelists and high level guests represented diversity across academic, political, technical and civil society spheres and countries.

Participants



A total of 43 African Countries were represented during the ASTF 1st Ministerial and Experts Conference. On day three, 21 Ministers or Deputy Ministers attended. High Level guests that spoke at the opening of the Ministerial Session included UN

Secretary General Ban Ki-moon, His Excellency President Uhuru Kenyatta and UNEP Executive Director Mr. Achim Steiner.

Invited participants, in addition to the African Ministers and heads of delegations included sustainable transport experts from across Africa at both national and local levels, non-governmental organizations, multi-lateral development banks, Africa regional organizations, international development organizations and academic institutions.

The full participant list is included as Annex B to this document.

2. 1ST MINISTERIAL AND EXPERTS CONFERENCE: OVERVIEW OF PROCEEDINGS AND OUTLINE OF KEY SESSIONS

2.1. Conference Summary

Day one of the Conference proceedings led the participants through diverse perspectives of the reality of transport in Africa, drawing on available data, experience and expert knowledge while making linkages with related issues at a global level. Proven solutions as demonstrated in Africa were also discussed including examples of successful Bus Rapid Transit (BRT) programmes and Non-Motorized Transport (NMT) interventions as contributors to green growth, alongside solutions aimed at reducing transport emissions such as adopted fuel economy targets and goals.

Taking from the deliberations of day one, on day two participants were split into smaller groups facilitated by breakout sessions - where each group took a holistic view of the challenges, solutions and opportunities for realizing sustainable transport in Africa. The priority considerations for action were captured from every participant and clustered into one of four thematic areas covering access and sustainable infrastructure, road safety, transport emissions and enabling conditions. The resulting analysis produced clearly identifiable priority areas for action which were developed into proposed priority action areas for consideration of the attending Ministers.

The second part of day two was devoted to discussion around the governance and institutional aspects of the ASTF, and questions were posed to the attendees provoking input on the institutional arrangements. These institutional arrangements included the nature of the ASTF and its Secretariat and its supporting institutions, frequency of high level meetings, political ownership of ASTF and the role of regional communities. The conversation was further informed by lessons learned from the experiences of the EST forums of Asia and Latin America.

The emerging proposal concerning the institutional arrangements of ASTF was agreed upon by those in attendance and brought forward along with the priority action areas for consideration of the Ministers on day three.



During the High Level Opening which took place on the Ministerial day (day three), keynote speeches and endorsements were made by UNEP Executive Director Mr. Achim Steiner, on behalf of the UN and the World Bank, UN Secretary General Mr. Ban Ki-moon and President Uhuru Kenyatta of Kenya.

The opening was followed by a Ministerial Session in which the Ministers were introduced to the outcomes of day one and two, namely the draft ASTF Action Framework – which included both the priority action areas and the proposed institutional structure for the ASTF. The Ministers deliberated over both the substantive and organizational aspects of the Framework until broad agreement was reached.

The resulting ASTF Action Framework is constituted from both the agreed priority action areas and the ASTF institutional structure. The agreed action areas set out a clear direction for Africa in terms of priority actions to achieving sustainable transport. These actions are harmonized to capture the wide-reaching perspectives of the Forum participants and offer direction and focus to both ongoing and new initiatives aimed at enhancing transport and mobility across the continent. The Actions address areas with the most urgent need for intervention and ensure cross-cutting principles of inclusivity, gender empowerment and participation are entrenched within the associated activities. The ASTF institutional structure outlines the institutional home, secretariat arrangements, political ownership and agenda for the year ahead until the ASTF meets again. These institutional arrangements were agreed as the interim solution to take the Forum and its activities forward to the 2nd Ministerial and Experts Conference (proposed 2015), when a more permanent institutional arrangement may be decided upon.

The agreed ASTF Action Framework is included in Section 3.

2.2. The Realities of Transport in Africa: Challenges and Solutions

Population growth, growth of national income, and urbanization and motorization rates in African countries are among the highest in the world. The transportation sector is unable to provide affordable, accessible and clean

transport and meet the growing demand for access. Investment in sustainable transport infrastructure and modes of transport is lacking far behind what is required.



In Africa, accessing finance for transport projects has been challenging, due in part to a lack of supporting sustainable transport policies, institutional challenges and political buy in. The Region faces numerous challenges in the provision of basic transport services and ensuring connectivity - both within the continent and from the continent

to the rest of the world. Despite its low levels of motorization, most urban areas in Africa are encountering a multitude of transport issues beyond connectivity, including poor safety and environmental performance, an exclusion of vulnerable populations and inefficient public transport systems.

High-level policy focus in Africa, as reflected in the traditional pipeline of transport projects, remains centered on improvements to connectivity through heavy infrastructure investment – improved and upgraded trunk roads, new rural roads, improved logistics from ports to inland markets, and infrastructure investments in and around cities. The attention of policy makers on heavy infrastructure development has fostered policies in which sustainability – environmental, social, and economic issues– have not been fully integrated into the development agenda.

Issues of urban transport and mobility are particularly pertinent to Africa. It is vital that African cities plan to meet the demands of rapidly growing cities in sustainable ways, and avoid becoming ‘locked-in’ to an unsustainable pattern such as increasing reliance on private cars and informal public transit, as is the trajectory which many African cities are currently experiencing . The share of Africa’s urban areas in relation to the average population growth is expected to more than double between 2000 and 2030. Some African cities experience a doubling of their vehicle fleets every seven years. The role of environmental, social, and economic sustainability, and the need for low-carbon and resilient solutions as part of creating and maintaining connectivity, needs to be better understood at all levels of the policy making and implementation process in Africa. Intervention now is critical, while opportunities still exist to effectively introduce infrastructural

solutions to steer cities in a more sustainable direction, while aiding a reduction in inequalities, poverty and the wider social and economic consequences of business as usual.

During day one of the ASTF Conference, the focus was on determining a baseline of issues and conditions that were broadly applicable across the African continent concerning transport. To facilitate this, six different perspectives of the transport reality in Africa were heard and deliberated upon by the participants.

Setting the scene, Mr. Nduva Muli, Principal Secretary, Ministry of Transport and Infrastructure, Government of Kenya in his welcome address, described the potential of the ASTF to foster collaboration and cooperation in advancing sustainable transport in Africa. Mr. Roger Gorham of the World Bank followed with a background to and brief history of the development of ASTF, emphasizing the important aspect of African ownership over the initiative and the potential role of the Forum in influencing the pipeline of sustainable transport infrastructure projects.



Source: Presentation 'Sustainable Transport in African and the Global Development Context' Mr. Jean Kizito Kabanguka, AfDB.

Raising the issues to a global development context, Mr. Jean Kabanguka of the African Development Bank provided an overview of sustainable transport in Africa and how an agenda for a harmonized road map fits with wider global initiatives including the

Nairobi City County Governor: Dr. Evans Kidero

Nairobi City County Governor Dr. Evans Kidero described the reality of urban transport in Nairobi, Kenya, against a context of rapidly increasing urban populations. Governor Kidero discussed the particular dangers faced by pedestrians in his city, and the fact that these problems persist despite the fact that just 9% of the population are car owners and over 45% rely on travelling by foot to make their daily trips.

Governor Kidero also mentioned that, in order to sufficiently address urban transport, Nairobi is planning to create a Metropolitan Transportation Authority to manage traffic, integrate routes, and organize public transport.

Science Editor – World Health Organization: Ms. Elaine Fletcher

The World Health Organisation (WHO) released a report in March 2014 which revealed new data relating to the numbers of deaths attributable to outdoor air pollution. WHO estimates 176,000 deaths annually from outdoor air pollution in Africa and 3.7 million deaths globally – making outdoor air pollution now the world’s largest single environmental health risks, fast becoming one of the leading causes of illness and death in developing countries.



This new light on the seriousness of air pollution to public health calls for a concerted action to clean the air that we breathe, and push for initiatives to adopt fuels that are less polluting, ensure better fuel economy and reduced dependency on private vehicles as a means of travel.

Ms. Fletcher, of the WHO emphasized in her presentation that social well-being is a pillar of sustainable development and as such, should be central to the activities of ASTF. She went on to highlight the serious risks to society from unsustainable transport. From the perspective of risk, Ms. Fletcher cited 7 million people a year are affected by air pollution (including indoor) and the increasing problem of road deaths. Particulate matter and fine particulates have been recognized as the most dangerous pollutant as they directly lead to high incidences of heart disease, stroke and other cardio-vascular diseases. Particulate matter is a problem particularly associated with diesel vehicles. Diesel emissions are also known to be carcinogenic. Ms. Fletcher also referred to the growing problem of physical inactivity, obesity and diabetes as consequences of a lack of attractive non-motorized transport infrastructure.

WHO has been implementing air quality monitoring and setting air quality guidelines in several countries. They have had success in Europe but more needs to be undertaken in other global regions.

Pamoja road Safety: Mr. Lucas MuneneGachuru

Africa has just 2% of the world’s vehicle population but is home to 16% of the world’s road deaths, making it the highest number of road deaths per capita in the

world. 38% of those road deaths occur among pedestrians and cyclists. The cost of a rapidly rising trend in road deaths in Africa has massive impacts to societies and economies, and according to the WHO (2013), traffic accidents is the biggest killer in Africa after malaria and HIV/AIDS.

Mr. Lucas Munene Gachuru of Pamoja Road Safety highlighted three major areas that are central to road safety, namely (i) problems of traffic-pedestrian conflict and driver culture/behaviour (ii) incoherent institutions working on this issue, and (iii) an insurance system which is unable to provide adequate and timely support for victims of road accidents, including a lack of hospital facilities and social support.

Kampala Capital City Authority: Mr. Jacob Byamukama



Photo Credit: Thomas Harrison-Prentice

An integrated approach to transport and mobility planning, ensuring complementary land use and modal share is an important pre-condition to successfully overcoming the multi-faceted challenges facing rapidly growing African cities. Mr. Jacob Byamukama of Kampala Capital City Authority gave a perspective from his experience in

terms of trying to manage a myriad of challenges central to transport in the Kampala context. He spoke of a situation where currently 60% of trips are dependent on travelling by foot or by bicycle and the rapidly increasing presence of motorcycles taxis which accounts for the second largest public transport service. Consequently motorcycle accidents are among the highest in the city. The situation is further challenged by a practice of parking on streets and a flow of heavy goods vehicles traversing the city every day. Mr. Byamukama's presentation led to a dialogue around the role of Government in leading a process of integrating all transport operators with input and echoed experiences from the floor.

The African Association of Public Transport (UATP): Mr. Zoro Bi Nagone

The African Association of Public Transport (UATP) represented by Mr. Zoro Bi Nagone highlighted four challenges to make the transport sector more sustainable. Mr. Zoro Bi Nagone listed (i) managing problems associated with

urbanization (ii) governance and the need for a long term strategic vision (iii) a lack of NMT facilities and poor quality roads and (iv) understanding of transport markets and related structures.

Many countries responded to this with examples provided from Tunisia, South-Africa and Nigeria. BRT was highlighted as a practical solution to transport problems in African cities and the conversation closed with a discussion around a potential responsibility of the ASTF Secretariat to provide a platform for exchange of experience.

2.3. Transport in Africa: Vulnerable Groups and Gender



Source: Presentation 'Vulnerable Groups and Gender'
Ms. Amanda Ngabirano

Transport and mobility is not just about developing transport infrastructure and services, but about overcoming the social, economic, political and physical barriers to movement, such as class, gender relations, poverty, physical disabilities and affordability.

Ms. Amanda Ngabirano of Uganda's Makerere University spoke of the need for a people focused planning approach to sustainable transport solutions. She stressed the importance of solutions that are based on the needs of *all* of society, where the vulnerable in our communities (e.g. women, youth, elderly, disabled and the poor) are catered for. Ms. Ngabirano stated that there seems to be a focus on 'maintaining' cities and not adopting forward thinking solutions based on a holistic vision of future city potential. Her presentation drew on the issues of social injustice, and the lack of participatory approaches for all citizens to have their voice heard in regard to decisions which affect them. Ms Ngabirano linked deprived human development to issues of access, safety and equality, and concluded with asking the question of what kind of city do we want, an inclusive city or an unjust city.

Remarks from the floor included the issue of land management, and the barriers to achieving sustainable transport posed by issues of land ownership etc.

2.4. African Solutions to African Problems

Mobility Solutions for Green Growth (Panel Discussion)

In this session, chaired by Prof. Winnie Mitullah of the University of Nairobi, sustainable transport solutions with a focus on mobility/accessibility were discussed. Mr. Justin Runji of the World Bank kick started the discussion on the issue of road safety management. Africa, despite low motorization rates has a disproportionately high number of road accidents. He

reminded participants that there is an African Plan of Action for Road Safety adopted by Ministries of Transport in the continent. Issues on institutional responsibility were raised and the need to have a dedicated focal point or separate coordinating institution was discussed.



Source: Presentation 'Mobility Solutions Green Growth' Ms. Daisy Dwango



Source: Presentation 'Mobility Solutions Green Growth' Ms. Daisy Dwango

Ms. Daisy Dwango of the Johannesburg Transport Department mentioned that the Department currently has a policy which focuses on safely accommodating pedestrians as a priority, followed by cyclists and finally public transport. She discussed the Rea Vaya BRT experience and the processes of integrating the existing informal transport operators into the new system. Ms. Dwango shared the lessons learned in terms of how the approach to the project could have been improved with regards to integrating the new system with other feeder modes. In terms of financial profitability, Ms. Dwango, mentioned that the Phase 1 of Rea Vaya BRT was subsidized. The Department are currently looking at integrating land use to increase revenue and reduce subsidies for increased sustainability.

Mr. Taiwo Olukayode of the Lagos Metropolitan Area Transport Authority (LAMATA) described the experience of Nigeria in implementing a BRT system in Lagos. The system has dedicated lanes but does not include all elements of BRT systems that have been implemented elsewhere like the Transmilenio in Bogota, Colombia, or the Rea Vaya in Johannesburg; to distinguish, this is referred to as a

'BRT Lite' system. Before implementation, a BRT law was put in place to pave the way for the implementation of the system. A political champion (the Governor) was identified as critical to see through the implementation of the BRT. Important elements to success included the broad negotiations which were required to ensure that existing public transport operators were integrated into the new system, a proper financial model was developed and good integration was planned with the various feeder services. In the case of Lagos, the BRT has presented the opportunity to integrate land-use and public transport, including the creation of more space for pedestrians.

Mr. Patrick Kayemba of the First African Bicycle Information Organization (FABIO), an NMT advocacy NGO based in Uganda highlighted Uganda's existing NMT policy which requires all new roads to include NMT facilities in the design. Mr. Kayemba described the progress that has been made in the last two decades in Uganda, in terms of mainstreaming the concept of NMT as a valuable and vital component of transport planning among policy makers. Similarly he described the commitment required on behalf of civil society organizations and advocates to keep pushing the issues from a grass-roots level and to be persistent in demanding needs based transport solutions. Currently in Uganda a follow-up study on multi-modal transport modes is being conducted. Mr. Kayemba emphasized the role of civil society as a central player in ensuring that NMT policies are developed, adopted and implemented.

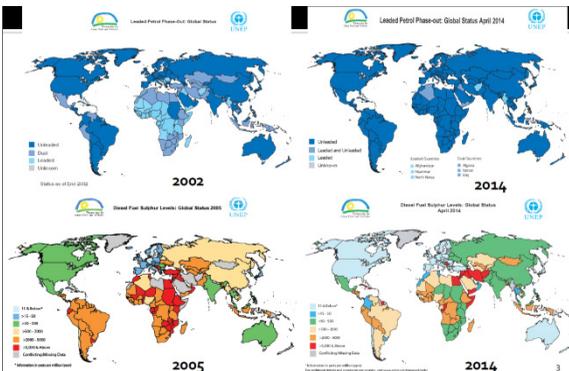
Following a question from the Moderator, it was determined that Senegal, Ethiopia, Botswana, Rwanda, Cote d'Ivoire, and Kenya are countries which have existing initiatives to promote and adopt NMT and/or BRT policies.

Solutions for Reducing Emissions and energy Consumption (Panel Discussion)

Mr. Patrick Mwesigye of UNEP and Mr. Alioune Badiane of UN-Habitat, co-chaired this session which focused on transport related emissions. Examples of solutions for reducing transport emissions and improving energy efficiency in vehicles were presented for discussion. Mr. Badiane mentioned lateral/horizontal and vertical mobility as enablers to high rates of urbanization (vertical mobility = elevators and lateral/horizontal = cars and urban transport). Mr. Badiane also emphasized the pressing need to address emissions from urban transport.

Mr. Frederick Nyang of the Kenya Regulatory Commission described their project to improve vehicle fuel efficiency through the Global Fuel Economy Initiative. In Kenya, the number of vehicles has increased three fold compared to last year and if

the current trend is to continue, the total number of vehicles is set to increase to 6 million by 2030. At present, about 85% of all these vehicles are imported from Japan. Existing government regulations require all imported vehicles to be eight years old or younger. Importation policies from other countries were discussed including the possibility of having a regional harmonized importation policy for Africa. Mr. Samir ElMowafi of the Egyptian Ministry of Environment described



Source: Presentation 'Solutions for reducing Emissions & Energy Consumption' Ms. Jane Akumu

the situation in his country and cited the results of air quality studies conducted in 1999-2010. The costs relative to GDP have substantially increased. In Cairo, congestion costs 13-14 billion Egyptian pounds which are about 50% due to fuel consumption. Ms. Jane Akumu of UNEP highlighted the achievements of the Partnership for Cleaner Fuels and Vehicles (PCFV) particularly in removing lead in gasoline/petrol in Africa. The PCFV is now focused on phasing down sulphur in fuels, particularly diesel and in assisting countries to develop equivalent vehicle emission standards. Mauritius mentioned their vehicle excise act which promotes energy efficient vehicles taking into consideration CO2 emissions of vehicles.

Other issues discussed and raised included the role of biofuels, management of lead in batteries, use of MMT, addressing maritime transport as an energy efficient mode of transport.

In closing, Mr. Debashish Bhattacharjee of UN-Habitat provided a brief summary of the issues discussed during day one. Having listened to the issues and solutions on transport in Africa, he asked what is holding Africa back in implementing more sustainable transport policies. Is it the policy framework, time to make decisions, financing? Mr. Bhattacharjee expressed the view that the ASTF may be the right

instrument available to Africa to help address these issues and implement sustainable transport policies.

2.5. ASTF Framework for Action – Priority Action Areas and Institutional Arrangements

An essential objective for the ASTF's first conference was to formulate a solid road-map for action on transport issues across Africa, and to determine what African States want and need from the ASTF Secretariat in a consolidated way. The Conference achieved this objective by deliberating with participants to identify their priority areas for action concerning sustainable transport, and in reaching agreement on what the essential components and tasks of the ASTF and the newly formed ASTF Secretariat should be. Both of these aspects were discussed during the course of day two, before being presented as a proposal to the attending Ministers on day three.

ASTF – Break Out Sessions – Identification of Priority Action Areas

The Breakout Sessions of day two were a critical part of the process of determining the focus areas and priority actions on a continent wide level for ASTF. This was a vital input to establishing a harmonized Africa-wide vision for sustainable transport.

Having considered the various aspects of sustainable transport in Africa including technical, policy and societal considerations - each participant was asked to note a small number of priority actions for sustainable transport in their own words. Participants were encouraged to be aspirational and to think holistically about all of the issues discussed on day one, and define what is needed to achieve sustainable transport from their own point of view. The gathered actions were discussed and debated broadly, before being categorized within the Breakout Sessions into four Action Areas. This process made it clear which actions were priorities according to the sentiment of the group.

The four action areas within which the various actions were clustered consisted of the following:

- **Enabling Conditions** – The ‘pre-conditions’ required to ensure sustainability of transport initiatives. Enabling Conditions include issues such as political commitment, funding, capacities, institutional landscape etc.

- **Road Safety** – Actions with a road safety focus and interventions at the level of policy, road design, infrastructure, licensing, post-accident care, law enforcement and traffic calming.
- **Accessibility and Sustainable Infrastructure** – Actions with a focus on the planning and infrastructural aspects of sustainable transport, including non-motorized transport, public transport, integrated transport planning and travel demand management.
- **Emissions** – Actions with a focus on reducing the health and climate change impact of transport by reducing vehicle emissions, introducing clean fuel and clean vehicle technologies, and improving fuel economy and reducing CO2 emissions.

The ASTF team captured the individual actions and identified Priority Action Areas from each of the four Break-Out sessions. The team then compiled a table of actions to present to the attending Ministers on day three for their views and inputs.

Cross Cutting Issues – Action Areas

The social, economic, political and physical barriers to movement, such as class, gender relations, poverty, physical disabilities and affordability received much attention during the substantive discussions of the Forum, and as such were identified as cross cutting and applicable to the sustainability of all actions.

Inclusivity

The failings of transport initiatives to fully accommodate and service particular groups namely those burdened with poverty, those marginalized to the periphery of cities, the disabled, elderly and children received significant attention. The potential of ‘access’ to lift struggling communities out of poverty and/or towards improved lifestyle opportunities cannot be underestimated. Inclusivity and accessibility are critical and issues of particular relevance to transport in Africa, and should be positioned at the center of sustainable transport initiatives.

Gender

Women and girls not only rely on transport to a different extent than men and boys, they also face particular and often targeted risks when transiting. Safety and security in public transport and when commuting on foot are issues that disproportionately affect women and girls. Safety and security barriers to transport

have an impact on educational possibilities and access to employment, health care and social networks.

Participation

Formal decision making determines the extent of programmes and investment in mobility. The representation of all groups in decision making processes is essential to allocating resources amidst competing interests. Effective public participation enables vulnerable persons to be aware of, and to participate in decisions which affect them. Ensuring the inclusion of traditionally excluded groups in decision making is critical to determining that limited public resources are directed on the basis of local needs. Creating a space for this type of inclusion requires mechanisms to be in place through which all stakeholders can be reached, and at the right time in the process.

Barriers and Challenges



Photo Credit: Thomas Harrison-Prentice

During the course of the Conference proceedings, many barriers and challenges to developing and implementing sustainable transport initiatives were identified. It emerged that there was a commonality among many of the challenges experienced in various African countries. In terms of what

is preventing progress, the following factors were raised and agreed on through various opportunities during the conference discussions.

- Lack of information on best practice
- Need of political and top level awareness and backing
- Need for capacity building and support (technology, financial, knowledge)
- Institutional complexities
- Lack of room for participation of non-governmental organizations
- Poor facilitation of public-private partnerships

These factors were captured in the process of clustering priority action areas, and where agreed, were included in the section of the Action Framework categorized as 'Supporting Activities' or the enabling conditions to achieving the identified priority actions. Factors relative to knowledge sharing, political championing and

access to best practice, were identified as areas in which the ASTF Secretariat could support the Forum through various targeted activities.

ASTF – Institutional Arrangements

To assist the consensus on what the essential components and tasks of the newly formed ASTF Secretariat should be and the institutional shape of the ASTF initiative, presentations were given to share with participants the experience of the Asian Environmentally Sustainable Transport (EST) Forum, and the global context of organized action on sustainable transport.

ASIAN EST INITIATIVE

- To create a new paradigm in the transport sector in Asia towards low carbon and sustainable transport (integrating social equity, economic prosperity, and environmental conservation) UNCRD has been promoting the **Asian EST Initiative** since 2004
- To build a common understanding across Asia on essential elements of EST and to create a political consensus on the need for an **integrated approach** to deal with multi/cross-sectoral environment, health and transport issues, including climate change, through **interagency coordination** (MoE, MoT, MoUD, MoH, etc.)

Major components:

- High level Regional EST Forum in Asia
- Regional/national EST training programs
- Technical assistance for national EST strategies
- Asian Mayors' Policy Dialogue on EST
- Rio+20 Voluntary Commitments



(24 EST Member Countries – ASEAN, South Asia, East Asia, and Russian Federation)

United Nations Centre for Regional Development (UNCRD)

Source: Presentation 'Environmentally Sustainable Transport (EST) Initiative and Programmes in Asia and Latin America' Ms. Chikako Takase

Ms. Chikako Takase of the United Nations Centre for Regional Development (UNCRD) gave a background of the EST Asia initiative. Ms. Chikako highlighted that Asian cities face similar challenges as those experienced in Africa. The focus of the EST Asia Forum having conducted a total of seven regional conferences – is to provide a discussion platform on the implementation of developed

policies and promote lessons learned and exchange of knowledge/ideas. Ms. Takase mentioned it has taken five years for a solid policy framework to be developed relating to sustainable transport for Asian cities. Through EST Asia, each country is encouraged to develop a national EST strategy. Currently in Asia 44 cities are already signatories to the Kyoto declaration on cities. The Japanese Environment Ministry supports the Asian EST forum with funding.

Bringing the broad objectives of initiatives like EST Asia and the ASTF to a global context, Mr. Cornie Huizenga of the Partnership on Sustainable Low-Carbon Transport (SLoCaT) discussed what is happening worldwide to achieve more sustainable transportation models. Mr. Huizenga stressed that better connectivity/access for sustainable transport needs to be created through the 'avoid, shift and improve' model. He mentioned that a 'Results Framework' has been created to quantify in a real way what needs to be achieved by 2030 in the transport sector. Mr. Huizenga mentioned three clear targets associated with (1) rural transport; (2) urban transport; and (3) national and regional connectivity have been identified, and so have associated commitments required for ensuring

that sustainable transport becomes a reality.

International efforts geared towards development of the Sustainable Development Goals (SDGs) - including identification of funding mechanisms - at the global level need to incorporate sustainable transport. Seven out of the 17 SDGs have a transport component and this is an important tool to promote sustainable transport and ensure that priority actions are supported.

Transport Related Commitments @ SG Ban Ki-moon's Climate Summit

Transport Action Area

- The UIC Low Carbon Sustainable Rail Transport Challenge**
Improved rail sector efficiency, decarbonization of rail sector energy consumption and modal shift to rail for passenger and freight transport
- UITP Declaration on Climate Leadership**
UITP members to take action to support UITP's goal to double public transport's worldwide market share by 2025.
- Urban Electric Mobility Vehicles Initiative**
Increase the share of electrical vehicles to least 30% of new vehicles by 2030 to achieve a 30% reduction of CO2 emissions in urban areas by 2050.

Energy Action Area

- Global Fuel Economy Initiative**
Public-private partnership to double light duty vehicle efficiency.

Industry Action Area

- Global Green Freight Action Plan**
Expand and harmonize green freight programs that will generate reductions in black carbon and CO₂ emissions.

Source: Presentation 'Introduction to the Partnership on Sustainable Low Carbon Transport' Cornie Huizenga

commitments were made. The specific Action Area of 'Transport' focused on efforts to reduce emissions and steer towards cleaner technologies, while also scaling up public transport.

Against this information on similar region-wide sustainable transport initiatives and the global context, Mr. Jean-Noel Guillossou of the World Bank introduced a discussion relating to the institutional arrangements for the ASTF and the ASTF Secretariat. Mr. Guillossou prompted this discussion with a number of key questions to the participants relating to the various components required to ensure the ASTF Secretariat is able to meet the needs and expectations of African countries. Questions related to the below key points:

- Governance (structure, roles etc.)
- Partners (Country partners, Strategic partners etc)
- Advisory group
- African institutionalization (link with Conferences of African Ministers of Transport and Environment Discussion)
- Frequency of conference (annual, biennial with regional conferences in between)

Similarly, in September 2014 the UN Secretary General's Climate Summit brought together world leaders from government, finance, business and civil society to pledge to actions that will reduce emission and strengthen climate resilience. There were eight 'Action Areas' discussed at the Summit, within which pledges and

- Location of conference
- Structure of conference (experts' days, ministerial session)
- Location of secretariat
- Activities (monitoring, capacity building, knowledge sharing, not implementation)
- FundingThe concluding decisions agreed upon during the discussion which followed Mr. Guillosoy's presentation, included agreement that the institutional arrangements for the Secretariat of the ASTF will remain as interim until such a time as the Forum meets again. There was also consensus that the political ownership of the ASTF should ideally lie with the African Union and that Kenya, as the hosting country of the ASTF would lead the dialogue with the African Union Commission - and cooperate with the Secretariat and supporting institutions going forward. It was decided that the supporting institutions to the ASTF should continue to include those who supported the 1st Conference i.e. the World Bank and UN Agencies. Other institutions would be welcomed who were interested in supporting the Action Framework and Forum goals. Africa's Regional Economic Communities were identified as key partners for further consultation and it was requested that the 2nd meeting of the Forum should be held towards the end of 2015.

2.6. Ministerial Session

Day three, the ASTF Ministerial Session, was opened with keynote speeches from Hon. Eng. Michael Kamau, Cabinet Secretary, Ministry of Transport and Infrastructure – Government of Kenya, UN Secretary General Mr. Ban Ki-moon, His Excellency Uhuru Kenyatta, President of Kenya, and UNEP Executive Director Mr. Achim Steiner (speaking on behalf of UNEP, the World Bank and UN-Habitat), all emphasizing the importance of sustainable transport to Africa.



Alice Kaudia, Environment Secretary from the Kenyan Ministry of Environment, Water and Natural Resources, was invited to give a presentation to the Ministers, summarizing the first two days of the Conference, and outlining both priority action areas and proposed institutional arrangements for the ASTF. A questions and answers session was held with a panel of experts to facilitate the ‘report back’ process to Ministers. This session included the moderators of the smaller group sessions from day two: Bright Oywaya (ASIRT Kenya), Stefan Atchia (AfDB) and Samson Gyamera (Ghana Minsitry Local Government and Rural Development), who outlined the primary points as agreed during day one and two.

The subsequent dialogue included input from Tunisia, Ethiopia, Congo, Uganda, Ghana, Lesotho, Botswana, Cameroon, Senegal, Tanzania, Malawi, Burkina Faso, Comoros and Egypt. Questions and dialogue covered issues of inclusion and representation of all African countries, the role of regional communities in facilitating coordination, capacity building, benchmarking, financing and implementation. The issues of air pollution, public health and road safety were also raised as points of particular importance for discussion.

The Ministers, in discussing the report back from day one and two, asked the Secretariat to develop specific actions and targets for consideration by the Ministers during the session on the Action Framework in the afternoon.

The second panel discussion of the morning was on the subject of mobilizing investment for sustainable transport. Panel members included Stephen Mogore (JICA), Paolo Ciccarelli (European Commission) and Thierry Jacquin De Margerie (Alstom International). The session was moderated by Jose Luis Irigoyen, Director of Transport and ICT, World Bank. The panel discussion highlighted issues of the complexities of security, trade, human rights and environmental factors that influence funding as a means to addressing issues of development including transport. Key questions which led the discussion and also incorporated questions and comments from the floor included the following:

- What is needed right now to guide and support financing of transportation projects in Africa?
- How can we remove the ‘stop and go’ challenges to financing?
- What would it take to scale up investment in ‘new areas’ that have been highlighted during ASTF?
- How can we remove co-financing challenges?
- What is the role of the private sector?
- How to ensure that the right projects are funded?

- How can governments streamline financing?
- Are transport projects currently of any benefit of the poor?

Along with these questions, the use of public-private partnerships received much attention, as did the enabling conditions for ‘bankable’ (economically viable, environmentally and socially sound) transport projects – particularly at a political level.

In the afternoon of day three Dr. Joan Clos, Executive Director of UN-Habitat, presented the importance of proper urban planning, and spoke of the changing vision of urbanization and the potential that lies within for generation of wealth and economic growth within Africa.

The Ministerial session also discussed the draft ASTF Action Framework, including the 13 points of action contained within. The ASTF Action Framework was discussed and finally adopted with some requested changes. The proposed interim institutional framework was also approved by the Ministers. The resulting outcome in the form of the final ASTF Action Framework is detailed below.



3. OUTCOMES OF THE ASTF 1ST MINISTERIAL AND EXPERTS CONFERENCE

The below ASTF Action Framework sets out what was agreed during the ASTF 1st Ministerial and Experts Conference in terms of priority action areas for Africa wide action on sustainable transport, and the ASTF institutional arrangements to meet the needs of countries and take the ASTF initiative forward.

ASTF Action Framework		
Priority Action Areas		
Priority Area	Actions	Time-Bound Target
Road safety	Implement the African Action Plan for the Decade of Action for Road Safety 2011 – 2020	
	Set up dedicated institutions for road safety and allocate funding	2017
	Insure comprehensive data collection and reporting mechanisms on road safety incidents and trends	2015
	Develop and adopt a Non-Motorized Transport Policy	2015
	Develop and adopt Non-Motorized Transport Design Guidelines	2015
Vehicle Emissions and Energy Efficiency	Ensure air quality monitoring takes place in all main cities	2017
	Develop vehicle emission standards and suitable inspection and testing	2016
	Develop vehicle import regulations at both regional and national levels, based on either vehicle age, mileage or emissions	2016
	Develop regulations for the adoption of cleaner fuels - especially low sulphur fuels - at a national level	2017
	Undertake a country level fuel economy analysis and develop a national level policy to improve fuel economy	2017
Accessibility and sustainable infrastructure	Develop a national policy on sustainable urban transport	2017
	Develop integrated transport plans with a specific focus on multi-modal transport	2018
	Undertake an assessment and develop a national policy on mass-transit systems	2017

Supporting Activities	
	<p><i>Data Generation and Monitoring</i></p> <p>Request the ASTF Secretariat to collect information to create baselines, monitor progress (including on Priority Action Areas) and share best practices in areas such as road fatalities and injuries, air quality, health impacts of poor air quality, non-motorised transport infrastructure, road infrastructure etc.</p>
	<p><i>Financing</i></p> <p>Allocate funding to transport and institutional support</p>
	<p><i>Capacity Building</i></p> <p>Continually share good and bad experiences, lessons learned and best practices</p>
	<p><i>Advocacy and Championing</i></p> <p>Continually undertake advocacy and awareness raising</p>
Institutional Arrangements	
Timeframe	<p>The agreed institutional arrangements for ASTF are interim</p> <p>Institutional arrangements for the ASTF are understood as interim until the next ASTF conference (proposed end 2015), at which time a formal decision will be taken regarding the permanent institutional structure. Options should be disseminated to member states for consideration well before the next Forum session</p>
Political Ownership of ASTF	<p>Political ownership of the ASTF should lie with the African Union</p> <p>The African Union Commission will have a critical role to play in the ASTF. African Governments will make proposals for this to the African Union Commission</p>
Key Supporting Institutions	<p>The supporting institutions to the ASTF should include the World Bank and UN Agencies</p> <p>Key supporting institutions that should be providers of support to the ASTF and also kept informed on activities and progress should include the World Bank, the Africa Transport Policy Program (SSATP), UNEP and UN-Habitat</p>
Hosting Country	<p>Kenya, as the hosting country of ASTF will cooperate with the Secretariat and its supporting institutions, and lead the dialog the Africa Union Commission</p>
Role of Africa Regional Communities	<p>Africa's Regional Economic Communities will be consulted</p> <p>Africa's Regional Communities, including SADC, EAC, EGAD and ECOWAS, will be consulted on the development and implementation of the ASTF Action Framework</p>
2nd Ministerial and Experts Meeting	<p>It is proposed that the next continental meeting will be held towards the end of 2015</p> <p>The 2nd Ministerial and Experts Conference will be planned for a date towards the end of 2015 when activities and progress on Priority Action Areas will be addressed, and the institutional arrangements of ASTF finalised</p>

Table: Finalised ASTF Action Framework

4. TRANSPORT WEEK EVENTS

Availing of the high numbers of attending transport experts and interested audiences, several other events were arranged to coincide with the ASTF 1st Ministerial and Experts Conference during the week of October 27 – 31. Descriptions of each event are included in Annex E where further information on the following events can be found:

October 27	SSATP Working Group; Transportation Coordination Committee of the Regional Economic Communities Conference
October 27	SSATP Working Group; Urban Mobility
October 27	Share the Road NMT Training
October 28 –	ASTF Solutions Expo
October 31	
October 30	ASTF Conversation Series
October 30	UN-Habitat SUSTRAN Workshop
October 31	SSATP General Assembly
October 31	UN-Habitat SUSTRAN Workshop

5. CONCLUSION AND NEXT STEPS

The ASTF 1st Ministerial and Experts Conference concluded with consensus from the Ministerial Session on both the priority action areas and the institutional arrangements.

Next steps identified on the basis of feedback from the Conference proceedings include the following.

Implementation

Identify organizations that are willing to work with African countries and their partners to support the implementation of the ASTF Action Framework.

Baselines

Develop a consolidated baseline of the current status of African countries in relation to the Priority Action Areas. This will serve as a benchmarking tool against which to assess progress and also as an indicator of where some countries may benefit from knowledge-sharing/partnerships from others.

Capacity Building / Knowledge Sharing

Development of a platform to serve as a knowledge sharing interface where lessons learned, experiences, solutions and technical information can be pooled and made available to African countries. Develop mechanisms for capacity building on the basis of the needs of countries and regions in implementing the Priority Action Areas of ASTF.

Partnerships

Form partnerships with the African Economic Communities, the African Union and other strategic partners who are already active and/or willing to contribute to supporting initiatives around sustainable transport in Africa.

ANNEXES

Annex A. ASTF 1st Ministerial and Experts Conference Agenda

1st Ministerial and Experts Conference on Sustainable Transport in Africa

Tuesday 28th –Thursday 30th October 2014

United Nations Headquarters, United Nations Avenue, Gigiri, Nairobi, Kenya

Programme

The 1st Ministerial and Experts Conference on Sustainable Transport in Africa is sponsored by the World Bank, SSATP (Africa Transport Policy Programme), UNEP, UN-Habitat, and the Government of Kenya, with funding from the South African and South Korean governments.

The Conference is an event of the *Africa Sustainable Transport Forum (ASTF)*, which is a platform for African stakeholders to learn, share, collectively commit and self-initiate an action framework to address congestion, reduce air pollution, climate emissions, and improve road safety, health and access. The ASTF will work to integrate sustainable transport into the region's development and planning processes and increase the amount of funding going to sustainable transport programs in Africa.

The aims of the 1st Ministerial and Experts Conference are to:

- Share sustainable transport challenges, solutions and best practice.
- Discuss and agree substantive issues of sustainable transport infrastructure, road safety, vehicle emissions and enabling conditions, with a view to prioritizing action areas for sustainable transport in Africa.
- Discuss and agree institutional arrangements of the ASTF (including the administration, coordination, approach to partnership etc).
- Bringing together all of the above through development of an outcome document; the ASTF Framework.





Day One – High Level Experts Session
Tuesday 28th October 2014, 9.30am – 5.00pm, Conference Room 3

Moderation: **Alice Kaudia**, Environment Secretary, Ministry of Environment, Water and Natural Resources, Government of Kenya

<p>8.00am</p> <p>Registration (Visitors Pavilion)</p>	<p>9.30am</p> <p>Welcome Address Mr. Nduwa Muli, Principal Secretary (Transport Services), Ministry of Transport and Infrastructure, Government of Kenya</p> <p>9.45 am</p> <p>Introduction to the ASTF An overview on the ASTF vision & the programme for the conference Roger Gorham, Transport Economist, World Bank</p> <p>10.00am</p> <p>Sustainable Transport in Africa & the Global Development Context Jean Kabanguka, Manager for the Transport Department (Central & West Africa), African Development Bank</p> <p>10.15 am</p> <p>The Realities of Transport in Africa > Perspectives from Nairobi, Dr. Evans Kidero, Governor of Nairobi City County – Perspectives from Nairobi > A comment on Health, Elaine Fletcher, Science Editor, World Health Organization > Perspectives on Road Safety, Lucas Munene Gachuru, Pamoja Road Safety > Perspectives from Kampala, Jacob Byamukama, Manager, Transport Planning and Traffic Management, Kampala Capital City Authority > A Comment on Public Transport, Zoro Bi Nagone, Secretary General, African Association of Public Transport (UATP) > Audience perspectives facilitated by the moderator</p> <p>12.15pm</p> <p>Transport in Africa; Vulnerable Groups & Gender Amanda Aziidah, Urban and Regional Planner & Lecturer, Makerere University, Uganda</p>	<p>2.00pm</p> <p>Mobility Solutions for Green Growth (Panel One) A panel discussion on proven solutions for tackling transport challenges. With audience Q&A. > Daisy Dwango, Director of Policy & Planning, Executive Director, Transport Department, Johannesburg, South Africa > Taiwo Olukayode, Deputy Director Safeguards, LAMATA, Nigeria > Patrick Kayemba, Executive Director, FABIO, Uganda > Justin Runji, Transport Specialist, World Bank > Facilitated by Prof. Winnie Mitullah, Institute for Development Studies, University of Nairobi</p> <p>3.30pm</p> <p>Solutions for Reducing Emissions & Energy Consumption (Panel Two) A panel discussion on proven solutions to reduce emissions & energy consumption. With audience Q&A. > Dr. Frederick Nyang, Director, Economic Regulation, Kenya Energy Regulatory Commission > Samir ElMowafi, Technical Advisor of the Ministry of Environment, Egypt > Jane Akumu, Programme Officer, Transport Unit, UNEP Facilitated by Patrick Muesigye, UNEP Regional Office for Africa (ROA) & Alioune Badiane, Director - Project and Program Division, UN-Habitat</p> <p>4.45pm</p> <p>Closing Remarks & Instructions for Day 2 Debashish Bhattacharjee, Urban Mobility, UN-Habitat</p> <p>5.00pm</p> <p>Cocktail Reception (Tented Area) & Announcement of the 'My Transport-My Reality-My Vision' Art Competition</p>
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Day Two – High Level Experts Session
Wednesday 29th October 2014, 9.30am – 5.00pm
Conference Room 3

Moderation: Bright Oywaya, Executive Director, ASIRT Kenya (Association for Safe International Road Travel)

<p>8.00am</p> <p>9.30am</p>	<p>Registration (Visitors Pavillion)</p> <p>Sustainable Transport Priority Action Development Plenary instructions, Conference Room 3, Jane Metcalfe, ASTF Secretariat/UNEP</p>	<p>12.30pm</p> <p>2.00pm</p>	<p>Lunch, Networking & Solutions Expo (Tented Area)</p> <p>Creating the ASTF Proposal on the institutional arrangements of the ASTF</p> <p>Jean-Noel Guillossou, ASTF Secretariat/ Program Manager. Africa Transport Policy Programme, Africa Region. World Bank</p> <p>Followed by audience questions and input, facilitated by Amb. Dr. Martin Kimani, Kenya's Ambassador & Permanent Representative to the United Nations</p>
<p>Proceed to parallel interactive breakout sessions – to discuss and agree priority action areas for the proposed ASTF Framework in the categories of Road Safety, Accessibility & Sustainable Infrastructure, Emissions & Enabling Conditions.</p>			
<p>Group 1 – Conference Room 3 <i>English Speaking</i> Bright Oywaya, Executive Director, ASIRT Kenya</p>		<p>Group 2 – Conference Room 7 <i>English Speaking</i> Facilitated by Samson Gyamera, Ministry of Local Government and Rural Development, Ghana</p>	
<p>Group 3 – Conference Room 9 <i>French Speaking</i> Facilitated by Stefan Atchia, Transport Policy Specialist African Development Bank</p>		<p>Group 4 – Conference Room 10 <i>English Speaking</i> Facilitated by Amanda Ngabirano, Makerere University</p>	
<p>11.20am</p> <p>12.00pm</p>	<p>Report Back on Sustainable Transport Priorities Action Areas Facilitators from each of the four groups report back.</p> <ul style="list-style-type: none"> ➢ Group 1 - Bright Oywaya, Executive Director, ASIRT Kenya ➢ Group 2 - Samson Gyamera, Ministry of Local Government and Rural Development, Ghana ➢ Group 3 - Stefan Atchia, Transport Policy Specialist African Development Bank ➢ Group 4 - Name to be confirmed <p>Global Sustainable Transport Collaborative Initiatives</p> <ul style="list-style-type: none"> ➢ Chikako Takase, Director, United Nations Centre for Regional Development ➢ Cornie Huizenga, Secretary General, Partnership on Sustainable Low-Carbon Transport (SLoCAT) 	<p>3.30pm</p> <p>4.00pm</p> <p>4.45pm</p> <p>5.00pm</p>	<p>Break</p> <p>Bringing it all together – The ASTF Framework Proposal for the Ministerial session Rob de Jong, Head of Transport Unit, UNEP</p> <p>Closing Remarks Bright Oywaya, Executive Director, ASIRT Kenya</p> <p>End</p>



Day Three – Ministerial Session - Thursday 30th October 2014

Conference Room 2, 9.15am-10.00am (Open to All)

Conference Room 3, 10.20am-5.00pm

(For Ministers/Heads of Delegation & one accompanying expert per Minister/Head of Delegation)

Moderation: Moderated by Hon. Eng. **Michael Kamau**, Cabinet Secretary, Ministry of Transport and Infrastructure, Government of Kenya

- 8.00am** **Registration, Visitors Pavilion**
- 9.15am** **Participants expected to be seated - Conference Room 2**
- 9.30am** **Remarks by Achim Steiner, UNEP Executive Director and Under-Secretary-General of the United Nations**
- 9.45am** **Remarks by Ban Ki-moon, Secretary-General of the United Nations**
- 10.00am** **Welcome & Opening, His Excellency Hon. Uhuru Kenyatta C.G.H President and Commander in Chief of The Defence Forces of the Republic of Kenya**
- 10.15am** **Break & Photo Opportunity with Ministers/Heads of Delegation**
- Re-Convene in Conference Room 3---**
- 10.20am** **Report Back: Proposed ASTF Framework, Alice Kaudia, Environment Secretary, Ministry of Environment, Water and Natural Resources, Government of Kenya**
- 10.40am** **Ministers Q&A with the Expert Panel**
Alice Kaudia, Environment Secretary, Ministry of Environment, Water and Natural Resources, Government of Kenya
Bright Oywaya, Executive Director, ASIRT Kenya
Stefan Atchia, Transport Policy Specialist African Development Bank
Samson Gyamera, Ministry of Local Government and Rural Development, Ghana
Moderated by **Hon. Prof. Judi Wakhungu**, Cabinet Secretary of Environment, Water & Natural Resources, Government of Kenya
- 11.30am** **A Panel Debate on Mobilising Investment for Sustainable Transport**
Stephen Mogore, JICA Infrastructure and Evaluation Advisor, ODA Loan, Grant Aid & Technical Cooperation, Japan International Cooperation Agency (JICA)
Paolo Ciccarelli, Head of Unit-Infrastructure, European Commission
Thierry Jacquin De Margerie, Vice-President Africa, Alstom International
Moderated by **Jose Luis Irigoyen**, Director, Transport and ICT, World Bank
- 12.30pm** **Lunch, Networking & Solutions Expo (Tented Area)**
- 2.00pm** **Ministerial Deliberation**
Decisions and implementation of the Action Framework, Moderated by **Hon. Eng. Michael Kamau**, Cabinet Secretary, Ministry of Transport and Infrastructure, Government of Kenya
- 3.45pm** **Remarks by Dr. Joan Clos, UN-Habitat Executive Director and Under-Secretary-General of the United Nations**
- 4.00pm** **Deliberations End & Break**
- 4.45-5pm** **Conclusions, Hon. Prof. Judi Wakhungu, Cabinet Secretary of Environment, Water & Natural Resources, Government of Kenya**
- 5.30pm** **Depart in organized transport for Ministerial Dinner at 6.00pm. (Invitation Only), Hosted by the Government of Kenya**



Day Three – Parallel Session - ASTF Conversation Series
Thursday 30th October 2014, 11.30am – 5.10pm
Conference Room 9

Sessions optional and are open to attending experts, academics, NGO, private sector and civil society partners.

The Transformative Potential of Sustainable Transport in Africa

11:30am - 1:00pm

The Empowering Potential of Transport – Gender, Marginalised Groups and Equitable Access:

Equitable Access For All – A Human Rights Based Approach to Transport in Africa.

Gender – Transport as central to achieving gendered participation in economic and decision making activities

Urbanisation - Marginalised groups and a 'right to the city'

Moderated by: **Prof. Darshini Mahadevia, CEPT University**

2:00pm - 3:30pm

The Emerging ICT Revolution in Africa and What it can Mean for Transport :

Existing Data Gaps - evidence based transport planning and the potential for Open Source Data

Emerging ICT solutions for transport – as they are working in Africa

The Role of Cities in facilitating ICT innovation in the transport sphere

Moderated by: **James Gachanja, Kenya Institute for Public Policy Research and Analysis (KIPPRA)**

3:40pm – 5:10pm

Financing Sustainable Transport:

Current Investment Patterns for Transport in Africa

Public Private Collaboration – a mechanism to foster, strengthen and generate partnership

What is the role of the Public Sector in influencing private sector investment

Moderated by: **Cornie Huizenga, Partnership on Sustainable Low Carbon Transport SLoCaT Network**

Annex B. Participant List

1st Ministerial & Experts Conference on Sustainable Transport in Africa and SSATP Working Group Meetings & General Assembly, 27-31 October 2014, Nairobi Kenya

COUNTRY	LAST NAME	FIRST NAME	JOB TITLE	INSTITUTION
MINISTER AND DEPUTY MINISTERS				
Burundi	CIZA	Virginie	Minister	Ministry of Transport, Public Works
Chad	Acyl	Haoua	Secretary of State	Ministry of Infrastructure, Transport and Civil Aviation
Ethiopia	Mengistie	Ato Getachew	Minister	Ministry of Transport
Kenya	Kamau	Michael S. M.	Minister	Ministry of Transport and Infrastructure
Kenya	Wakhungu	Judy	Minister	Ministry of Environment, Water and Natural Resources
Kenya	Kamau CBS	M.S.M	Cabinet Secretary	Ministry of Transport and Infrastructure
Kenya	Wakhungu CBS	Judy	Cabinet Secretary	Ministry of Environment, Water and Natural Resources
Lesotho	Maloi	Lebesa	Minister	Ministry of Public Works and Transport
Malawi	Kasaila	Francis	Minister	Ministry of Transport and Public Works
Republic of the Congo	Adada	Rodolphe	Minister	Ministere des Transports, de l'aviation civile et de la marine marchande
Somali Republic	Korshel	Said J. Ali	Minister	Ministry of Transport and Civil Aviation
South Sudan	Gatluak	Kwong Dhier	Minister	Ministry of Transport, Roads and Bridges
Uganda	Nabugere	Flavia Munaaba	Minister of State	Ministry of Water and Environment
Mozambique	Rebelo	Manuela Joaquim Rebelo	Deputy Minister	Ministry of Transport and Communication
Mozambique	Manuela	Joaquim Rebelo	Deputy Minister	Ministry of Transport
Niger	Charafadine	Moussiliou Pereira	Delegate Minister	Ministère des Transports
Senegal	Diallo	Souleymane	Deputy Minister	Ministry of Ecology and Nature Protection
Tanzania	Tizeba	Charles John	Deputy Minister	Ministry of Transport
Zimbabwe	Musanhu	Simon	Deputy Minister	Ministry of Environment, Water and Climate

COUNTRY	LAST NAME	FIRST NAME	JOB TITLE	INSTITUTION
HIGH LEVEL EXPERTS				
Benin	Marcos	Wabi	Coordinator of the Sub-program Fighting Air Pollution (DG Environment)	Ministry of Environment in Charge of Climate Change Management, Reforestation and for Protection of Natural and Forestry Resources
Burkina Faso	Bela	Serge Peghwende	Permanent Secretary	Ministère des Infrastructures, du Désenclavement et des Transports
Burkina Faso	Ibrahima	Traore	Directeur des etudes et de la legislation	Ministère des Infrastructures, du Désenclavement et des Transports
Burundi	Nyandwi	Edouard	Road Transport Adviser	Ministry of Transport, Public Works
Cameroon	Ngoumbe	Zacharie	Inspector General	Ministry of Transport
Central African Republic	Gondamovo	Paul	Inspecteur Central en matière des Transports de Surface	Ministre des Transports et Voies de Communication
Chad	Francis	Noitora	Expert	Ministry of Infrastructure, Transport and Civil Aviation
Chad	Tassy	Ahmat Nene	Expert	Ministry of Infrastructure, Transport and Civil Aviation
Comoros	Aboubacar	Said Housseini	Director General of Roads and Transport	Vice-Présidence en charge du Ministère de l'Aménagement du Territoire, des Infrastructures, de l'Urbanisme et de l'Habitat
Côte d'Ivoire	Kouakou	Romain Kouakou	Expert	Ministère des Transports
Côte d'Ivoire	Kouadio	Alain Serges	Director - Green Economy and Social Responsibility	Environment
DRC	Kabala	Mwanambuyu	Directeur des Etablissements Humains et Protection de l'Environnement	Ministry of Environment
DRC	Te-Biasu	Roger	Expert	Ministre des Transports et Voies de Communication
Egypt	El Mowafy	Samir Attia Mohamed	Technical Advisor of the Minister of Environment	Ministry of Environment
Egypt	Barakat	Mohamed Abdelsattar Abdelmonem	Head of Delegation - Advisor to Minister	Ministry of African Affairs
Egypt	Abuelala	Moustafa Mohamed Mourad	Director General	Egyptian Environmental Affairs Agency
Ethiopia	Taye	Mehari Wondmagegn	Expert	Ministry of Environment and Forest
Ethiopia	Tassew	Tilahun Yimer	Expert	Ministry of Transport
Ethiopia	Mohammed	Guled A.	DPR	Ethiopia Embassy - Nairobi
Ethiopia	Roble	Shemsudin A.	Ambassador	Ethiopia Embassy - Nairobi
Ethiopia	Meseret	Ato Robel	Strategic Planning and Management Expert	Ministry of Transport

Gabon	Allo'o Allo'o	Serge Molly	Technical Manager of the Center National Anti-Pollution	Ministry of Gabon in charge of Forest, Environment and Protection of Natural Resources
Gambia	Ceesay	Ramatoulie	Expert	Ministry of Transport, Works and Infrastructure
Ghana	Appoh	Emmanuel Kabenlah-Egya	Ag.Head/Environmental Quality Department	Environment Protection Agency
Ghana	Owusu	Levina	Senior Technical Officer	Ministry of Environment, Science Technology and Innovation
Ghana	Essel	Daniel	Expert	Ministry of Transport
Ghana	Wilson	Randolf	Kumasi	Kumasi Metropolitan Assembly; Head-Transport Department
Ghana	Gyamera	Samson Nketia	Expert	Ministry of Local Government and Rural Development
Kenya	Muli	Nduva	Principal Secretary	Ministry of Transport and Infrastructure
Kenya	Misonik	John K.	Permanent Secretary	Ministry of Transport and Infrastructure
Kenya	Kidero	Evans	Governor	Nairobi County
Kenya	Karigithu	Nancy	Director General	Kenya Maritime Authority
Kenya	Meja	Francis	Director General	National Transport and Safety Authority
Kenya	Kidenda	M.O	Director General	Kenya Highway Authority
Kenya	Maingi	Mwangi	Director General	Kenya Rural Roads Authority
Kenya	Kimani	Martin	Ambassador	Kenya Mission to UNON
Kenya	Orina	George	Minister Counsellor	Kenya Mission to UNON
Kenya	Kitonyi	Ruth	Senior Economist	Kenya Mission to UNON
Kenya	Chweya	Naisola	1st Secretary	Kenya Mission to UNON
Kenya	Anyona	Atandi		Kenya Mission to UNON
Kenya	Kimani	John M.	Chief Economist	Ministry of Transport and Infrastructure
Kenya	Ndegwa	George	Chief Economist	Ministry of Transport and Infrastructure
Kenya	Abdullahi	Mohamed	Executive Member (Transport)	Nairobi County
Kenya	Arasa	G.	Principal Engineer	Ministry of Transport and Infrastructure
Kenya	Kaunda	Douglas	Principal Comm. Officer	Ministry of Transport and Infrastructure
Kenya	Maina	Moses	Deputy Secretary	Ministry of Transport and Infrastructure
Kenya	Mbeo	Josephine	Deputy Public Comm. Officer	Ministry of Transport and Infrastructure
Kenya	Eshiwani	Martin	Deputy Secretary	Ministry of Transport and Infrastructure
Kenya	Kilimo	Philomen	Infrastructure Secretary	Ministry of Transport and Infrastructure
Kenya	Njonge	Michael	Traffic Manager	Kenya Urban Roads Authority (KURA)
Kenya	Mwitungu	Mwai	Principal Compliance Officer	National Environment Management Authority (NEMA)

Kenya	Muchiri	Michael	Principal Superintending Engineer	Ministry of Transport and Infrastructure
Kenya	Ondieki	Evans	Head of Transport	Nairobi County
Kenya	Nyang	Frederick Oloo	Director - Economic Regulation	Energy Regulatory Commission
Kenya	Ogut	Christine Adongo	Manager	Nairobi County
Kenya	Kusimba	Peter B.	Director of Administration	Office of the Attorney General
Kenya	Abdullahi	Mohamed	Transport	Nairobi County
Lesotho	Mahlaha	Lehlomla Bernard	Senior Planner	Maseru City Council
Lesotho	Marite	Karabo Thomas	Expert	Ministry of Public Works and Transport
Madagascar	Tovondrazane	Camille Anasyle	Expert	Ministry of Transport and Meteorology
Malawi	Chirwa	Marcel R.D.	High Commissioner	Malawi High Commission
Malawi	Mlotha	Hamilton Mlotha	First Secretary	Malawi High Commission
Malawi	Kamanga	Mphatso	First Secretary	Malawi High Commission
Malawi	Chakwera	James	Expert	Ministry of Transport
Mali	Daikate	Boubacar	Technical Advisor of the Minister	Ministry of Environment, Water and Sanitation
Mauritius	Prithipaul	Deepnarain	Divisional Environment Officer	Ministry of Environment and Sustainable Development
Mauritius	Buskalawa	Satyanand	Environment Officer	Ministry of Environment and Sustainable Development
Mozambique	Sapateiro	Marcos Eugenio Da Silva	National Focal Point for Sustainable Development	Ministry of Co-ordination of Environmental Affairs
Mozambique	Murreriu	Pedro Miguel Paulino	National Director of Transport and logistics	Ministry of Transport and Communications
Mozambique	António	Daniel	High Commissioner	High Commission of Mozambique in Kenya
Mozambique	Maure	Adnito	Counsellor	High Commission of Mozambique in Kenya
Mozambique	Milton	Agostinho	Counsellor	High Commission of Mozambique in Kenya
Namibia	Nghishoongele	Onesmus Immanuel	Deputy Director - Petroleum Affairs	Ministry of Mines and Energy
Niger	Moussa	Ali Seydou	Focal Point SAICM/Niger ; Deputy Environment and Quality of Life	Ministry of Environment, Urban Safety and Sustainable Development
Nigeria	Adadu	Onazi A.	Assistant Director - Bilateral	Ministry of Environment
Nigeria	Ojo	Emmanuel Olukunle	Acting the Head of Div. Ass. Dir.	Ministry of Environment
Nigeria	Lahu	John Elisha	Special Assistant to the Minister	Ministry of Environment
Nigeria	Taiwo	Olukayode	Expert	Lagos Metropolitan Area Transport Authority (LAMATA)
Nigeria	Emeka-Aneke	Violet Ngozi	Deputy Director - Mass Transit	Federal Ministry of Transport
Nigeria	Mobereola	Dayo	Expert	Lagos Metropolitan Area Transport Authority (LAMATA)
Republic of the Congo	Loumento	Joel J.	General Director of Environment	Ministry of Tourism and Environment

Republic of the Congo	Goma	Gabriel Tsemi	Expert	
Republic of the Congo	Mpan	Placide	Expert	
Republic of the Congo	Nyanga	Vivien	Expert	
Senegal	Sow	Gallo	Expert	Ministry of Ecology and Nature Protection
Senegal	Aw	Thierno Birahim	Expert	Ministère des Transports terrestres et du désenclavement
Senegal	Ndoye	Marieme Decraene	Director Roads	Ministère des Transports terrestres et du désenclavement
Seychelles	Andre	Patrick	Principal Secretary	Ministry of Home Affairs & Transport
Somalia	Jama	Mohamed Khalif	Expert	Ministry of Transport and Civil Aviation
South Africa	Dwango	Daisy	Expert	City of Johannesburg
South Sudan	Milla	Emmanuel Roy Longo	Expert	Ministry of Transport, Roads and Bridges
Sudan	Elnour	Ibrahim Fadul Abdalla	Director General	Sudan Railways Corp.
Sudan	Diab	Elsadig Abdalla Elias	Ambassador	Embassy of the Republic of the Sudan
Sudan	Mohammed	Yasir Abdullahi Osman	Third Secretary	Embassy of the Republic of the Sudan
Tanzania	Kilabuko	James	Expert	Vice-President's Office - Division of Environment
Tanzania	Francis	Nicholas Dominic	Expert	Minister of State - Environment
Tanzania	Kassim	Ismail Mbwana	Expert	Ministry of Transport
Tanzania	Mlambo	Asteria Leon	Executive Director	DARTRapid Transit Agency
Tanzania	Mwaluwinga	Hassani Juma Uledi	Business Development Manager	DARTRapid Transit Agency
Tanzania	Madete	Angelina Elias Augustine	Principal Secretary	Transport
Togo	Tahontan	Bamali Piya-Abalo	Expert	Ministre de l'environnement et des ressources forestieres
Tunisia	Abid	Samir	Expert	Ministry of Transport
Uganda	Kajuna	Benon Mwebaze	Commissioner - Policy & Planning	Ministry of Works and Transport
Uganda	Byamukama	Jacob Betubiza	Manager, Transport Planning & Traffic Management	Kampala Capital City Authority
Uganda	Kabanda	Peter	Expert	Ministry of Transport
Uganda	Kitaka	Mubiru Andrew	Director Engineering and Technical Services	Kampala Capital City Authority

Uganda	Kisambira	Rogers	BRT Coordinator / PMU member	Ministry of Works and Transport
Zambia	Sakala	Joseph	Director General	Zambia Environmental Management Agency
Zimbabwe	Gomo	Simbarashe	Provincial Roads Engineer	Ministry of Transport and Infrastructural Development
Zimbabwe	Ruwende	M.H.	Acting Director of Roads	Ministry of Transport and Infrastructural Development
Zimbabwe	Chikurira	Alpha Tarusenga	Environmental Officer - Air Quality	Ministry of Environment, Water and Climate
Green Camer	Nomeny	Evelyne Dominique Epre	Senior Expert in Environmental Assessments	
AFD	Chaplain	Anne	Project Manager	
African Association of Public Transport	Yssoufou	Cisse	Civil Engineer -Transport Economist	
AfDB	Mogere	Stephen	Infrastructure and Evaluation Advisor	
AfDB	Kozu	Takeshi	Infrastructure Liaison Expert	
AfDB	Atchia	Stefan	Principal Transport Policy Specialist	
AfDB	Kabanguka	Jean Kizito	Head of Unit	
AfDB	Naulu	Tapio	Specialist in Transport Facilitation and Trade	
Agence des Transports Urbains	KONAN	Yao Godefroy	Directeur des Etudes et de la Prospective	
AFD	Desmarchelier	Arnaud	Senior Engineer	
ALCO	Kone	Idrissa	Executive Secretary	
ALCO	Kouassi	Jules Venance	Environmental Specialist	
ALCO	Anthony	Edy Kokouvi	Transport Specialist	
ALSTOM GPS	Lienardn	Damien Jean-Daniel	Customer Manager East Africa	
ALSTOM International	Dickson	Giles	VP Global Public Affairs	
ALSTOM International	Jacquin de Margerie	Thierry	VP Africa	
ALSTOM Southern Africa	Nkoane	Oupa	Business Development Director	
Arizona State University	Kim	Tae-Eun Kim	PhD Researcher	
Association for Safe International Road Travel (ASIRT)	Oywaya	Bright	Executive Director	
Borderless Alliance	Bayili	Justin Baya		
Buffalo Bikes	Mburu	Simon		
Cycloville	Odero	Fredrick	Chairperson	
Bureau of Roads and Transport	Asegdom	Tibletse	Deputy head	

Cameroon National Shippers Council	Ekenglo	Alex Nkondje	Representing: Union of African Shippers' Council
Cameroon Railway	GAIBAI	Dieudonne	Communication Manager
Camrail	Dieudonne	Gaibai	Chef Département Communication, éthique et RSE
CEEAC	Libebele	Jean-Paul Momboyo Kukuta	Chef de Service Infrastructures
Centre for Science and Environment	Chandola	Priyanka	Deputy Programme Manager
Dar es Salaam Corridor	Masi	Peter	Executive Director
Delegation of the European Union to the Republic of Kenya	Kivumbi	Dorian	Head of Infrastructure Section
Despachio	Pardo	Carlosfelipe	Director
GIZ	Breithaupt	Manfred	Senior Transport Advisor
GIZ	Wagner	Armin	Team leader - Transport Policy Advisory Services
GIZ	Bader	Nicolai	Transport Policy Advisory Services
Digital Matatus	Wagacha	Peter	
Digital Matatus	Nandaa	Anthony	
Dutch Cycling Embassy	Bosch	Tonny	DCE Coordinator
East African Community	Nyangweso	Hosea Yimbo	Principal Civil Engineer
Environmental Compliance Institute	Opondo	Gerphas Keyah	Director
Ericsson	Kositany	Margaret	Director: Sustainability & Corporate Responsibility Strategy
Ericsson	Makhofane	Shiletsi	Head: Government and Industry Relations
Eurist	Perschon	Jurgen	
EuropeAid	Ciccarelli	Paolo	DG for Development and Cooperation
European Commission	Stalmans	Marc	Program Manager - Transport
European Investment Bank	Simonsen	Kurt	Head of Regional Representation for East & Central Africa
Federation of Clearing & Forwarding Associations of Southern Africa (FCFASA).	Mutale	Emmanuel Mukuka	Vice President
Federation of East African Freight forwarders Associations	Bizimana	Mathew	
FESARTA	Curtis	Barney	Executive Director

First African Bicycle Organization	Kayemba	Patrick	Executive Director
Green Africa	Shivo	Edwin	Communications officer
Green Africa	Otieno	Nickson	
H.P. Gauff	Fest	Michel	Director East and Southern Africa
IBM Smarter Cities	Bryant	Aisha	IBM Researcher
IBM Smarter Cities	Bills	Tierra	IBM Researcher
IBM Smarter Cities	Bryant	Reginald	IBM Researcher
ICLEI	Velasco	Marian Irina	Junior Professional Officer
IGAD	Fadol AbdelKarim	Azhari	Acting Programme Manager of Transport
iMAP INTERNATIONAL Kenya Highway Authority	Kipngetch Vegger	Evans Dag	Chief Executive Officer Advisor to Ministry of Transport, KeNHA
Kenya Institute for Public Policy Research and Analysis	Gachanja	James	Policy Analyst
Kenya Methodist University	Orero	Risper Awiti	Senior Lecturer
Ma3 Route	Anunda	Laban Okune	Founder
Mado Organization	Macharia	Simon G.	Chairman
Makerere University	Tamale	Kiggundu Amin	Urban & Transport Specialist - College of Engineering
NC	Ntahonsigaye	Venant	Coordinator, Roadside Stations Study (RSS)
NCTTCA	Bayiro	Aloys Rusagara	Head of Program, Transport Policy & Planning
NCTTCA	Bagula	Donat Mugangu	Executive Secretary
OSR (Observatoire de la Sécurité Routière)	Nduwayo	Alexis	General Secretary
SLoCaT)	Huizenga	Cornie	Secretary General
PMU	Terefe	Johnnie	Head
Port Management Association of Eastern	Mziray	Franklin	Secretary General
Safer Nairobi Initiative	Agevi	Elijah	
Scania	King	Anthony	Key Account Manager: Alternative Fuels
SECO	Celio	Mattia Stefano	Program Manager
Stockholm Environment Institute University of York	Mbandi	Andriannah	
Stockholm Environment Institute, University of York	Cambridge	Howard Michael	

Sustainable Transport Africa	Kebuchi	Nyaga	Director
Sustainable Transport Africa	Kamau	Henry	Director
TFF	Murithi	Anthony	Consultant
TFF	Humayun	Sardar	Consultant
TTCA	Sirali	Eric	
UATP	Zoro	Bi Nagone	Secretary General
UN Habitat	Kabiso	Aklilu Fikresilassie	Habitat Programme Manager - Ethiopia
UN- Habitat	Bhuttarchajee	Debashish	ASTF Secretariat
UN- Habitat	Muchibwa	Priscilla	ASTF Secretariat
UN-Habitat	Jumba	Joseph	Project Officer
UNCRD	Tikase	Chikako	Director
UNDESA	Hamlin	Thomas Latham	Inter-Regional Adviser on Energy and Transport
UNEP	de Jong	Rob	Head - Transport Unit
UNEP	Akumu	Jane	Programme Officer - PCFV (Africa)
UNEP	Metcalfe	Jane	ASTF Secretariat
UNEP	Koinange	Carly	ASTF Secretariat
UNEP	Murphy	Hilary	ASTF Secretariat
UNEP	Ambeyi	Loisina	ASTF Secretariat
UNEP	Vetch	Liana	Programme Officer - Share the Road
UNEP	Fabian	Bert	Programme Officer - GFEI
UNEP	Ernest	Kamala	Programme Officer
UNEP	Rubia	David	Programme Officer - Ports
UNEP	Ruiz Stannah	Veronica	Programme Officer - PCFV (Latin America)
UNEP	Kinyanjui	Annemarie	Programme Assistant
UNEP	Wothaya	Susan	Programme Assistant
University of Makerere	Ngabirano	Aziidah Amanda	Assistant Lecturer
University of Cape Town	Cooke	Sean	Centre for Transport Studies; Director - ACET (VREF African CoE for Studies in Public and Non-motorized Transport)
University of Cape Town	Baufeldt	Jennifer	Centre for Transport Studies; Director - ACET (VREF African CoE for Studies in Public and Non-motorized Transport)
University of Dar es Salaam	Mfinanga	David Alfred	Department of Transportation and Geotechnical Engineering
University of Nairobi	Mitullah	Winnie	Director, Institute of Development Studies
University of Nairobi	Opiyo	Romanus O.	Lecturer
University of Twente	Brussel	Mark	Senior Lecturer
Urban Transport Development Center	Thiam	Allioune	General Manager
Volvo Research and Education Foundation	Nilsson	David	Senior Advisor

Wheels of Africa	Young	Rakesh	Enterprise Development Coordinator
World Bank	Gorham	Roger	ASTF Secretariat
World Bank	Guillossou	Jean-Noel	SSATP Secretariat
World Bank	Samara	Zeina	SSATP Secretariat
World Bank	Oueslati	Inje	SSATP Secretariat
World Bank	Hartmann	Olivier	SSATP Secretariat
World Bank	Teravaninthorn	Supee	Practice Manager for Transport - Africa Region
World Bank	Irigoyen	Jose Luis	Director, Transport and ICT
World Bank	Sethi	Kavita	
World Bank	Runji	Justin	
World Bicycle Relief / Buffalo Bikes	Waswa	Dick Wekesa	Kenya County Director
NCTCA	Tumwebaze	Fred	Head of Programme, Investment Promotion
Wheels of Africa	Okwara	Nimrod Bwire	
Wheels of Africa	Ochola	Stephen Omondi	

Annex C. Transport Week Activities

During the week of 27 – 31 December 2014 several events were organized to coincide with the ASTF 1st Ministerial and Experts Conference. These events linked to the various aspects of sustainable transport which arose within the Agenda of the Conference, and offered participants networking, learning, training and marketing opportunities.

Conversation Series

The *ASTF 'Conversation Series'* seeks to provide a discussion platform conducive to understanding and advancing the current narrative around transport and linked issues such as poverty eradication, environmental safeguarding, equitable access for all and the full transformative potential of sustainable transport for people, places, our environment and our economy.

The ASTF Conversation took place on the 30th October coinciding with day three of the ASTF 1st Ministerial and Experts Conference.

Understanding the complex existing and emerging relationships which impact on the potential to achieve sustainable transport systems in Africa, requires consolidating existing available information, identifying data gaps and the facilitation of knowledge sharing. A practice of data availability and open and inclusive dialogue surrounding these issues can catalyze partnership, participation and research, ultimately supporting informed policy making.

The ASTF Conversation Series was designed to be an exchange where themes of particular importance and growing relevance to transport and mobility in Africa can be discussed. The associated ill health, congestion and loss of productive time tends to disproportionately affect those who are most vulnerable in communities and who are typically the least likely to be included in the decision making processes which affect them. Against this background, the ASTF Conversation Series seeks to provide a discussion platform conducive to understanding and advancing the current narrative around transport and linked issues such as poverty eradication, job creation, green economic growth and equitable access for all. The three different sessions included in the Conversation Series examined the transformative potential of sustainable transport for people, places, our environment and our economy.

Each session had an audience of between 30 – 34 participants including a moderator and several identified ‘resource people’. The sessions were conducted with a view to facilitating inclusive and dynamic conversation, allowing for targeted input from experts to inform on the latest available information and thinking on the particular issues under discussion. A diverse array of perspectives and contributions were offered from academic, private sector, NGO, Government, international organization and civil society participants.

Conversation Theme	Guiding Sub-themes	Moderator	Resource People
The Empowering potential of Transport – Gender, Marginalized Groups and Equitable Access.	Equitable Access For All – A Human Rights based approach to transport in Africa.	Amanda Ngabirano: Makerere University	Petra Heusser - Human Rights Expert, UN-Habitat
	Gender – Transport as central to achieving gendered participation in economic and decision making activities		Dr. Romanus Opiyo - University of Nairobi
	Urbanisation - Marginalised groups and a ‘right to the city’.		Dick Waswa - Buffalo Bikes Country Director (Kenya)
			Cornie Huizenga - Partnership on Sustainable Low Carbon Transport
The Emerging ICT Revolution in Africa and What it Can Mean for Transport.	Existing Data Gaps - evidence based transport planning and the potential for Open Source Data	James Gachanja: Kenya Institute for Public-Policy Research and Analysis (KIPPRA)	Tae-Eun Kim - Sociocultural Anthropologist, Arizona State University
			Janet Macharia – UNEP Gender focal point
			Peter Waiganjo Wagacha - University of Nairobi
	The Role of Cities in facilitating ICT innovation in the transport sphere		Laban Okune Ma3Route
			Tierra S. Bills - IBM
			Margaret Kositany - Ericsson
			Anthony Nandaa - C4D lab - University of Nairobi/Digital Matatu
Dr. Humphrey Njogu – KIPPRA			
Mr. Vincent Kitio – UN-Habitat (energy specialist)			

Funding and Financing to Realize the Transformative Potential of Sustainable Transport in Africa.	The Baseline - BAU- Current Investment Patterns for Transport in Africa:	Cornie Huizenga: Partnership for Sustainable Low Carbon Transport	Dr. Jurgen Perschon - EuriSt
	Public Private Collaboration – a mechanism to foster, strengthen and generate partnership		
	What is the role of the Public Sector in influencing private sector investment		Liz Paterson - Urban Economy Branch, UN Habitat
	What is the role of Overseas Development Aid in promoting private sector investment: Short and medium term recommendations?		
	Bankable Projects – Institutional arrangements, economic sustainability and financing mechanisms		

Outcome

The expert opinions, knowledge and questions gathered by the **ASTF Conversation Series** will serve to inform projects, partnerships and new research around transport in Africa. Going forward the Series will also act as an enabling platform for on-going exchange of knowledge and information thereby serving to inform decision making at all levels.

The main points and discussion will be captured in Issue Papers and made available from <http://www.unep.org/Transport/astf/> once drafted. The ‘conversation’ will be kept live and inclusive of new opinions and topics via the ASTF website.

Solutions Expo

The Solution Expo provides a platform for all participant organizations to showcase innovative sustainable transport solutions in Africa and beyond and to promote collaborative dialogue. Ultimately the aim is to strengthen and form effective, innovative and concrete partnerships in the implementation of the ASTF Action Plan.



From 28 – 31 October 2014, the ASTF Conference hosted the **ASTF Solutions Expo**; showcasing some of the most successful, exciting and innovative sustainable transport solutions within the African continent and beyond. In particular the Solutions Expo supported two of the key aims of the 1st ASTF Conference; sharing best practice and developing partnerships.

The Expo demonstrated sustainable transport solutions which currently exist and ideas/innovations to support a move towards green economic growth applicable to Africa. Serving as a platform to showcase solutions, the Expo also served to highlight success, share knowledge and explore new avenues for collaboration.

A mix of private sector, civil society, NGO, Government and UN exhibitors lead to a diversity of information and materials. A total of 17 exhibitors took part in the Expo which are listed below.

	Category	Exhibitor
1	Private Sector	GIZ (Deutsche Gesellschaft für Internationale Zusammenarbeit)
2		Buffalo Bikes / World Bicycle Relief
3		Ma3 Route
4		ALSTOM
5	Non-Private Sector	The Green Africa Foundation
6		Wheels of Africa
7		SLoCaT
8		EURIST
9		World Bank
10		CAMRAIL (Cameroon Rail)
11		Stockholm Environment Institute
12		Kijicho Interactive Ltd
		NCTTCA RSS
13	Academic	Nairobi University / Digital Matatus
14	UN Agencies + Donors	UNEP
15		UN- Habitat
16		SSATP
17		WHO (World Health Organisation)

UNEP – Share the Road Training

'Share the Road' is a UNEP initiative, developed with and supported by the FIA Foundation. It brings together the environment and safety agendas in the context of urban transport in the developing world where the majority of people – those moving by foot or bicycle – are disadvantaged on the road. The overall goal is to catalyze policies in government and donor agencies for systematic investments in walking and cycling road infrastructure, linked with public transport systems.

Around the world, investment patterns in road infrastructure continue to favor the car. Despite the high societal costs, increasing the road space for cars continues to be a priority for investors and governments. In regions like Africa,

the first region of focus for Share the Road, where only a small fraction of the population own or have access to a car, the development of road infrastructure neglects the needs of the majority of road users – pedestrians and cyclists. (Read our 2-page article **“High Time to Change Road Investment Patterns in Africa”** in *Urban World*, UN-Habitat’s quarterly magazine.)

Investing in road infrastructure for walking and cycling leads to massive benefits in *environment, safety* and *accessibility*. It reduces emissions of air pollutants and greenhouse gases, protects vulnerable road users and income earning adults from high-speed motor traffic, and increases affordable access to vital services and employment.



Prior to the ASTF conference on 27 October 2014, a non-motorized transport (NMT) training took place in Nairobi for key representatives from ministries of environment and transport; civil society; academia etc. Overall, 13 countries participated in

the training including Ghana, Tanzania, Mauritius, Ethiopia, Mozambique, Burundi, Malawi, Cote d’Ivoire, Uganda, Nigeria, South Africa, and Kenya. The training was conducted by UNEP in collaboration with resource persons from the University of Twente, with the aim of building capacity of participants on planning and development of NMT policy and infrastructure. The Ugandan Deputy Minister of State in the Ministry of Water and Environment graced the occasion, and presented certificates to participants at the end of the training. The participants were supported to understand multi-disciplinary and innovative approaches surrounding NMT and its implementation; relate methods, techniques and approaches for policy planning and analysis; and gauge perspectives on equity, environment, gender and sustainability. The recently developed Courseware on NMT Situational Analysis was utilized during the training.

Kibera Youth Art Competition

The ASTF Secretariat worked with the Uweza Art Gallery in Nairobi's Kibera slum to provide up-and-coming Kenyan youth artists with a space to create artwork and express their views of their reality and/or vision for transport in Kenya.

The work of 16 students' was displayed at the Conference networking and reception area from October 28-30. Prizes were awarded by Ms. Ligia Noronha, Director Division of Technology, Industry and Economics, UNEP to recognize the winners. The ASTF is hoping to use the entries as a new poster or backdrop for ASTF in the future. <http://www.uwezakenya.org/our-work/art-program/art-gallery>



The Art Competition winners are listed below:

Names	Category
Victor Otieno Sylvester Oyoo Ivy Achieng Peter Owino	Age 7 -13 years
Japheth Nyamosi Austin Otieno	Age 14 – 16 years

UN-Habitat – SUSTRAN Training

SUSTRAN FORUM AND REGIONAL WORKSHOP

PROMOTING SUSTAINABLE TRANSPORT SOLUTIONS FOR EAST AFRICAN CITIES

30- 31 October 2014

1. INTRODUCTION

With a focus of improving public transport and reduce traffic congestion and greenhouse gas emissions the three cities of Nairobi, Kampala and Addis Ababa are coming up with a functional demonstration Bus Rapid Transit (BRT) Corridors that incorporate walking and cycling facilities . The SUSTRAN Forum and Regional Workshop held in Nairobi, on October 30th and 31st jointly organized by UN-Habitat and GIZ was attended by at least 30 participants for each event.

Participants comprised of representatives from government, local authorities and transport institutions from the 3 SUSTRAN Project cities as well as UN- Habitat, UNEP, GIZ, TRL and ITDP. In order to enhance the two day events representatives from Dar-es-Salaam, Lagos and Johannesburg were also present to share experiences in BRT planning and implementation with the SUSTRAN cities participants.

The Forum which was held on the 30th of October was a regional platform to exchange information and experiences related to the SUSTRAN Project, whilst the Regional Workshop on 31st October focused on identifying and solving specific challenges to the project implementation in the three partner cities.

2. THE FORUM- 30 OCTOBER

Presenters during the Forum included:

Rahab Mundara- UN-Habitat

Nicolai Bader- GIZ

Kibet Teregin- Project Management Unit (PMU) Nairobi

Rogers Kisambira- Kampala, Ministry of Works and Transport

Jacob Byamukama- PMU Kampala

Tibleste Asgedom- PMU Addis Ababa

Daisy Dwango- Transport Department, City of Johannesburg

Asteria Mlambo- Dar es Salaam (Dar Rapid Transit Agency)

Taiwo Olukayode- Lagos State. Deputy Director (Safeguards) LAMATA

3. PRESENTATIONS AND DISCUSSIONS

Status of the SUSTRAN Project

On the status of the SUSTRAN Project, it was indicated that the SUSTRAN Project planning, designing and implementation was scheduled for 2011- 2015 and remarkable progress has already been made in the three cities. The project has minimal time remaining to achieve the targets set.

SUSTRAN Regional Strategy

Through regional capacity building, awareness raising and networking it aimed at fostering regional collaboration and create economies of scale so that certain elements of work already done in one location maybe replicated in another.

Implementation Status in the 3 SUSTRAN Cities

Nairobi- the A104 Corridor proposed for the BRT covers 12Km of BRT carriage ways on the median of the highway and a total of 44 median stations, cross access bridges and interchange stations. Final preliminary designs are on-going with construction planned to start October 2015.

Kampala- the pilot corridor covers 25km. The project is at detailed design stage, with Draft detailed design and draft tender documents having been submitted by the Consultant. Next steps include land acquisition, establishment of MATA, securing funding, publicising the project, procurement of infrastructure and ITS and procurement of operator. The City has also adopted an NMT Policy.

Addis Ababa- 8 BRT corridors have been planned and 2 Light Rail Transit Corridors which are under construction. Feasibility studies for the BRT corridors have already been completed with implementation to start with one corridor. Catering for NMT include incorporation of an electric bike scheme to the project.

4. BRT SYSTEMS IN AFRICA

Johannesburg, Rea Vaya

The presentation outlined how the City of Johannesburg through BRT has managed to provide comfortable, reliable, safe and affordable public transport for the commuters. The national government fully funded the acquisition of buses and provision of infrastructure. The BRT comprise of 25km trunk route and operates 143 euro IV buses. The project transformed the public transport industry by organizing the mini bus operators into a private registered enterprise. More than 500 mini bus operators taken off competing routes were integrated into the new system. The BRT has a ridership of 42 000 daily passengers. Plans are underway to expand the BRT system in the City.

Dar-es-Salaam, DART Project

The national government successfully provide infrastructure for the BRT including bus depots. On operation the DART system which has not started to operationalize will utilize high capacity buses of 140 passengers. The government will contract operations to the private sector with existing public transport operators having to stop the current service. The first phase of the BRT system constitutes of 7 trunk routes, 2 express and 5 local services. The project has 6 phases that will make up a total of 130.3 km of BRT way, 18 terminals and 228 stations. The design of phases 2 and 3 has been completed.

Lagos, LAMATA Project

Prompted by the need to sustainably provide transport in the Lagos Metropolitan which generated about 22 million trips a day and reducing emissions which were at alarming levels the LAMATA implemented the first BRT in Africa in 2008. Construction of rail lines is underway. The Lagos

metropolitan is moving towards developing fully integrated mass rapid transit to cover identified activity centers in the mega city, integrating rail lines, BRT routes and water routes including developing a common ticketing system.

Participants discussed various issues including design and acquisition of the suitable BRT buses for their cities, location and design of BRT stations, participation of the current public transport providers to facilitate smooth transition to BRT and sustainability of BRT including economic viability of BRT systems.

Agenda for the Forum

- 10:15 – 10:30 Registration
- 10:30 – 10:45 Introduction and current status of [SUSTRAN Project](#) by Rahab Mundara / Debashish Bhattacharjee (UN-Habitat)
- 10:45 – 11:00 Introduction of [SUSTRAN Regional Component](#) by Nicolai Bader (GIZ)
- 11:00 – 12:30 Update on implementation status of project in [Nairobi](#) by Kibet Teregin (PMU)
- 12:30 – 13:15 Lunch
- 13:15 – 14:00 Update on implementation status of project in Kampala by Rogers Kisambira ([NMT](#)) and Jacob Byamukama ([BRT](#)) (PMU) (more information [1](#) & [2](#))
- 14:00 – 14:50 Update on implementation status of project in [Addis Ababa](#) by Tibleste Asgedom (PMU) ([more information](#) by TRL)
- 14:50 – 15:45 [Rea Vaya, Johannesburg](#) presentation by Daisy Dwango (Transport Department, City of Johannesburg)
- 15:45 – 16:00 Coffee / Tea Break
- 16:00 – 16:55 [Dar-es-Salaam](#) presentation by Asteria Mlambo (DART)
- 16:55 – 17:30 [Lagos](#) presentation by Taiwo Olukayode (LAMATA)
- 17:30 – 18:00 Closing Remarks by Andre Dzikus (UN-Habitat)

5. THE REGIONAL WORKSHOP- 31 OCTOBER

The Regional Workshop focused on key steps towards sustainable urban transport, particularly on integrated MRT planning with BRT as a key element, BRT business planning & industry transition, integrated planning, institutions, and transit associations.

Agenda for the Regional Workshop

Part 1 Integrated MRT & NMT planning (with BRT as a key element)

- Opening by Geordie Coleville (UNEP, Energy Branch)
- 09:50 – 10:05 [Fuel Efficiency](#) by Bert Fabian (UNEP)
- 10:05 – 10:45 UNEP / ICCT [BRT technology and emissions study](#) presented by Kamala Ernest (UNEP)
- 10:45 – 11:00 Coffee and Tea Break
- 11:00 – 12:15 Discussion on component 4 of the SUSTRAN project: website, newsletter, networking, study tour
- 12:15 – 12:45 [Integrated MRT planning](#) (MRT and NMT integration) by Carlos Pardo (GIZ)
- 12:45 – 13:45 Lunch

Part 2 Institutional framework and responsibilities

- 13:45 – 16:00 [BRT business planning; Industry transition](#) by Walter Hook (ITDP)
- 16:00 – 16:15 Coffee and Tea Break
- 16:15 – 16:30 [Integrated planning, institutions, and transit associations](#) by Manfred Breithaupt (GIZ)
- 16:30 – 16:50 Presentation [NAMETA](#) by Silas Kinoti (KURA)
- 16:50 – 17:00 Closing remarks by Debashish Bhattacharjee (UN-Habitat)

6. UN HABITAT EXHIBITION AT SOLUTIONS EXPO

October 28-31, 2014

UN Habitat participated in the Solutions Expo during the ASTF week, between 28- 31 October 2014. The exhibition focused on promoting public transport, walking and cycling as sustainable modes of transport. The display comprised of some UN Habitat published reports, posters and a video. In order to avoid use of bulky paper materials for publications UN Habitat distributed to ASTF participants 'UN Habitat branded USB sticks' (200 USB sticks distributed during the ASTF week) which contained the following reports and publications:

- Global Report on Human Settlements 2013: Planning and Design for Sustainable Urban Mobility
- Promoting Non Motorised Transport in Asian Cities Policymaker's Toolbox (2013). Prepared by Clean Air Asia and endorsed by UN Habitat and Sustainable Energy Foundation.
- The Tool for the Rapid Assessment of Urban Mobility in Cities with Data Scarcity 2013. (Prepared by Clean Air Asia and ITDP for UN Habitat).
- Poverty and Sustainable Transport: How transport affect poor people with policy implications for poverty reduction (2014). A literature review. UN Habitat, SloCat and ODI.
- Climate Summit 2014. Transport Action Plan: Urban Electric Mobility Initiative.

The exhibit had posters on Cycling for Sustainability and Innovative Public Transport featuring the Bus Rapid Transit in Gangzhou that is linked to a bike sharing system.

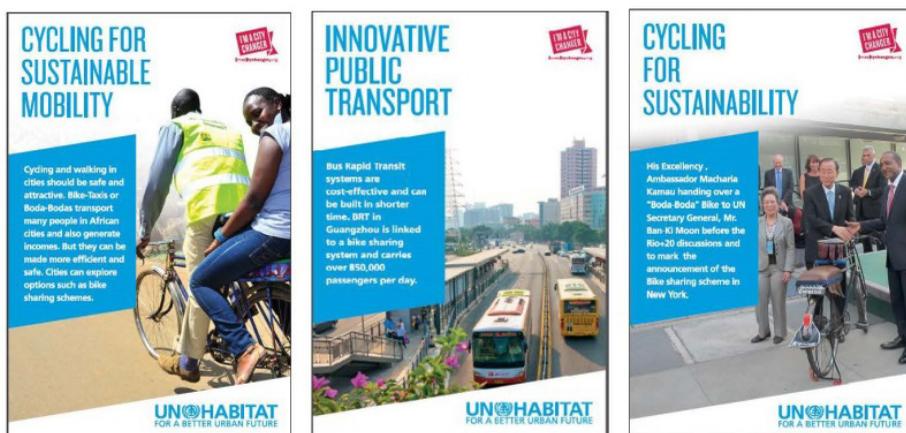


Exhibit Stand on ASTF Solutions Expo, October 28-31, 2014

Posters Displayed at UN Habitat

A video screened at the UN Habitat stand which was some highlights from a United Nations Forum 2013 focused on prioritising public transport, walking and cycling in cities for sustainability.

Annex D. SSATP Working Group Meetings and General Assembly

The General Assembly of the Africa Transport Policy Program (SSATP) was held in Nairobi, Kenya, on October 31, 2014. It was preceded by meetings of the SSATP working groups on urban mobility and on integration, connectivity and cohesion together with the Transport Coordination Committee of the Regional Economic Communities (REC TCC) on October 27, 2014. The proceedings of the SSATP events are the subject of a separate document available on the website of the SSATP (www.ssatp.org).



Annex E. Breakout Sessions: Compiled Results

<p>ENABLING CONDITIONS</p> <p><i>Institutions</i></p> <ul style="list-style-type: none"> ▪ Inter-agency coordination and harmonization. ▪ Develop clear institutional responsibilities ▪ Overcome barriers of bureaucracy. <p><i>Knowledge /Capacity Building</i></p> <ul style="list-style-type: none"> ▪ Capacity development at leadership level for greater intervention at policy level. ▪ Education on participatory processes for policy making. ▪ Data and knowledge sharing for capacity development in sustainable transport. ▪ Generation of data to inform baselines and monitoring. <p><i>Funding</i></p> <ul style="list-style-type: none"> ▪ Mobilizing resources at the domestic level.. ▪ Strategies and tools to inform funding mechanisms. ▪ Promote public private partnership as a means of funding sustainable transport infrastructure <p><i>Political commitment</i></p> <ul style="list-style-type: none"> ▪ Attract expertise in sustainable transport into the political area. ▪ Secure leadership engagement on sustainable transport issues. <p><i>Advocacy & Awareness</i></p> <ul style="list-style-type: none"> ▪ Avail of the media to communicate the issues and rally support. 	<p>ROAD SAFETY</p> <p><i>Legislation and Policy</i></p> <ul style="list-style-type: none"> ▪ Dedicated institution to address road safety through targeted actions. ▪ Accurate road safety data/audits against which to measure impacts of interventions. <p><i>Awareness and education</i></p> <ul style="list-style-type: none"> ▪ Safety and awareness campaigns. ▪ Capacity building on road safety issues within existing agencies. <p><i>Road design and infrastructure</i></p> <ul style="list-style-type: none"> ▪ Better public transport and NMT facilities as a means to achieving better road safety performance. ▪ Adoption of standards and guidelines <p><i>Define and implement National Action Plan based on decade of actions for road safety</i></p> <ul style="list-style-type: none"> ▪ Develop road safety action plan building from the decade of action on road safety. ▪ Define/amend road safety guidelines to include NMT <p><i>Enforcement</i></p> <ul style="list-style-type: none"> ▪ Law enforcement measures – vehicle safety, driver behavior
<p>ACCESSIBILITY & SUSTAINABLE INFRASTRUCTURE</p> <p><i>Policy</i></p> <ul style="list-style-type: none"> ▪ National governments to develop a national policy on urban transport for all cities in the countries. ▪ Adopt accessibility as a main principle in transportation. <p><i>Integrated Transport Planning & Land Use</i></p> <ul style="list-style-type: none"> ▪ Develop a multi-modal transport policy and integrate all elements of transport with each other (design of roads, public transport, mass rapid transport, NMT, 	<p>EMMISSIONS</p> <p><i>Reducing Emissions</i></p> <ul style="list-style-type: none"> ▪ Ambient air quality regulations and standards, use of alternative vehicles, awareness, Euro 2 standards, banning import of used cars, mandatory testing, regulatory measures to reduce emissions, enhance car manufacturing in Africa, lower duties for importation of new vehicles, limit vehicle age for imports, incentives for clean cars, Euro 4 and above for PT, proper engine servicing, catalytic converters, limiting age of cars, calibration of engines. ▪ Adopt innovative emission free transport

<p>etc.) to aim for seamless transport service that can take people to where they want via different modes.</p> <ul style="list-style-type: none"> ▪ Consider how to integrate air, land, transport, etc. <p>Public Transport (<10,000 per hour per direction)</p> <ul style="list-style-type: none"> ▪ Develop and adopt a public transport policy that (a) prioritizes and creates an enabling environment for public transport which encourages the majority of citizens to use public transport. Should include consideration of vulnerable groups; incentivize public transport (e.g. decrease tariffs and discouragement of use of private vehicles) (b) prioritizes well regulated and integrated public transport ▪ Develop an approach to incentivizing business investment e.g. decrease tariffs for bus importation. <p>Mass Rapid Transit (>10,000 per hour per direction)</p> <ul style="list-style-type: none"> ▪ Develop an integrated mass rapid transit plan. ▪ Develop proposals for a pilot BRT system. ▪ Governments to encourage private sector financing for mass rapid transit. ▪ Governments to evaluate rail as an option for mass rapid transit and technology transfer options to enable this (if it is a viable option) ▪ Governments should evaluate rail for mass transit and tech transfer to enable this. <p>Traffic Demand Management</p> <ul style="list-style-type: none"> ▪ Formulate policies that manage traffic demand management and incorporate into urban transport policy. <p>Regulation & Enforcement</p> <ul style="list-style-type: none"> ▪ Need governments to develop monitoring framework of regulations that holds transport authorities to task in meeting the goals of public transport system. <p>Non-Motorized Transport</p> <ul style="list-style-type: none"> ▪ Develop comprehensive design of NMT facilities including infrastructure. ▪ Implementation of design standards. 	<p>modes like urban roadways.</p> <p>Fuel economy</p> <ul style="list-style-type: none"> ▪ Develop fuel economy standards. ▪ Implement fiscal incentives that ensure improvements in fuel economy are consumer driven e.g. duty should encourage purchase of newer vehicles as opposed to older vehicles. Incentives for lower cc cars and taxes for fuel guzzlers. <p>Energy</p> <ul style="list-style-type: none"> ▪ Promote use of hybrid and electric cars, renewables, alternative fuels. <p>Regulations & Testing</p> <ul style="list-style-type: none"> ▪ Develop testing, inspection and enforcement regimes. <p>Policy & Legislation</p> <ul style="list-style-type: none"> ▪ Improving fuel specifications to meet an acceptable emission standards e.g. Euro III or Euro IV ▪ Harmonized emission standards that conform with achieved fuel specifications ▪ Retrofit in-use vehicles to reduce emissions e.g. catalytic converter and use of cleaner fuel ▪ Legislate cleaner fuels and vehicle emissions standards
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<p>Water Transport <i>(one group)</i></p> <ul style="list-style-type: none"> ▪ Need to develop framework for developing water transport. Coastal and inland waterways modes (Nile and Congo are not fully exploited). Also consider how to link all modes effectively to ports. <p>Maritime processes and planning to create a sustainable transport within countries and regions. <i>(one group)</i></p> <ul style="list-style-type: none"> ▪ Improve port infrastructure along the coast and inland waters – Provide capacity ahead of demand. ▪ Improve/develop effective and efficient linkage to ports by rail/road network infrastructure to address port congestion and delays. ▪ Establish governance structures for coordination of related economic activities in the maritime sector – transformation of the continent into a blue economy. ▪ Develop structures for promotion of ship registration, ship ownership and administration to promote the continent’s involvement in the maritime sector. ▪ Establish structures for development of human resource capacity in the maritime sector. 	<p>Ideas on the role of ASTF</p> <ul style="list-style-type: none"> ▪ Support Government in development and implementation of a series of policies in the different action priority areas ensuring full integration. ▪ Identify champions to engage and mobilize with Government and other Stakeholders to drive sustainable transport. ▪ Provide support for sustainable transport financing mechanisms.
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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

40 African countries: Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Democratic Republic of Congo, Côte d'Ivoire, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, South Sudan, Swaziland, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe

8 Regional Economic Communities: CEEAC, CEMAC, COMESA, EAC, ECOWAS, IGAD, SADC & UEMOA

2 African institutions: UNECA, AU/NEPAD

Financing partners for the Second Development Plan: European Commission (main donor), Austria, France, Norway, Sweden, United Kingdom, Islamic Development Bank, African Development Bank, and World Bank (host)

Many public and private national and regional organizations

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