The Africa Transport Policy Program (SSATP)

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SSATP Updates

Africa Transport Policy Forum and SSATP Annual Meeting Underscore Why Transport is Critical to the Post 2015 Sustainable Development Agenda

Delegations from more than 30 African countries and from Regional Economic Communities joined representatives from the private sector, civil society and multilateral institutions in the first Africa Transport Policy Forum co-hosted in Dakar this past December by the SSATP and the Government of Senegal. The SSATP’s General Assembly took place immediately after this continent-wide event, building on its momentum and innovative ideas.

As African economies continue to grow and expand, the transport sector becomes even more critical for promoting a people-centered, socio-economic development agenda. Despite the fact that sustainable transport may not be turned into a specific Sustainable Development Goal of the post 2015 development agenda, planning for affordable, safe and clean transport systems is indeed a smart and cost-effective way to address people’s needs and the impact of rapid urbanization across Africa.

This was one of the key messages reiterated during the course of the Forum, which was officially opened by His Excellency Thierno Sall, Minister of Infrastructure, Land Transport and Access for Senegal. “The integration and promotion of infrastructure and transport services in the sustainable development goals of the post 2015 agenda will contribute towards the success of this ambitious program,” said the Minister.

The Forum unfolded across three thematic pillars: sustainability, road safety and urban mobility. Transport experts from across the continent met in plenary sessions then split up into technical groups relevant to each pillar, their interests and expertise. Governance and data management cut across all three topics and were integrated into the broader discussions.

Sustainable transport

In terms of sustainability, all participating country delegations and institutional representatives agreed that transport is a critical factor for achieving many of the development objectives outlined in the post 2015 Agenda and further elaborated at the African consultative meeting held this past October. These include the promotion of sustainable agriculture, the creation of inclusive economies, managing natural resources and ensuring access to quality education and health care.

“Sustainable transport,” said Marc Juhel, Transport Sector Manager at the World Bank, is about meeting access and mobility needs of populations across Africa in a safe, dependable way.
and affordable manner.” Furthermore, access to markets is particularly relevant for landlocked countries, experts attending the Forum said while noting that 50 percent of landlocked nations are indeed in Africa, hence dependent on an efficient and cost-effective transport system.

Regional corridors are therefore an integral component of sound transport policies across Africa and exemplify all the issues discussed during the Forum. Not only do they connect multiple countries, rural and urban areas within countries and promote trade, but they also serve as a model of cooperation among countries for achieving results on issues such as border crossing and road safety. However, transit on regional corridors remains costly and time consuming for lack of proper policies and governance, said delegates from landlocked countries, as they called for better integration to spur equitable growth and development.

The discussion around sustainability served as an opportunity to reintroduce the Sustainable Transport Forum for Africa, an event expected to take place in Nairobi sometimes between October and December 2014. Co-hosted by SSATP and the UN Environment Program, this event will bring together African stakeholders from the transport, environment and health sectors to promote innovative thinking and knowledge sharing on sustainable transport solutions for Africa.

Road Safety

Road safety, another main theme of the Forum, is an essential ingredient of the sustainable transport paradigm. Sustainability cannot exist without safety for road users. Road safety is a major public health concern comparable to malaria and HIV/AIDS. In 2010 alone, according to estimates by the World Health Organization, approximately 1.24 million people were killed on the world’s roads and each year between 20-50 million suffer non-fatal injuries from road traffic collisions.

Despite having only 2% of the world’s vehicles, Africa is the world’s most dangerous region for traffic fatalities with 24.1 deaths per 100,000 people in 2010. It also has the highest proportion (38%) of vulnerable population—pedestrians and cyclists—who are killed in road accidents.

In Senegal, the Government says that at least 350 people lose their lives every year due to road accidents, while thousands are seriously injured. “This situation has irreversible psychological consequences for families and represents a significant socio economic cost to the country, said Aubin Sagna, Secretary General for the Ministry of Transport, during the Forum. “There isn’t one family in Senegal who has not been affected either directly or indirectly by this modern plague.”

In an effort to half the number of road fatalities by the year 2020, the UN has launched the Decade of Action on Global Road Safety. African countries are developing plans to curb the impact of this pandemic.

The African Charter on Road Safety developed at the initiative of the African Union Commission, for instance, is expected to: 1) guide action on the implementation of national, regional and continent-wide road safety programs, 2) promote coordination of road safety across the continent.
and within countries, 3) increase the participation of the private sector, civil society and non-governmental organizations on matters related to road safety, and 4) promote the harmonization of data collection, analysis and dissemination on road safety.

Delegates attending the Forum also highlighted that one of the recommendations put forth by the *Africa Road Safety Plan of Action*, which was approved by the African Heads of States in 2012, is that 10% of all infrastructure related investments and 5% of infrastructure maintenance investments go towards promoting road safety. Although this remains more of an aspiration than a reality, the message was passed on to the donors.

One area where concerted action can make a tangible difference, some participants said, is road safety along regional corridors. Because corridors exemplify all the risk factors that increase the likelihood of road accidents—heavy traffic volume, mixed speed environment, axle overload, motorized and non-motorized users and the inevitable driver fatigue—they provide an opportunity to make substantial progress on road safety management. The establishment of regional observatories, experts said, can also facilitate the collection and analysis of valuable data.

**Urban Mobility**

According to data from the African Development Bank, Africa has experienced the highest urban growth during the last two decades at 3.5% per year and this rate of growth is expected to hold into 2050. Projections also indicate that between 2010 and 2025, some African cities will account for up to 85% of the population. The evidence confirms that Africa is the world’s fastest urbanizing continent.

Rapid urbanization and rising transport needs within cities make urban mobility a priority of the transport sector in Africa said delegates attending the Dakar Forum. “Some cities in Africa grow between 5 to 8 percent per year,” said Pedro Ortiz, former Deputy Mayor of Madrid and World Bank Consultant. “This means that you double the size of a metropolis every 40 years and if this is not addressed the result is an uncontrolled growth of urban slums.” Transport is thus key to urban planning.

Ortiz said that cities such as Nairobi, now home to five million inhabitants, are slowly starting to integrate urban mobility into city planning. “The idea of the planned commuter train for instance is to decentralize and decongest the city center,” said Ortiz during an interview. He warned that upgrading a city slum would cost local governments three times more than making the right decisions now.

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*Image of a bus in Dakar, Senegal*

*Image of a presentation slide by Pedro Ortiz*
The concept of inter-modality or mixed modes of passenger commuting goes hand in hand with urban mobility. After all, some delegates remarked, in a well functioning urban transport system, means of transport complement each other instead of competing with one another. New transport means (moto taxis and improved mass transit) must be safe, affordable, efficient, timely and comfortable. Forum participants said the private sector can play an important role in promoting urban mobility by expanding the supply of services to meet everyone’s needs.

General Assembly
During its annual meeting, the SSATP presented three proposed pillars of action for its Third Development Plan (DP3 2014-2018): sustainability, partnership and the ability to respond to new transport-related challenges. The programmatic areas proposed by the SSATP in this new phase are road safety, urban mobility and integration and connectivity.

The delegates committed to advocate sustainable transport as one of the Sustainable Development Goals upon returning to their countries. The Ministry of Transport of Senegal volunteered to continue this advocacy role at continental level with African institutions and governments. The General Assembly confirmed the support from countries and Regional Economic Communities to the African Charter for Road Safety, which will be presented for endorsement during the next Conference of African Ministers of Transport.

Participants also agreed to promote the concept of National Road Safety Lead Agencies as entities with their own mandate, resources and capacity to coordinate all relevant actors in making road safety a priority. Considering the three main challenges that cities face in the transport sector (governance, infrastructure and transport services, externalities), the General Assembly recognized that transport shapes cities and that the integration of urban and transport development policies is a must.

Finally, the General Assembly welcomed Morocco as the 39th member country of the SSATP while Tunisia also indicated its intention to become partner of the program after the Forum. The General Assembly confirmed the designation of the Federation of East and Southern African Road Transport Associations (FESARTA) and the International Road Union through its Regional Committee for Africa as representatives from the private sector in the Board of the SSATP.
The 2014 Africa Sustainable Transport Forum: A Continent-Wide Event that Is Expected to Kick-Off a New Way of Thinking about Transport

The Africa Transport Policy Program and the United Nations Environment Program (UNEP) are collaborating for launching the first ever Africa Sustainable Transport Forum, with the inaugural conference scheduled to take place in Nairobi later this year. As the date for this important event firms up, Jane Metcalfe, the recently hired Coordinator of the Forum Secretariat is intensely working not only to ensure that the event is a success but also to prepare for what comes next.

“We think that the Forum is a critical venue for initiating south-south knowledge exchange on sustainable transport solutions for Africa, but we must move beyond knowledge exchange to implementing, replicating and scaling these solutions and innovations across all five regions of Africa,” said Metcalfe in a recent phone interview.

At the Forum, a myriad of interrelated issues will be discussed ranging from infrastructure design to interconnectivity to air pollution. Issues such as road safety and cleaner fuels already account for devastating health and safety impacts costing African economies millions of dollars each year, and they are of increasing importance as African countries continue to grow and urbanize, noted Metcalfe.

“Success is when sustainable transport becomes embedded in development and investment decisions,” said Metcalfe. “This means that any future plans for road construction should include plans for walking and cycling infrastructure that makes it easier, safer and less time-consuming for people, and especially for poor people, to get to their job, the market or to school. We also need to consider how it might be possible to retrofit existing infrastructure for the better integration of non-motorized transport and mass transit in order to keep people from shifting to cars as African cities grow. And this all needs to be done with the aim of creating interconnected transport systems, not merely by improving one road at a time that goes from point A to point B.

Achieving this vision of sustainable transport in Africa will involve reaching a wide variety of stakeholders, including policy-makers, development partners, civil society and the private sector, along with engineers and urban planners. The purpose of the Forum, emphasized Metcalfe, is to engage with these stakeholders in order to uncover both good and bad practices to learn from as well as to catalyze action and policies at the regional, national, and local level.

“South-south cooperation and learning is one of the things we are striving for in the Forum,” said Metcalfe. “For example, in Uganda, there has been an agreement on a national policy to improve non-motorized transport that we think other countries could learn from.”

Additionally, better coordination, particularly at the international level, will be very important, highlighted Metcalfe. This means that development agencies such as the World Bank and the...
African Development Bank need to better integrate sustainable transport into their loans and harmonize their various transport projects.

“The bottom line is that now is the time to influence these decisions,” said Metcalfe, “and I’m optimistic that the change Africa is looking for with regards to sustainable transport is possible. When I first worked on these issues in Eastern Europe, if you wore a white shirt it would quickly turn black from pollution, but now many of these countries are part of the European Union and actively promote a global environmental agenda. That inspires me to think that Africa could do the same thing. Already, we’ve seen lead phased out of fuels in all countries (except one) in Africa, and in all but six countries across the globe. With current technologies, we can significantly reduce levels of black carbon and particulate matter in the urban air by reducing sulfur in fuel and putting particulate filters on vehicles. I’m confident that by using such existing approaches and technologies, and working together to identify new solutions, we can achieve a more sustainable future for transport in Africa over the next five years.”

Integrating Transport in the post-2015 Development Agenda Requires a More Comprehensive Sectorial Approach

A Discussion by SSATP’s LinkedIn Group
(http://www.linkedin.com/pub/ssatp-africa-transport-policy-program/58/4ab/265)

Over the past decade, investment in transport in developing countries has grown rapidly, but this has been largely due to its recognition as an engine for economic growth, as noted by several of SSATP’s LinkedIn Group members in a recent discussion on the post-2015 Development Agenda. Though economic growth is a driver of investment, members expressed concern that other equally critical issues such as equitable access and environmental impacts were being neglected. Despite the fact that these issues are well understood and documented, participants noted that there is no action on these topics.

For instance, Michael Bailey, Member at Large, Casa Loma Homeowners Association Board of Directors, emphasized the importance of developing solutions that integrate motorized and non-motorized transport into a “seamless system” and that address the needs of all users, including “women, minority populations, rural people, seniors and persons with disabilities.”

Similarly, Priyanthi Fernando, Executive Director at Centre for Poverty Analysis, expressed

“It is important to develop solutions that integrate motorized and non-motorized transport into a seamless system that addresses the needs of all users.”

Sustainability also means creating special pathways for cyclists, Nairobi, Kenya
Photo: Jane Metcalfe

concern over who would benefit from what kind of investments—whether beneficiaries would be the bottom 20 percent or even bottom 40 percent.

Furthermore, many members warned that the focus on economic growth alone would result in perverse incentives, unless both costs and benefits are accounted for. In addition to spurring positive growth by connecting people with markets and jobs, transportation also contributes to GDP growth in a negative way, noted some SSATP LinkedIn members, by having a devastating impact in the health and timber sectors.

For example, Rob McInerney, CEO of iRAP, noted that road deaths and injuries cost more than 5 percent of GDP for many African countries. Similarly, while the growth in GDP associated with clearing trees sold as timber is accounted for, the long-term costs associated with the destruction of ecosystems are neglected, said Priyanthi Fernando, Executive Director at Centre for Poverty Analysis.

Through this discussion, it was clear that members agreed that all three of these priorities—economic, social and environmental—are interconnected and should—together—inform any post-2015 development agenda for transport. However, it is less clear how this will be achieved—whether by creating a separate Sustainable Development Goal (SDG) for sustainable transport, or by integrating it across two or more goals related to poverty, the environment and inclusiveness.

“This post is very timely, as this issue was just discussed in Addis Ababa at the November 2013 Africa Regional Consultative Meeting on the Sustainable Development Goals,” said Jean-Noel Guillossou, Program Manager at SSATP. The meeting, which was organized by the UN Economic Commission for Africa, African Union Commission and African Development Bank, was organized as a follow-up to Rio+20. While the draft outcomes document does not mention a specific goal related to transport, it does include goals that aim to “build resilient cities and sustainable human settlements,” and “enhance the... protection of the environment.” In addition to these broad goals, the document also emphasizes the importance of developing an integrated approach for “providing safe, affordable and efficient transportation, thereby increasing energy efficiency, reducing pollution and limiting the urban sprawl.”

One specific proposal mentioned in the LinkedIn group discussion, came from the Partnership on Sustainable Low Carbon Transport (SLoCaT), which has started to formulate a Results Framework on Sustainable Transport. The Secretary General of SLoCaT, Cornie Huizenga, emphasized in the discussion that the results framework addresses both urban and rural transport and includes “three targets—access, safety and environment.”

In addition to better integrating transport into the post-2015 Development Agenda, some members mentioned that it remains critical to develop strong partnerships with national governments in order to be successful. “The fact is that African governments will continue to increase their spending on roads and other transport infrastructure, irrespective of the way any post-2015 targets are expressed,” said Robert Geddes, Technical Manager for the Africa Community Access Programme.

“The bulk of the funding will come from governments’ own resources and China,” said Geddes. “In order to remain relevant, western donors need to buy into African governments’ aspirations for expanded and improved transport infrastructure, while supporting capacity development, research, knowledge management and innovation.”

In spite of these challenges, many members remain optimistic about the prospects. “Now is our window of opportunity to secure a SDG for Safe and Sustainable Transport,” said Geddes, “and it will need all of us to ask our highest level Government officials in each country to support it.”

Air pollution due to old vehicle fleets and weak enforcement of emission standards remains a major problem across Africa. Photo: Jane Metcalfe

“There remains uncertainty on whether it is better to create a separate Sustainable Development Goal for transport or to integrate transport across two or more existing goals.”
Overloaded Trucks are Bad for Business and are a Road Safety Hazard—Transport Industry Advocates for Self-Regulation

When one goes for even a short drive in Kenya, it quickly becomes clear that roads are high on the agenda of the Government of Kenya. New roads are built and old roads rehabilitated to accommodate the rapid increases in traffic of goods and people. However, this effort could be undermined if overloaded trucks continue to crisscross the country.

According to the Kenya National Highway Authority, not only are overloaded trucks one of the main reasons behind the deteriorating road network but they are also responsible for increases in the number of accidents involving both passengers and pedestrians. This is emphasized by the National Road Safety Authority, which says that overloaded trucks are more difficult to steer, less stable and take longer to stop.

To review the state of axle load compliance in Kenya and develop a strategy to improve compliance, a workshop was held on 27 January 2014, sponsored by the Northern Corridor Transit Transport Coordination Authority (NCTTCA), the Africa Transport Policy Program (SSATP) and the World Bank through the Trade Facilitation Facility (TFF). Participants included representatives from trucking associations, shippers’ councils, regulatory agencies, corridor authorities and development partners, representing institutions from seven countries in East Africa.

The diverse group of public and private sector stakeholders who participated in the workshop agreed that any strategy focused on enforcement alone would not be sufficient to eradicate overloading of trucks in East Africa.

Though workshop participants agreed that laws such as the EAC Vehicle Load Control Act, passed by the East African Legislative Assembly (EALA) on 29 May 2013, are important, they recognized that putting a stop to overloading would require the active involvement of the trading and logistics communities, by developing a strategy promoting self-compliance through the adoption of a Charter against overloading. This commitment from the private sector would support the effective and efficient implementation of the 2013 EAC Vehicle Load Control Act, which established a regional maximum gross vehicle weight and number of axles with the aim of harmonizing enforcement across East Africa and reducing total transport costs.

“The key factor of success for this initiative will be to articulate the business case for why trucking companies and shippers should comply,” says Ephrem Asebe, Transport expert for the SSATP. “Certain trucking companies and truckers still perceive overloading as having an immediate gain, in terms of profitability and cutting costs. However, there is evidence that compliant trucks are more efficient and profitable than overweighted trucks. For instance, bribes and delays caused by overloading are more than offsetting the immediate benefit of additional revenue per trip gained from reducing the total number of trips required. Also, overloaded vehicles can cause tires and breaks to overheat, which increases the likelihood of premature, dangerous and expensive blow-outs.”

At the January 2014 workshop in Nairobi, a task force was established to draft a Charter on Axle Load Compliance for East Africa by May 2014. Such a Charter would govern the behavior of all stakeholders in the road transport industry—infrastructure providers, transporters, shippers and regulators. The task force will also validate the communications strategy and review key messages.
for different target groups in a campaign to promote the adoption of this Charter by all parties. Articulating a communication campaign to convey the message that overloading is bad for business is essential to persuade trucking companies and shippers to change behaviors and to adopt more constructive attitudes towards axle load compliance.

“We hope that this initiative, led by the EAC and the NCTTCA with support from the SSATP and the Trade Facilitation Facility, will show stakeholders that it is in their interest to comply with axle load regulations,” says Mr. Asebe, “and that it is in the interest of all East Africa to support regional integration and sustainable road networks to unleash economic trade and development.

Road Safety: The International Road Transport Union (IRU) signs a Cooperation Convention with Moroccan transport authorities

In the framework of Morocco’s National Road Safety Week and under the high auspices of His Excellency, Mr Mohamed Najib Boulif, Delegate Minister in charge of transport, representing the Minister of Equipment, Transport and Logistics of Morocco, the IRU signed on February 18 of this year a Cooperation Convention in the field of prevention and road safety with the Road Transport and Road Safety Directorate (DTRSR), the National Committee for Traffic Accident Prevention (CNPAC) and the Transport Federation of the General Confederation of Employers in Morocco (FT CGEM).

The Convention provides a cooperation framework aimed at developing a culture of road safety and accident prevention within Moroccan road transport companies through capacity building, the transfer of technologies, technical assistance and the promotion of high quality professional training for managers and drivers through the IRU Academy.

To further promote road safety on this occasion, IRU checklists for truck, coach, bus and taxi drivers were widely distributed to commercial Moroccan drivers by the CNPAC and the FT CGEM. Drivers’ check-lists can be accessed through the following links: http://www.iru.org/en_services_checklist_truck http://www.iru.org/en_services_checklist_coach
Corruption and illicit practices on roads are harmful to international trade and the development of national and global economies. They increase legal and operational uncertainty, and add additional costs to the entire logistics chain and end product. As much as USD 1.6 trillion is lost globally each year according to estimates from the World Bank. While corruption is mostly found in emerging economies, corrupt practices also exist in industrialized ones. With major negative economic and political consequences, fighting corruption has become one of the priority issues for governments and international organizations.

The International Road Transport Union (IRU) and the UN Global Compact therefore join forces in a strategic alliance to fight extortion and corruption along major road transport corridors and secure global supply chains with an official launch of the Global Anti-Corruption Initiative this past February. Over the next 8 months, the IRU will be working together with the United Nations Global Compact to collect information on cases of corruption, bribery and extortion along major road transport corridors on five continents.

This information will then be analyzed by experts, and compiled into a final report providing specific recommendations on anti-corruption measures in international road transport. The report will officially be presented to the Global Compact Working Group on the 10th Principle Against Corruption in December 2014 on the International Anti-Corruption Day. It will also be presented to governments of participating states and leading global international groups, including G8, G20 and the World Economic Forum.

To learn more about this ambitious campaign and how you can support it, please go to: http://www.iru.org/en_gaci