



SSATP

Africa Transport
Policy Program

Regional Economic Communities Transport Coordination Committee Meeting



Cotonou, Benin

October 15-19, 2012

Regional Economic Communities Transport Coordination Committee (REC-TCC) Summary of Proceedings

Opening speeches were delivered in the following order:

- Dr. **Justin Koffi**, Executive Secretary of the Abidjan-Lagos Corridor Organization (ALCO)
- Mr. **Jean Paul Libebele**, Chairman of the Regional Economic Communities Transport Coordination Committee (REC TCC)
- Mrs. **Anca Dumitrescu**, World Bank, Task Team Leader (TTL) of the SSATP Corridors Transport Facilitation Programme (SSATP-PFC)
- Mr. **Lambert Koty**, Minister of Public Works and Transport of Benin

Prof. **Kindé A. Gazard**, Minister of Health of Benin, and Mr. **Olivier Fremond**, Country Manager, Office of the World Bank in Benin, also attended the opening ceremony.

The agenda and the list of participants in the meeting are attached to this report as annexes 1 and 2 respectively. The following stakeholders were represented:

- CERs: SADC, ECCAS, WAEMU, ECOWAS;
- Corridors: NC-TTCA, CCTTFA, Dar Corridor, WBCG, CICOS, ALCO;
- Regional organizations: FEAFFA, FESARTA, IRU-CRIPA;
- Development partners: UNECA, AfDB, JICA, TMSA, WATH.
- Countries: Senegal, Mali, Burkina Faso, Togo, Benin, Côte d'Ivoire, Guinea Bissau.

Participants' evaluation of the meeting is provided in Annex 3.

The participants expressed their appreciation to the ALCO Secretariat for the warm welcome and especially for the excellent management of the organization and administrative details of the workshop.

Objectives

The main objectives of the meeting were to:

- increase the coordination of programmes and activities for regional integration and find a consensus between the participants on the contents of a future SSATP development programme (DP3);
- agree on the activities to undertake for the preparation of road transport reform in West Africa;
- improve the monitoring of corridor performance and identify the actions leading to the launch of pilot transport observatories on the Corridors

Conclusions and recommendations

The main following findings and recommendations have been adopted by the participants:

- Maintain the consultation and coordination framework between the various stakeholders and the continuation of experience sharing, particularly in the context of the REC TCC
- Formalize and professionalize road transport to improve market conditions, to facilitate transport and implicitly trade, for the benefit of the transporters themselves and all the stakeholders involved in the logistic chain;
- Take stock of the progress in the road transport reform, including recent developments related to the market liberalization (e.g. removal of the quotas/queuing) and the experience of vehicle fleets' renewal, to maximize the lessons for similar schemes;
- Develop a bilateral road transport agreement model that can meet the needs of the negotiators of such legal instruments, with the main objective to assist countries to implement well structured and functional markets;
- Assess weak points of the existing Joint Border Posts (JBP) and make recommendations prior to the implementation of other JBP in order to avoid the replication of the shortcomings
- Increase the efforts of RECs and countries (in particular Customs) leading to the interconnection of their computerized systems: once accomplished, interconnection will be a step forward towards the establishment of Inter-State Road Transport (ISRT, better known as TRIE) guarantee in West Africa.
- Work with the support of the SSATP on corridor management policies and strengthen the capacity of management structures : corridors are "living organisms" that adjust constantly to the reality of exchanges and the proposed management structures are able to integrate and reflect these changes.
- Set up a small working group that will work for the next three months to define the performance indicators of the corridors;
- Have the Working Group develop a roadmap detailing the implementation of the transport observatories; and
- Continue coordination for the definition of a third SSATP development programme (DP3).

Next meeting

The next REC TCC meeting is expected to take place during the first half of 2013.

Regional Economic Communities Transport Coordination Committee (REC-TCC) Detailed Proceedings

These minutes highlight the most important aspects of the discussions that took place during the meeting. Soft copies of the papers presented during the meeting have been distributed to the participants.

A specific presentation on the HIV/AIDS component of the Abidjan-Lagos Corridor Organization (ALCO), in particular the capacity-building of the stakeholders and the awareness campaign to the target groups (truckers, women and resident population of the ports) was made by the ALCO Secretariat.

Coordination sessions on programmes and activities for regional integration

These sessions fall under the responsibility of the REC TCC who is to guide the Regional Integration component of the SSATP, taking into account other transport facilitation activities implemented by the development partners, RECs and Corridor management committees.

Main issues discussed

Mrs. Dumitrescu reviewed the level of progress of activities within the framework of the corridors' transport facilitation program (SSATP-TFP) which includes:

- the development of a general methodology for the establishment of transport observatories through the following sub-activities:
 - surveys on border crossing
 - surveys among transporters
 - continuous data collection through the Transport Observatory
 - Information and Technology component
 - a study on the logistics cost to analyze the costs and prices of transport in West Africa

- other facilitation activities such as:
 - a study on road safety (as an element contributing to transport facilitation) along the Central Corridor
 - assistance for the reform of the transit regime in Mozambique
 - conferences for sharing/dissemination, coordination and consolidation of knowledge on transport and transit facilitation in the context of regional integration.

The following REC/corridor authorities reported on the progress of their programs: Southern Africa Development Community (SADC), International Commission for the Congo-Oubangui-Sangha Basin (CICOS), Northern Corridor Transit Transport Coordination Authority (NCTTCA), Transit and Transport Facilitation Agency of the Central Corridor (CCTTCA), West African Economic and Monetary Union

(WAEMU) and the Economic Community of West African States (ECOWAS), Economic and Monetary Community of Central Africa (CEMAC).

In general, REC interventions focused on frameworks for defining strategies used for the implementation of transport facilitation programs. They are in particular:

- regulatory and legal;
- Institutional to be put in place;
- structural that defines the infrastructure to be put in place.

Although policy dialogue about facilitation has been initiated in most countries and the cooperation of the REC with the national authorities has improved, stakeholders highlighted the following key issues that remain to be resolved:

- complicated, long and slow procedures especially at border crossing
- unwillingness and non-commitment of stakeholders in the reform process, partly due to lack of capacity
- lack of harmonization of standards and technical parameters, especially in the road transport industry and in particular standards of truck weights (total and axle) including the corresponding standards of dimensioning of road infrastructure
- varied and low level of implementation of international regulations and agreements at national level, including those adopted at the level of the RECs
- poor quality of infrastructure
- even when the corridor management bodies have been put in place, they cannot fulfill their role (examine cross-border issues and make decisions) due to lack of means of action

Main findings

In view of the short time left to complete the Corridor Transport Facilitation Program (TFP), there is need to focus efforts of all stakeholders to ensure success. Participants recommended as priorities:

- keep the framework for consultation and coordination between the various stakeholders and the continuation of experience sharing, notably within the framework of the REC TCC
- ensure consistency between the construction of infrastructure and facilitation activities to achieve concrete results
- data collection, which is essential to knowing the costs of transport and addressing the critical issues in the logistics chain
- there is more and more interest for diversification and the multimodal aspects of the corridors (road, rail, river, maritime, pipeline) to encourage competition, which would result in lower transport prices
- capacity building of stakeholders, which plays a crucial role in the good functioning of the transport industry
- the improvement of the conditions of public-private partnership to avoid that any of these sectors becomes a bottleneck
- awareness raising and communication concerning all the facilitation activities should be better conducted.

Comments from participants

The session being an information one, participants showed their interest in the following topics:

- Finalize the review of the regional legal instruments on transport including the assessment of their compliance with the international law in the area;

- Integrate the international and regional legal instruments into national laws and involve to a larger extent the parliaments in the legislative harmonization process;
- Analyze opportunities for the private sector participation in the Corridors (with focus rather on equipment, not necessarily on infrastructure);
- Continue data collection to establish databases as complete and reliable as possible;
- Give more responsibility to bodies operating in facilitation activities (e.g. facilitation committees) and optimize their functioning;
- Continue to treat road safety as a top priority;
- Harmonize and simplify control procedures on the road and at the border;
- Continue/conduct specific activities such as the interconnection of customs services, the implementation of single window, the dissemination of 'best practices' on the control of axle loads and the analysis of the features of GPS monitoring initiatives (Customs and others).

Sessions on the road transport reform

The main objective of the sessions was to guide participants through a comprehensive reform program, so that they can participate actively afterwards in the definition and implementation of similar programs in their regions in particular in West Africa. The other objective was to exchange views on the regulation of access to the road transport markets on the basis of bilateral agreements. The recommendations of the World Bank's QuARTA¹ study favour qualitative (not quantitative) and multilateral (and not bilateral) approach on the rights of transport and transit in international transport.

Main issues discussed

The concerns of participants on this subject were (to a large extent) common and related especially to the reduction of transport costs, the need for harmonization of laws, standards, and parameters of transport operations, and reduction of the time for border crossing. More specifically, the problems of the sector are related to:

- the outdated state of the fleet of vehicles;
- the poor quality of services provided by the informal sector;
- the low level of professionalism of the players involved in road transport;
- the transport costs that remain high even in cases where the state of the infrastructure is improved;
- lack or poor condition of infrastructure;
- very long border crossing times;
- the uncertainties on the transit time, having an important influence on transportation costs;
- the informal payments;
- the lack of transparency of the legislation and of the charges, taxes, and tariffs;
- Poor access to transport market due to barriers to the movement of people and goods;
- the lack of competition within the mode and between the modes of transport including mass transportation (railway);
- long and differing procedures and harassment.

¹ English acronym for « Quantitative Analysis of Road Transport Agreement

Specific issues

It was noted that there are synergies between the two groupings of transporters represented in the meeting (UATL² and FESARTA³), especially in their concerns to make the road transport efficient and cost-effective, which will enable them to cooperate in the future. At the same time there are some significant differences between the two groupings with respect to priorities: while FESARTA is a well-established and structured organization able to promote the profession of road transport operator and to support the sector in the resolution of problems encountered in their operations, UATL is starting now its existence as an association and it is desirable that it supports its members to lay the foundation of the profession in the first place.

The issue of the renewal of transporters' vehicle fleet was intensely discussed, as the approach to achieve this is not consensual: some of the participants were of the opinion that States should intervene in the process e.g. by subsidising the renewal process, while others believed that this process must be managed entirely by the private sector under the market forces.

Main findings

- formalizing and professionalizing the road transport industry is essential to "sanitize" markets, to facilitate transport and implicitly trade, for the benefit of transport operators themselves and all the stakeholders involved in the logistic chain. Reform must reach all the elements of the chain: driver, vehicle, manager, company, etc.
- the adoption of (sub) regional regulations generating expenses for their implementation should be preceded by realistic feasibility studies, otherwise they remain "dead letter".
- vehicle fleet renewal is certainly a major priority, however its implementation can be envisaged only after a comprehensive diagnosis of the situation and the application of a number of measures intended to reform in-depth and in a sustainable way the road transport industry.
- States should give priority to the creation of an environment enabling the development of a stable and predictable business by the private sector, which would include for example funding support for the establishment of new companies. With regard to road transport operators, such enabling environment could include negotiation of fair conditions of access to foreign markets. Such conditions would for example reduce empty backhauls.
- Non-compliance of axle load standards is a factor of unfair competition to those who meet the standards.
- sectors that are indirectly intervening in the transport process should be duly taken into account in the assessment of the necessary reforms: insurance, banking system, etc.

Next steps

Participants unanimously recognized the need to promote the economic and social integration in order to ensure the performance of corridors and economies as a whole. It is therefore essential to undertake in that regard road transport reforms, starting with:

- the stock-taking of existing situation in REC member countries, especially on recent developments related to market liberalisation (e.g. removal of the quotas/tour de role) and the experiences with vehicle fleet renewal, so as to maximize the lessons for implementing possible similar schemes
- Develop a roadmap for the road transport reform, with clear indicators of achievement, with the aim of professionalizing and formalizing the road transport industry resulting in a well performing sector, capable of delivering efficient and cost-effective transport in improved conditions of fair competition, road safety and environmental protection.

² African Union for Transports and Logistics

³ Federation of East and Southern Africa Road Transport Associations

- Develop a model bilateral road transport agreement that can meet the needs of the negotiators of such legal instruments, with the main objective to assist countries in developing well shaped and functional markets.

Sessions on the Corridors performance monitoring

These sessions were a direct follow-up on the REC TCC meeting held in Mombasa in March 2012, and were aimed at revising and improving the instruments for measuring the corridors' performance. They have been organized around two sub-themes: surveys on border crossing and the SSATP program on transport observatories.

Border crossings

Given the important role that they play in facilitating international transport and particularly along the corridors, the internal border crossings are the focus of countries, RECs and donors.

Main issues discussed

The African Union plans to create a continental free trade area and this underlies the initiatives to be developed in order to ensure seamless movements, at least along the important corridors. Participants unanimously agreed that long border waiting times penalize all stakeholders in the logistic chain, consumers and economies as a whole. The implementation of Joint Border Posts (JBP) is a possible solution to the problem but is a very complex subject, that must be considered in its entirety from the preparatory phase of project. Some participants gave examples of effective functioning of JBP (e.g. in the EAC) or prerequisites to the implementation of the JBP such as the establishment of joint committees for trade facilitation at the border (e.g. in COMESA). However problems remain to be resolved, particularly as regards the waiting times at borders, the simplification of the formalities and the implementation of a transit system.

Main findings

- borders surveys carried out rigorously and with proper preparation can help decision-makers to significantly reduce transit times through a change in working habits at the level of the border posts of the corridors, as has been the case in the North Corridor.
- Although the interconnection of Customs has been a topic of discussions for a long time, it is still not implemented. This contributes to the cumbersome procedures and the slowness of movement at the borders.
- The coordination of border agencies and the simplification of procedures is always unsatisfactory
- the regional transit system TRIE is still not functioning, because of the lack of guarantee system.
- the practical problems of daily life are not taken into account during the preparation of the JBP projects: it happens that the JBP is implemented in villages without running water, electricity, possibilities to accommodate the personnel working at the border or to send their children to school. There are JBP where small traditional border traffic is very intense and may not be treated appropriately.
- There are cases where the data is recorded manually on paper, even in places where systems such as ASYCUDA exist.
- Sometimes the waiting times at borders are extended for reasons beyond Customs control e.g. retention of goods by freight forwarders who have not been paid by importers.
- the corridors' management bodies function with varying performance levels, but in most cases they do not have the skills required to carry out their tasks efficiently.

Next steps

- participants requested SSATP to take stock of the weaknesses in the existing JBPs and make recommendations before the implementation of other JBP, in order to avoid recurrence of such weaknesses.
- the RECs and countries (in particular Customs) must increase their efforts to achieve an interconnection of their computer systems. Once completed, the interconnection will be a step forward towards the establishment of the TRIE guarantee in West Africa.
- Customs, especially along the Abidjan-Lagos Corridor, should use all the technical possibilities offered by ASYCUDA e.g. recording in the system all the steps of the transit to have reliable data on waiting times.
- corridors are "living organisms" that adjust constantly to the reality of trade. The participants requested SSATP to work on corridor management policies and to support the management bodies in their capacity-building.
- The road infrastructure projects should integrate rest areas for drivers and ensure that they are built at the most appropriate places.
- border surveys have shown the existence of an effect of communicating vase between border posts and the port of entry or origin: a malfunction of the border post has an impact on the efficiency of the port. Therefore it is recommended to carry out a comprehensive analysis which takes into account all the logistics nodes on the corridors, and to use the services of expert statisticians to carry out quality analyses of results and of approaches to be followed with the surveys.
- It is recommended to the RECs/ corridors' Authorities to consider the opportunity of organizing a stakeholders' forum to develop strategies aimed at improving the level of service provided to the users of the corridors.

Transport Observatory Program

The SSATP provides assistance to the RECs and the corridors' management bodies mainly on the methodology of collecting the information for monitoring the performance of corridors in terms of quality of the services. The sessions have provided an update on the progress of the program notably on diagnostics conducted on a number of corridors in different countries as well as the preparation of pilot-databases for each corridor, with the aim of developing a practical roadmap to obtain from identified sources the information needed for the implementation of the pilot Transport observatories.

Main issues discussed

Based on the presentations made by the participants discussions focused on four major issues:

- What are the indicators to be included in the observatories?
- What methodology to use to measure the indicators?
- What is the purpose of the observatories?
- What institutional arrangements e.g., where should the observatories be hosted?

Main findings

- currently there are three types of data used for the analysis of the seamless movement of goods along the corridors: existing data in the Administrations, data for which the project pays and data from the private sector e.g. by GPS or SMS.
- There is no sure way to check the reliability of the data and not all data providers are willing to share data, so there is a need to raise their awareness especially by explaining the final objectives of the observatories, i.e. to support political decision-making and "feed" the Trade observatories.

- to be able to measure progress in the performance of the corridors there is a need to define baselines for each of the indicators used.
- It is necessary to optimize resources, including using the work done by other organizations e.g., the WAEMU Observatory of abnormal practices.

Next steps

The participants agreed on a minimum set of indicators that would be common to all the observatories and would be supplemented by indicators specific to each corridor.

This minimal set is three-fold: volume, level of service, and time.

Volume indicators measure the international transit and regional trade:

- International transit in tons, per direction and per country of origin or destination, available with the port authorities;
- Regional traffic in tons, also per direction and per country of origin and destination, available with the customs administrations.

The level of service is measured by the total price for a 20' standard container, for import and for export, according to possible modal combinations. This information is available with the freight forwarders.

The time indicators measure:

- Port dwell time, for example the time needed for 25% or 50% of the containers to leave the port area. The elements required for its calculation are available with terminal operators.
- The fluidity of road and railway transport, with for example the ratio between movement time and downtime, which could be measured through monitoring systems (GPS or rail systems).
- The border crossing time at the main borders of the corridors, for example the proportion of trucks crossing the border in less than 24 hours. This information could be calculated through GPS monitoring systems. The proportion of empty backhauls also could be captured during the border crossing.

A working group mandated to explore the definition of indicators, sources and methodology will be established to produce a note that will be circulated to all the partners of the REC TCC.

The issues of the purpose of the observatories and their institutional anchorage are connected. The information obtained is to support advocacy and set interventions aimed at improving the performance of the corridors. Hence their place is within corridors' authorities, whose role it is. However, in the absence of a management authority for a corridor, alternatives should be considered, like for example TMSA for the North-South Corridor, or the SSATP for some corridors of West and Central Africa.

The Working Group will also develop a roadmap for the establishment of observatories and the gradual collection of the common and specific indicators related to the performance of the corridors.

The report of the Working Group will be available before the annual meeting of the SSATP scheduled on 11 and 12 December 2012.

Future SSATP Development Program (DP3)

Participants focused on the need for an integrated and comprehensive approach to the contribution of transport to increasing international and intra-regional trade. In particular, this requires a continuity of transport from rural areas for agricultural products and from urban areas for industrial products to where these products are consumed. The DP3 therefore intends to expand its integration component beyond the

attention paid so far to regional corridors by integrating the concerns of connectivity with national and rural networks and cohesion of all networks.

This holistic approach will be further discussed and extended to include participants other than those of the Cotonou meeting, which focused on the corridors. However, the meeting was able to contribute to setting the agenda of the corridor component as part of the overall approach. The participants confirmed their support for the agenda proposed for the future Programme, whose main lines were defined by the previous meeting of the REC TCC in March 2012.

There were three areas of intervention identified for the DP3:

- Generate knowledge, covering the measurement of performance by the transport observatories of the corridors and the analysis of emerging issues in the area of facilitation;
- Share knowledge, by establishing coordination between the programmes of development partners, the RECs, the authorities of corridors and public and private national stakeholders, but also by developing regional expertise.
- Implement knowledge, corresponding to interventions to demonstrate the effectiveness of the recommended policies and thus strengthening advocacy.

Implementing the knowledge would not only focus on corridors, which are major axes of trade, but would also support more diffuse trade, including access to the markets (regional or international) for rural areas, or small informal cross-border trade.

A questionnaire was distributed to the participants listing possible strategic orientations for the DP3. The results are presented in Annex 4 and allow the identification of priorities of the countries/regions, strategic orientations where participants consider that the SSATP has added value and those for which participants plan to seek support from the SSATP.

The content of the regional integration of the DP3 agenda will continue to be expanded in the coming weeks and months with the participation of the REC TCC partners.

Annex 1

Programme

	Monday, 15 Oct.	Tuesday 16 Oct.	Wednesday 17 Oct.	Thursday, 18 Oct.	Friday 19 Oct.
Morning	Official opening	C1. Introduction	B1. Investigations at the borders	B3. Program of the SSATP transport Observatory	B3. Program of the SSATP transport Observatory
		C2. Association of Road Transport			
Afternoon	A1. Review of regional activities	C1. Bilateral road	B2. Investigations at the borders and policy dialogue	B3. Program of the SSATP transport Observatory	A3. Regional integration in the DP3
		Studies and analyses			Conclusions and closing
	A2. Short term action plan SSATP	C5. Reform of road transport in West Africa			

Optional: Technical visit to the border between Benin and Nigeria to Seme-Krake scheduled on the morning of Saturday, October 20.

Annexe 2: List participants

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Annex 3: Evaluation of the meeting

The following table summarizes the evaluation of the meeting by participants. Responses were provided by 32 to 36 participants depending on the questions (about 65%).

The average rating on a scale of 1 (weak) to 5 (excellent) varies between 3.4 and 4.2 depending on the questions. The lowest score is related to the duration of the meeting (question 13) considered too long by 15 percent of the participants. The day of the road transport reform in West Africa and the layout of the program recorded an average score of 3.7. Some participants requested that the meeting information is communicated earlier and that more time is devoted to the debates.

Participants considered that the objectives of the meeting were met with average scores between 3.9 and 4.1.

Question	Average rating	Percentage per category				
		Weak	Poor	Medium	Good	Excellent
1. How much the workshop increased your knowledge?						
2. Coordination and stock-taking of regional activities	3.8	0	0	30	58	12
3. Road transport reform in West Africa	3.7	0	6	32	41	18
4. Monitoring corridor performance (border crossing)	3.9	0	3	22	56	19
5. Monitoring corridor performance (transport observatories) – day 1	3.9	0	3	28	50	19
6. Monitoring corridor performance (transport observatories) – day 2	4.0	0	3	26	37	31
7. Likelihood to use the new acquired knowledge in your work	4.0	0	0	25	50	25
8. Evaluation of the material used for the meeting	4.2	0	0	14	53	31
9. Evaluation of the methodology use to share the themes	3.8	0	0	31	56	14
10. Evaluation of the workshop layout	3.7	0	0	47	38	15
11. Evaluation of the way the meeting was organized	4.2	0	0	17	50	33
12. Evaluation of the way discussions were organized	3.8	0	3	34	40	23
13. Evaluation of the duration of the meeting	3.4	0	15	32	50	3
How much did the meeting achieve its objectives						
14. Improve the coordination of programmes and regional integration activities and provide a consensus between partners with regard to the content of a future development program of the SSATP	3.9	0	3	28	42	28
15. Reach an agreement on the activities to develop for the preparation of the West Africa road transport industry reform	4.0	0	3	21	48	24
16. Improve corridor performance monitoring and identify actions to be taken in order to launch the pilot databases in the Corridors of the Programme.	4.1	0	0	24	45	30

Annex 4: Strategic priorities of the regional integration component within the Third SSATP Development Plan

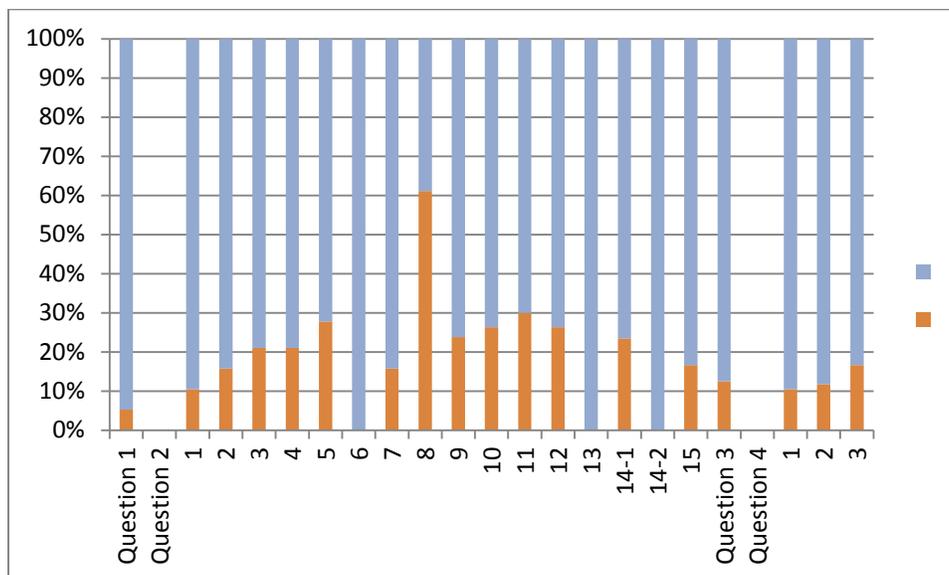
The questionnaire proposed to participants identified two specific objectives:

- Support the facilitation of road, rail, national, intra-regional and international transport
- Support reforms in the road transport industry.

Participants were to assess these objectives and associated strategic orientations. For each orientation, participants were asked if they thought that the SSATP had added value and if they considered that their countries/organizations would like a support from the SSATP in the field concerned. A model of questionnaire is provided at the end of this Annex.

The attached graph shows the percentages of response according to the importance for the country/region. The upper part of a column represents the highest importance (score of 4 or 5 on a scale of 1 to 5) and the lower part represents the lowest importance (scores 1-3).

Graph 1: Importance of the strategic orientation for country/region



Question number 8 stands out particularly because only 40 percent of the participants felt that this strategic orientation was important for their country/region. The issue was related to the possibility of introducing a multi-lateral quota system across the continent for international road freight transport operations. It seems that the question was not well understood because the wording was not clear. It will be reviewed in the final questionnaire.

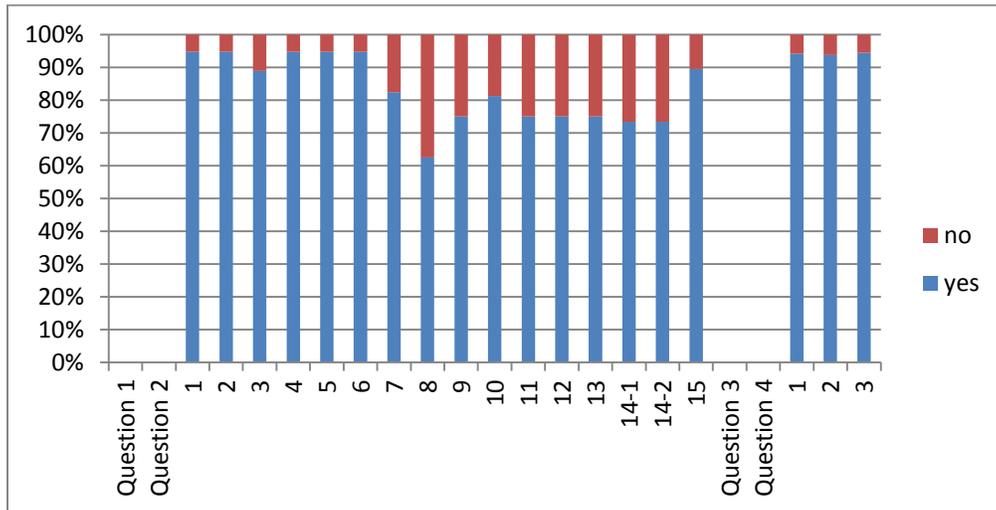
Four questions (5, 10, 11, 12) have at least 25 percent of participants not according high importance to the proposed strategic directions. These orientations were:

- Improve or help establish institutional frameworks for operation and effective management of corridors such as corridors management committees/authorities (5).
- Promote the intermodal nature of the corridors by including river, lake, and rail transportation (orientation 10).

- Improve the rail transport (orientation 11).
- Support the role of the private sector in the advocacy for effectiveness and facilitation of national, intra-regional and international road transport (orientation 12).

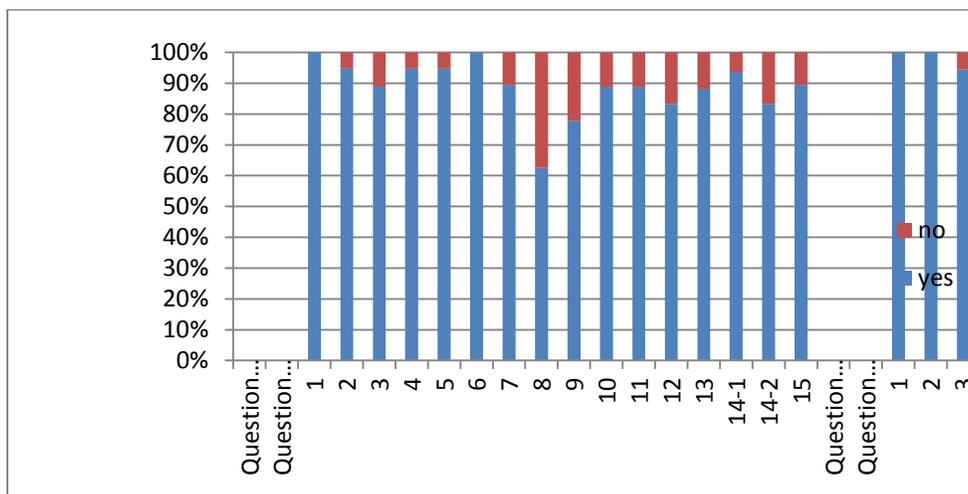
The following graph presents the opinion of participants relating to the added value of the SSATP for each strategic orientation. For nine orientations (from 7 to 14-2), about 20 per cent or more of participants consider that the SSATP does not add a particular value. Six of these orientations are considered to be important for the country/region. This means that SSATP will make a special effort to demonstrate its added value if these orientations are retained in the program.

Graph 2: SSATP added value



With regard to support desired from SSATP, orientations 8, 9, 12 and 14. 2 present the lowest values. The percentage of positive responses being generally higher than that relating to the added value of the SSATP, this can indicate a preference for the SSATP even if other entities can provide similar support.

Graph 3: Desired support from SSATP



Questionnaire on the strategic orientations for the SSATP (English)

QUESTION 1: On a scale of 1-5, to which extent do you consider that *“Supporting facilitation of national, intra-regional and international road, rail and intermodal transport”* is a priority objective for the SSATP?

Not at all 1 2 3 4 5 Very Much

QUESTION 2: As applicable, please indicate which of the below strategic elements do you consider important for achieving the goal indicated in above question 1?

		Importance for your country/region Not at all 1 2 3 4 5 Very Much	Added value of SSATP	Support sought from SSATP
1	Support harmonizing legislation and simplifying transit procedures and removing non-physical barriers to intra-regional and international transport and trade	1 2 3 4 5	Yes/No	Yes/No
2	Support implementation of harmonized national road transport legislations relevant to intra-regional and international transport	1 2 3 4 5	Yes/No	Yes/No
3	Assess and monitor implementation of international, regional and national agreements and regulations	1 2 3 4 5	Yes/No	Yes/No
3	Analyze Africa landlocked countries transport and border crossing challenges and support concrete remedial actions	1 2 3 4 5	Yes/No	Yes/No
4	Support enhancing institutional role and capacity for intra-regional transport in Regional Economic Communities	1 2 3 4 5	Yes/No	Yes/No
5	Enhance existing or help establishing institutional frameworks for efficient corridor operation and managements such as corridor management committees/authorities	1 2 3 4 5	Yes/No	Yes/No
6	Promote and strengthen Transport Observatories and develop monitoring methods for measuring the level of service of regional corridors	1 2 3 4 5	Yes/No	Yes/No
7	Examine development of multilateral transport agreements as models for developing national legislation	1 2 3 4 5	Yes/No	Yes/No
8	Promote policies and activities aimed at developing the efficiency of transport nodes, gateways and inland terminals	1 2 3 4 5	Yes/No	Yes/No
9	Promote the intermodal character of corridors by including river, lake transport and railways	1 2 3 4 5	Yes/No	Yes/No
10	Enhance efficiency of rail transport along corridors	1 2 3 4 5	Yes/No	Yes/No
11	Promote private sector role in advocating efficiency and facilitation of national, intra-regional and international land transport	1 2 3 4 5	Yes/No	Yes/No
12	Enhance professionalism and capacity of intra-regional transport and transit auxiliaries	1 2 3 4 5	Yes/No	Yes/No
13	Strive for harmonized methods to control axle load			
		Continent-wide	1 2 3 4 5	Yes/No
	Region-wide	1 2 3 4 5	Yes/No	Yes/No
14	Facilitate coordination and partnerships, focusing on exchange of experience, valuing African expertise, and support the emergence of a coherent program across development partners, RECs, countries and corridor authorities	1 2 3 4 5	Yes/No	Yes/No

Please propose other strategic elements related to facilitation of international/regional road, rail and intermodal transport operations you deem important and are not reflected in the question above

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QUESTION 3: On a scale of 1-5 to which extent do you consider that *“Support the reforms in the road transport industry”* is a priority objective for the ATP?

Not at all 1 2 3 4 5 Very Much

QUESTION 4: As applicable, please indicate which of the below strategic elements do you consider important for achieving the goal indicated in above question 3?

		Importance for your country/region Not at all 1 5 Very Much	Added value of SSATP	Support sought from SSATP
1	Develop and promote policy guidelines for enhancing competitiveness and professionalism of road freight operators	1 2 3 4 5	Yes/No	Yes/No
2	Promote access to road transport market for both domestic and international transport using qualitative criteria as opposed to the current quantitative approach (quotas, queuing system)	1 2 3 4 5	Yes/No	Yes/No
3	Enhance professionalism and capacity of road transport associations	1 2 3 4 5	Yes/No	Yes/No
4	Analyze experience of renewing fleets of trucks and develop guidelines	1 2 3 4 5	Yes/No	Yes/No

Please propose other strategic elements related to supporting African countries road transport industry reforms you deem important and are not reflected in the question above

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