

Sub-Saharan Africa Transport Policy Program

2008

SSATP ANNUAL REPORT



THE WORLD BANK



SSATP Annual Report 2008

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December 2009



Sub-Saharan Africa Transport Policy Program

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

- 35 SSA countries
- 8 Regional Economic Communities
- 2 African institutions: *UNECA, AU/NEPAD*
- 11 donors: *European Commission (main donor), Austria, Denmark, France, Ireland, Norway, Sweden, United Kingdom, Islamic Development Bank, African Development Bank, and World Bank (host)*
- Numerous public and private state and regional organizations

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The SSATP gratefully acknowledges the financial contributions and support of the European Commission; the governments of Denmark, France, Ireland, Norway, Sweden, and United Kingdom; and the Islamic Development Bank, the African Development Bank, and the World Bank.

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Abbreviations

AFCAP	African Community Access Program
AfDB	African Development Bank
AGM	Annual General Meeting
ALCO	Abidjan-Lagos Corridor Organization
ARMFA	African Road Maintenance Funds Association
ARTA	African Rural Transport Association
ASANRA	Association of Southern African National Road Agencies
AU	African Union
CA	Constituent Assembly
CDE	Center for the Development of Enterprises
CEMAC	<i>Communauté économique et monétaire de l'Afrique centrale</i>
CICOS	<i>Commission Internationale du Bassin Congo-Oubangui-Sangha</i>
COMESA	Common Market for Eastern and Southern Africa
DBSA	Development Bank of Southern Africa
DP2	SSATP Second Development Plan
DRC	Democratic Republic of Congo
EAC	East African Community
EC	European Commission
ECOWAS	Economic Community of Western African States
EIB	European Investment Bank
ENPC	<i>École nationale des Ponts et chaussées</i>
EU	European Union
FESARTA	Federation of East and Southern Africa Transporters Association
GDP	Gross domestic product
GRSP	Global Road Safety Partnership
HDM	Highway Development and Management Model
IRF	International Road Federation
JICA	Japanese International Cooperation Agency
LTDP	Long Term Development Plan
MDG	Millennium Development Goal
MDTF	Multi-Donor Trust Fund

NEPAD	New Partnership for Africa’s Development
OPRC	Output and Performance-Based Road Contract
OSBP	One-Stop Border Post
PGPTS	Pro-Growth, Pro-Poor Transport Strategy
PIARC	Permanent International Association of Road Congresses
PMAESA	Port Management Association of Eastern and Southern Africa
PMMR	Performance –Based Management and Maintenance of Roads
PMT	Program Management Team
PPIAF	Public-Private Infrastructure Advisory Facility
PPP	Public-Private Partnership
PRTSR	Poverty Reduction & Transport Strategy Review
REC	Regional Economic Community
REC-TCC	Regional Economic Community–Transport Coordination Committee
RED	Roads Economic Decision Model
RMF	Road Management and Financing
RONET	Road Network Evaluation Tools
SADC	Southern Africa Development Community
SGPRS	Second Generation Poverty Reduction Strategy
SIDA	Swedish International Development Cooperation Agency
SITRASS	<i>Solidarité Internationale sur les Transports et la Recherche en Afrique</i>
SME	Small and Medium Enterprise
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee
TFSCB	Trust Fund for Statistical Capacity Building
TSDMS	Transport Sector Data Management System
UEMOA	West African Economic and Monetary Union
UNECA	United Nations Economic Commission for Africa
USAID	United States Agency for International Development

Message from the SSATP Board Chairman

The year 2008 represented the starting point of the Second Development Plan and I am proud to present the 2008 Annual Report. As in previous years, the SSATP has been facilitating policy development and related capacity building in the transport sector of Sub-Saharan Africa and is proving to be a real partnership.

2008 was also a transition year between the first Long Term Development Plan (2004-2007) and the Second Development Plan (DP2, 2008-2012)—approved in Ouagadougou at the SSATP Annual General Meetings in November 2007. The Program Management Team and the SSATP board concentrated on the set-up of the financial framework to support the DP2, and a second Multi-Donor Trust Fund (MDTF) was established to receive donors' contribution. Several donors have confirmed their contribution (Austria, Norway, Sweden, United Kingdom, the African Development Bank and the World Bank) or are about to do so such as the European Commission, which will remain the main financial contributor of the Program. The DP2 as conceived requires however, more financial support, and diversification of funding sources will be pursued in 2009.

From a technical standpoint, the SSATP team worked on the implementation arrangements for DP2 but needed to wait for the finalization of the funding arrangements to launch some of the major activities.

Over the past year, there were yet numerous achievements in all three themes of the DP2 Plan.

Regarding the establishment of sector strategies, work was completed in Benin and Burundi (for the latter in January 2009) and an assessment of the Poverty Reduction and Transport Strategies Review was launched.

Significant progress was made in sustaining the African Road Management Funds Association (ARMFA) as the main depository for Road Maintenance Funding policy, and a new version of the RNET model was developed to better serve the needs of member countries in terms of network assessment and investment planning. A manual for the appropriate use of road management tools was also developed. Analytical work has started on the assessment of road administration performance and diagnosis of existing rural transport policies.

Corridor management groups are being established in three pilot corridors and an assessment of corridor performance has been conducted. These are just samples of achievements.

The Program Management Team has also experienced a turnover in several key positions during the year as staff found opportunities for career development. This means that in 2009, the DP2 will be implemented by a renewed team, equally committed to the objective of the Program and who will benefit from the knowledge accumulated by its stakeholders. Meanwhile, the availability of financial resources is still to be finalized as donors' procedures to be applied can sometimes take time.

I would like to take this opportunity to recognize the important contribution that has been made to SSATP by Bruce Thompson who recently retired from the European Commission. For the past five years, Bruce has been the main SSATP champion within the European Commission. Given his prominent position as the SSATP board member representing the bilateral donors, Bruce was able to further the cooperation between SSATP and the donor community. This was instrumental in ensuring SSATP's influence in donors' policies and ultimately in facilitating the support of the Program by the financing partners. We are very grateful for the assistance that Bruce has provided in ensuring the success of SSATP.

Ownership of the process by governments, regional economic communities and countries' stakeholders will be reinforced during the next SSATP Annual Meeting to be held in Malawi in October 2009, in order to efficiently achieve the intended results: we count on everybody's full cooperation and participation to achieve the ambitious objectives of the DP2!

We are only in the first year of the DP2 implementation and have already faced many challenges but we should be excited about the work accomplished so far. Keeping that in mind, I would like to thank everyone associated with the SSATP, my fellow board members, the Program Management Team and the national coordinators in Africa for all their hard work and support.



Hachim Koumaré
Chairman, SSATP Board

Launching of the Second Development Plan

Established in 1987, the Sub-Saharan Africa Transport Policy Program (SSATP) is an international partnership of 35 Sub-Saharan African (SSA) countries and the Regional Economic Communities (RECs) of Sub-Saharan Africa. Since 2003, the Program has been funded by 11 donor agencies—the European Commission, Austria, Denmark, France, Ireland, Norway, Sweden, United Kingdom, the African Development Bank, the Islamic Development Bank, the United Nations Economic Commission for Africa (UNECA) and the World Bank. Partner countries and the Regional Economic Communities (RECs) contribute through significant human resources and physical facilities. Six SSATP professional staff have operated out of Washington, USA, Yaoundé, Cameroon, and Nairobi, Kenya over 2008.

The SSATP promotes the development and implementation of sound transport sector policies and strategies, through and with transport sector professionals in SSA, in support of sustainable economic growth and poverty reduction among its partner countries. Since the beginning of 2008, the general orientations of the Program are articulated around the second Development Plan for 2008-2011 (DP2). DP2 is

developed with an overall objective of fostering transport policies and strategies contributing to poverty reduction, regional integration, and economic growth in Africa, and by providing support to countries and regions under three themes. During the implementation of DP2, funding of the program will evolve, with for example Austria funding a database management specialist. The following are the major themes structuring the DP2.

Comprehensive pro-poor and pro-growth transport sector strategies

Transport strategies are important instruments to guide the allocation of scarce resources to transport activities contributing to economic growth and poverty reduction. They also need to appropriately address cross-cutting issues such as sector governance, road safety, gender, employment, and environment; the Program will also develop a pragmatic methodology for monitoring the impact of transport investment on poverty reduction. The heart of this component will depend on (i) a general guidance note for countries to implement such strategies and (ii) country implementation with support from other donors or governments' own funds.

This component will also try to spearhead cross-cutting issues in relation to activities under the other themes. Climate change is a major challenge facing the world and transport is a significant factor contributing to the problem. In this regard, the DP2 will engage in raising awareness of the negative impact of transport on climate and promoting innovative ideas and good practices for reducing CO₂ or gas emissions in African countries.

Governance and anti-corruption is also an issue, which has gained prominence following the work undertaken by many institutions including the global Transport Knowledge Partnership (gTKP). The work program in this area will start in 2009, with a focus on governance issues related to governing bodies of road funds and road agencies.

Activities are also scheduled for other cross-cutting issues such as Road Safety (in collaboration with the Global Road Safety Partnership (GRSP) and HIV/AIDS prevention.

Finally, the DP2 will see the development of an integrated transport indicators database, with a specific support from the Austrian aid.

Effective institutional and financial arrangements adopted for affordable and accessible road transport infrastructure and services

This theme refers to the continuing need to improve the institutional and financial mechanisms in the transport sector for both transport infrastructure and services, particularly in rural and urban transport. Three specific areas will be addressed: *road management & financing reforms, rural transport, and urban mobility*. Lessons will be drawn from a comprehensive effort to help to ensure the efficiency of the sector. To sustain reforms, the SSATP will facilitate policy dialogue, experience sharing, and collaboration

with development partners. DP2 will focus on good practices and the move toward intensive and focused advocacy (targeting policy makers). The Program will also support or rely on existing professional networks, such as the African Road Maintenance Funds Association (ARMFA) and the African Rural Transport Association (ARTA).

Trade facilitation measures adopted and implemented in major regional transit corridors

The third theme deals with improving Africa's transit transport through support to be provided to the Regional Economic Communities (RECs) in preparing and implementing policies and strategies for better corridor management and improving flow of merchandises and people along selected corridors. Under this theme, the Program will also provide evidence collected through corridor monitoring and observatories, and strive to increase knowledge of transport and logistics costs patterns along the main Sub-Saharan African corridors. It will focus on the bottlenecks in transit corridors, and the use of legal instruments and strategies' implementation for cross-border transport services and infrastructure. Finally, the Program will enhance and strengthen the links between national coordinators and the grouping of transport specialists from the RECs (the REC-TCC), as well as corridor management institutions and national trade facilitation committees.

The year 2008 marked the completion of the first Long Term Development Plan (LTDP) and the preparation and implementation of the Second Development Plan (DP2). The DP2-2008 work program is in hand, and despite a somewhat slow start, all activities included in the implementation plan are ongoing but at a different pace due to budget constraints.

Theme 1

Comprehensive pro-poor and pro-growth transport sector strategies

Comprehensive pro-poor and pro-growth transport sector strategies

African countries are currently implementing second generation poverty reduction strategies (SGPRS) in order to stimulate the economic growth contributing to poverty reduction and achieving the Millennium Development Goals (MDG). Transport strategies should therefore fulfill the requirements of a SGPRS and the MDGs. On the other hand, the poverty reduction and transport strategy reviews (PRTSR) confirmed that the existing transport strategies were not adequate to deliver transport services required to profoundly change the livelihood of the rural and urban poor. The reviews call for the formulation of a pro-growth and pro-poor transport strategy (PGPTS) to improve the mobility of the rural and urban population or deliver access to market and social services to the poor. A PGPTS is a sectoral instrument directing resources to transport interventions supporting economic growth and poverty reduction, as well as creating a vibrant transport sector. A pro-growth and pro-poor transport strategy provides a long-term vision with strategic objectives for the transport sector. It also delivers a clear definition to its mission within the national econ-

omy as a whole. A PGPTS must also be consistent with the national growth and poverty reduction strategies. It typically provides the following essentials elements:

- Vision and strategic goals for the transport sector
- Transport investments required to support economic growth and poverty reduction
- Policy changes and strategies required to achieve the investment targets and create a sound transport sector management capacity
- Monitoring and evaluation framework to measure the impact of transport on economic growth and poverty reduction

The development of a PGPTS is also guided by the following principles:

- Transport investment and policies should be responsive to the priority economic and social sectors of a poverty reduction strategy and the MDGs.
- Transport strategies should be designed to improve utilization of resources through increased coherence between national development strategies and investments.
- The strategy should seek to integrate the various transport functions and provide a frame-

work for sharing responsibilities among the transport stakeholders.

- The stakeholders should play a central role in formulation of investment and policy frameworks and policy makers should take into account their views in final decisions to the maximum extent possible.
- The process should recognize that strategies are dynamic and have to adapt to changes of the development environment and be updated from time to time.

A methodological framework was drafted in 2008, which will be disseminated in SSATP member countries as a contribution to the efforts promoting the principles of a pro-growth, pro-poor transport strategy under the Second Development Plan (DP2).

Climate change and transport

SSATP and Africa Transport Unit of the World Bank (AFTTR) jointly launched an initiative supporting the effort of making transport infrastructure in Africa climate resilient. A concept note was then prepared by SSATP and AFTTR to obtain a financial support from the Trust Fund for Environment and Sustainable Social Development (TFESSD), which granted 200,000 USD to undertake a study on adaptation of transport to climate change entitled “Making Africa’s Transport Climate Resilient”.

The objectives of the initiative are: i) to establish a knowledge base on the extent and nature of the technical and economical challenges the transport sector is facing due to climate change, climate variability and extreme weather events; ii) to undertake analytical work to deliver guidelines for transport policy decision makers on options to protect Africa’s transport infrastructure and services from disruptions due to climate change; and iii) to contribute to the process of creating awareness on climate risk and how Africa’s transport could adapt to climate change.

The study will initially be conducted in two pilot countries, Ethiopia and Mozambique. A consultant has been engaged and will commence the study shortly.

Governance in transport

Work started on the preparation of a concept note on governance in transport. The purpose of this analytical work is to deepen the understanding of good practice in order to provide guidance to SSATP partner countries on how to increase the accountability of their transport institutions. This analytical work has two main objectives:

- (i) Identify key issues and constraints surrounding the effectiveness and efficiency of oversight boards of transport institutions, and put forward some basic guidelines and recommendations for increasing their accountability.
- (ii) Prepare guidelines and recommendations for improving civil society participation as a third party monitoring body of transport projects.

Road safety

The DP2 continues addressing the concerns of the member countries on road safety. As a continuation from the LTDP, SSATP continued supporting selected countries to review or develop their national road safety policy.

The year 2008 ended with limited activities except for (i) preparation of a draft concept note for proposed road safety activities under DP2; (ii) coordination with the Global Road Safety Facility in following up the promotion of the road safety management capacity assessment studies in member countries and dissemination of the 2nd generation road safety program; and (iii) preparation of a proposal for a “Showcase Corridor/s” of 2nd generation projects.

Theme 2

Sustainable institutional and financial arrangements for road infrastructure, and rural and urban transport services

Road management & financing

One of the main orientations of DP2 regarding road management is that as many activities as possible should be handed over to sector associations. ARMFA has established its Permanent Secretariat in Yaoundé early 2008. SSATP helped ARMFA to recruit the new Permanent Secretary who sits within the offices of the road fund of Cameroon in Yaoundé. Since then the SSATP team has provided support to:

- Mentor the new Permanent Secretary and guide him to implement the SSATP and ARMFA partnership work program.
- Prepare ARMFA strategic development plan (2008-2012).
- Hold meetings with the new Permanent Secretary and the Executive Committee of ARMFA and its four regional focal groups. One of those meetings took place with the ARMFA focal group for Central Africa led by Cameroon. The meeting was held in Yaoundé on March 31 and April 1st. The SSATP team

provided guidance to identify strategic directions for the development of an action plan.

Similar support was provided through the Permanent Secretary and the President of ARMFA to guide the discussions held by the West Africa focal group that met in Cotonou (May 24-26th, 2008) and the Southern Africa focal group (Zambia, June 24-26th, 2008).

The outcome of the focal group's discussions was discussed and finalized during the ARMFA AGM in Maputo in October 2008. The AGM endorsed the ARMFA Long Term Development Plan (2009-2012). A subsequent annual work program covering the three strategic themes (governance, sustainable financing and impact evaluation) will be prepared by the executive committee. A Memorandum of Understanding between ARMFA and SSATP as the basis of collaboration under SSATP DP2 was endorsed by the AGM.

The sustainability of ARMFA is on a good track. The Association is recognized internationally and is entering into partnership with many organizations (CDE, AFCAP, PIARC and IRF). ARMFA has a permanent secretariat and a Long

Term Development Plan (2009-2012). However, its members will need to invest more time and effort to identify clear roles and responsibilities within a light organization structure around the priority developmental themes. Each thematic area should identify and implement priority activities. The findings of the work program should be reported and shared at annual meetings.

As a next step, the ARMFA executive committee agreed to develop its 2009 Work Program for each three strategic themes identified in its Long Term Development Plan (governance, sustainable financing and impact evaluation). Future collaboration with its partners including SSATP will be based on ARMFA's annual work programs, which will be used as a basis to identify activities for which SSATP will provide support.

Support to Country formulation and implementation of policy reforms

Due to budget constraints this activity was carried out by providing desk office support from Yaoundé. Support was provided to:

- Burkina Faso and Senegal to set up a road fund administration;
- Senegal to reorganize its road agency;
- DRC to finalize the road fund legislation which was adopted by the Senate in June;
- Uganda by providing an advocacy tool which was used at the parliamentary workshop organized in May 2008;
- Cape Verde, Tanzania and Lesotho to mitigate potential impact of raising the fuel levy on non-road users.

Development of RONET

A new RONET version¹ (version 2.0) was developed and released early in 2009.

RONET is a macro-model, which can be used by decision makers to appreciate the current state of the road network, its relative importance to the economy (e.g. asset value as a percentage of GDP) and to compute a set of monitoring indicators to assess the performance of the road network. RONET assesses the performance of the road network under different road maintenance strategies. It determines, for example, the minimum cost to sustain the network in its current condition and estimates the savings or the costs to the economy for maintaining the network at different levels of service.

Road Network Evaluation Tools (RONET)

This tool can assist decision makers in:

- Monitoring the current condition of the road network
- Planning allocation of resources
- Assessing the consequences of macro-policies on the road network
- Evaluating possible road user charges instruments

It can also determine the allocation of expenditures among recurrent or periodic maintenance, and rehabilitation road works.

RONET is developed from the same principles underlying the Highway Development and Management Model (HDM-4) but uses simplified road deterioration equations and is run on a set of excel spread sheets. Thus, RONET is a user-friendly model, which requires less data and less technical capacity than HDM-4.

¹ The model and documentation related to RONET is available for download on the SSATP website at www.worldbank.org/afr/ssatp.

RONET version 2.0 determines the “funding maintenance spending and required maintenance spending (to maintain the network at a given level of service), and the effect of under spending on increased transport costs.

The new Road User Revenues Module, estimates the level of road user charges required (e.g. fuel levy) to meet road maintenance expenditures under different budget scenarios. This could be used by road fund boards to prepare a business case to negotiate and revise road tariffs on a sound basis.

SSATP presented and discussed the new version during the 7th Annual Meeting of ARMFA in Maputo (6-9th October 2008). This new version was well received by the participants who made valuable comments and suggestions which helped us fine-tune the final version.

The primary audience of RONET is decision makers in the road sector, for whom it is designed as a tool to advocate for continuous support to the road maintenance initiative.

Road Management Tools Guide

A road management tools guide was released and disseminated on the SSATP website in December 2008.

The road management tools guide gives an overview of 14 selected tools for road infrastructure management, and explains how they can assist road administrations and contribute to improving road management practices. It captures, in a single document, important features of these tools previously scattered around in various documents and on various websites. By providing easy access to basic information on these tools, the document intends to promote their use in the SSATP member countries (and key partners groups within).

This road management tools guide is aimed at politicians and high-level decision makers in road administrations who may not always have

gap,” defined as the difference between current the necessary technical background or time for in-depth study, but for whom a basic understanding of these tools may be desirable, if not essential. The guide is also intended as an introduction to first-time readers at the technical level. For these readers, this document provides sufficient information and the necessary context to guide them in selecting appropriate tools. It also strives to “wet their appetite” for a more in-depth study of these tools, which is a prerequisite for their application to real-life situations.

SSATP/CDE Partnership

To address the lack of technical and management skills of small and medium enterprises (SMEs) in the road maintenance sector, SSATP in partnership with the European Union Centre for the Development of Enterprise (CDE) has contributed to undertake a capacity development training program of SMEs in Cameroon, Madagascar, Burkina Faso and Tanzania. The program focuses on strengthening the management capacity of SMEs and Professional Associations of the sector. It also contains a component, which introduces the fundamentals of Performance-Based Management and Maintenance of Roads (PMMR) contracts to the key actors of the road maintenance sector. The SSATP shares the view of several member countries that PMMR contracts are an effective approach to improve road management practices. The PMMR training component program of CDE will help address the constraints that local firms face in bidding for and winning contracts in this area.

Assessment of Progress on the Commercialization of Road Administrations in SSA

The main objective of the analytical work on road administrations is to deepen the understanding of good practice in order to provide guidance to member states in setting up road agencies or restructuring their road administra-

tions. Its purpose is to identify some key issues and constraints surrounding the operation and management of road administrations, and to put forward some basic guidelines for increasing managerial effectiveness and efficiency. Road financing issues may be a major element of reform. These are covered in detail in many documents. The study will focus on the organizational issues associated with reform, restructuring and commercialization of road administrations. The objective is to identify the principles governing successful organizational reform, and to put forward a quasi-theoretical basis, which can be followed based on this. Examples of pitfalls and benefits associated with the commercialization process of road administrations will be highlighted. While most of the site visits and analytical work was carried out in 2008, the papers themselves will be prepared in 2009.

Capacity building and training

SSATP contributed to the training course program organized by SITRASS on a yearly basis at the University of Lyon (*Laboratoire d'Économie des Transports, LET*). The course covers both basic modules in transport economics and advanced themes related to all modes of transport. It targets transport managers and practitioners in SSA countries and every year around 20 candidates are selected to attend the course over one month. This year's list of candidates included 16 participants from five SSA countries (Cameroon, Côte d'Ivoire, Mali, Niger and Senegal).

SSATP contributed to the course by providing lectures over two days (the first day covered technical and the second policy and institutional issues) on the following: (i) Strategic directions of SSATP-DP2, (ii) Planning and evaluation methods of rural transport infrastructure; (iii) Road Economic Decision Model, RED; (iv) RNET Version 1.01; (v) Performance of Road

Funds in SSA; (vi) Output Based Contracts in SSA; and; (vii) Institutional issues related to financing and management of rural roads. Relevant SSATP material was also distributed to the participants.

New SSATP/RMF Discussion paper: Review of road management and financing in Cameroon

The paper reviews the state of public expenditure of the road sector in Cameroon over the 2001-2007 period. Written in 2008, it will be reviewed and discussed in 2009. The Road Network Evaluation Model, RNET was used to compare the maintenance and rehabilitation requirements of the road network with the current level of road expenditure to determine whether these are adequate to preserve the network in a good condition. The paper also examines the efficiency with which the available road maintenance resources are used by the service providers and identifies the inefficiencies of the current road management structure. This paper is available on the SSATP website.

Rural transport

Support the African Rural Transport Association (ARTA) to advocate implementation of Rural Transport Strategies

As for the road management activities, it was agreed that DP2 activities related to rural transport infrastructure and services should rely at least partly on sector associations. A draft Memorandum of Understanding between ARTA and SSATP has been prepared.

Rural transport and agriculture - application of SSATP rural transport knowledge in targeted countries

This is a new activity started in the second half of the year 2008 in response to the global food crisis and recognition that inadequate access is often a constraint to increasing agricultural

productivity and improving access to markets by farmers, especially smallholders.

The objective of the study is to review and update existing approaches to the provision of rural transport infrastructure and services and, based on lessons of experience and new findings, to develop a framework for identifying needed interventions and their implementation approaches. Particular focus will be on the policy dimensions tapping into work earlier carried out by SSATP under its Rural Travel and Transport Program. Achievement of this objective is expected to contribute significantly to the knowledge required for the achievement of increased agricultural productivity, marketing and growth, and thereby lead to reduction of the adverse impact of, and the eventual prevention of the recurring food crisis in SSA. Specific questions will be addressed in this study:

(a) how can pilot efforts be better designed and implemented to contribute to the objectives of economic development or principal issue related to the scale of interventions? (b) which legal and economic framework is required to improve or increase transport services in rural areas? and (c) what can be done to promote more partnership between public and private sector service providers to ensure efficient transport services for farmers and rural households?

This work will contribute to ongoing activities in support of the implementation of the World Development Report 2008/09 recommendations in respect of agricultural linkages to other sectors in general and to addressing the food crisis in SSA. Within participating countries, focus will be on distilling the operational experience in developing and maintaining the rural transport network that support small-scale or smallholder farmers in reaching major roads, markets and commercial centers. This focus will be made against the backdrop of the state of the

transport system as a whole and the level of economic development (with particular attention to agricultural production) that has taken place or will be developed to provide the foundation for the usage of the transport network.

The study will also complement ongoing efforts by the World Bank to link economic geography, rural access and agriculture competitiveness.

Urban transport

Global training program for urban transport professionals

An introduction to public transport planning and regulation

A Public Transport training workshop co-organized by the World Bank Africa Region, the SSATP, the transport anchor and the Public-Private Infrastructure Advisory Facility (PPIAF) was presented in Accra, Ghana on April 24-25, 2008. The workshop took place in the Ghana Institute of Management and Public Administration (GIMPA), a training facility located on the campus of the University of Accra. Some 75 delegates from Botswana, Burkina Faso, Cameroon, Côte d'Ivoire, Democratic Republic of Congo, Ethiopia, Guinea, Mozambique, Kenya, Rwanda, Senegal, Tanzania, and Uganda participated.

The workshop is making its way around the globe. Prior to Accra (Ghana), it has been delivered in Indore (India), Bogota (Colombia), Rabat (Morocco), Manila (Philippines) and Washington D.C.

The main objectives of the workshop were to

- Provide training on public transport service and operations planning, organizational/market structures and regulation;
- Learn from international best practices in public transport service and operations planning;

- Guide national and city policy makers through the process of planning and regulating environmentally and financially sustainable transport services and operations

The two-day course presented a basic overview of public transport with emphasis on public transport reform as well as service and operations planning. The course was presented through a series of lectures, case studies and open discussions; it included sessions devoted to metropolitan strategic transport planning, urban transport institutions, public transport reform, public transport characteristics and terminology, market/demand factors and forecasting, performance measurements and standards, data collection, service analysis and planning, fare policy development and fare collection, cost and revenue estimation and scheduling. The overall evaluation of the course was very positive since 85 percent of attendees rated as good or very good the overall quality of the course.

Evaluating a bus financing scheme in Dakar

In 1998, a World Bank credit was approved to help modernize the fleet of “*cars rapides*” (50 seats buses) in Dakar, Senegal, by creating a revolving fund for the acquisition of new vehicles. This was administered by the *Conseil exécutif des transports urbains de Dakar* (CETUD), Dakar Urban Transport Authority, which assisted

in the formation of *Groupements d'intérêt économiques* (GIE), cooperatives of small and medium operators that have the financial strength to take on the loans. The objective of the study is to examine the effectiveness of the financing scheme in improving the quality of urban transport services, and evaluate what effect the introduction of the new vehicles is having on other service providers. Additionally the study will determine whether, on the basis of current experience, the scheme offers a sustainable approach to improving transport service provision in other African cities.

Examining the behavior of the private sector: case of the motorcycle taxis in Africa

Little empirical information is available on the environment in which motorcycle taxis operate, their growth potential and their impact on the overall travel patterns. A study was initiated to look at the impact of motorcycle growth in Africa through several case studies. The case studies of Kampala, Uganda, Lagos, Nigeria and Douala Cameroon have been finalized. The findings and recommendations of the three studies will be combined in one publication. The study will provide better understanding of the supply and demand characteristics of motorcycle use in various cities, the environment in which motorcycle taxis operate, their growth potential and their impact on the overall travel patterns.

Theme 3

Improving transit transport along selected corridors

The period under review was spent preparing the execution of priority activities of the DP2, once resources became available as well as consolidating or completing activities started under the LTDP. The major DP2 activity was the preparation for a baseline survey on the Central Corridor in East Africa. The Central Corridor Transit Transport Facilitation Authority will lead the initiative, but this will start in the calendar year 2009 as the agreement ruling the agency entered in force only in November 2008. The LTDP activities were mainly on the North-South Corridor and contribution to port and corridor monitoring and development.

North-South Corridor legal arrangements

During the period under review the SSATP continued to work on a legal instrument to establish a corridor body for the North-South Corridor. The transport corridor connecting Botswana, Democratic Republic of Congo, Malawi, Mozambique, South Africa, Zambia and Zimbabwe is the busiest regional transit transport link in Eastern and Southern Africa, carrying over 6 Million tons of cross-border traffic. It also interlinks to other corridors including the TransKalahari, Beira, Lobito, Dar es Salaam and

Nacala Corridors. There are two main reasons for the importance of the corridor: firstly, South Africa is the largest African trading partner and its port Durban handles a significant proportion of transit traffic for the landlocked states in the region and is the busiest port in Africa. Secondly, the corridor plays an important regional integration role, linking half of the SADC member states. The corridor extends over the territories of two REC partners of the SSATP, namely COMESA and SADC.

Realizing that the corridor faces numerous constraints but lacked a coordinating body, the RECs requested SSATP support to establish a corridor management body. As part of the effort to obtain the input of corridor stakeholders the SSATP retained the services of a lawyer to draft a suitable corridor instrument. As part of the process, the lawyer held consultations with key stakeholders in Botswana, DRC, Malawi, South Africa, Zambia and Zimbabwe. Based on those consultations and a review of other corridor instruments; he drafted a Memorandum of Understanding to establish a North-South Corridor Management Committee. As there are existing bilateral agreements between some of the countries, the memorandum takes cognizance of existing trade facilitation agreements

between the countries and seeks to strengthen rather than substitute or replace them. The draft memorandum identifies the objectives of the proposed Committee, the institution to be created and the powers of its various organs. A complementary assessment of the sustainability of the Committee was also prepared under SSATP funding by the same consultant.

The next step is to submit the draft instrument and sustainability strategy to a regional workshop. Due to resource constraints the workshop could not be held in 2008 and had to be delayed to April 2009.

North-South Corridor

Under the LTDP, the SSATP carried out several activities on the North-South Corridor. A major initiative was the detailed monitoring of transit times through two of the busiest border posts at Beit Bridge and Chirundu. Beit Bridge was monitored in 2006 and Chirundu in 2006/7, both of them under the leadership of the Federation of East and Southern African Road Transport Associations (FESARTA). Both exercises identified the key contributions to the long transit times. Meanwhile, the RECs partners of SSATP also developed a corridor wide program to tackle the obstacles along the corridor. Their work is supported by the DfID funded Regional Trade Facilitation Programme (RTFP). In March 2008, the SSATP took part in a donor meeting on the North-South Corridor, which was organized by the COMESA-EAC-SADC Task Force. Various parties took part in the meeting including the European Commission, DfID, China, Germany, Netherlands, JICA, CIDA, corridor countries, the private sector, EIB, DBSA, the DfID Regional Trade Facilitation Programme (RTFP), the USAID Southern Africa Trade Hub and the SSATP. The North-South Corridor is the RTFP pilot under the WTO Aid for Trade initiative. The SSATP contributed to the meeting by providing some of

the metrics on the performance of the corridor, especially the findings of the baseline surveys at Chirundu and Beit Bridge. The surveys contributed greatly to the knowledge base on the corridor. The work at Chirundu in particular was significant to the drive towards establishing a one-stop border post at this crossing between Zambia and Zimbabwe. The impact of the new regime can in future be assessed against the current one. The corridor group of which the SSATP is supporting the establishment will also contribute to the success of various interventions on the corridor.

Guidelines on axle load control

The REC-TCC partners of SSATP have long identified vehicle overloading as one of the greatest threats to the sustainability of road infrastructure improvements in Sub-Saharan Africa. The challenge of overloading has a regional dimension when it comes to transit corridors. As a result, the REC-TCC is well placed to develop and propose strategies to better manage axle load controls. Using such a regional approach, COMESA, EAC and SADC led by UNECA and working under the REC-TCC, identified vehicle overload control as one of the priority areas to be addressed in their regional work plan.

The analytical work on vehicle overload control practices in East and Southern Africa were carried out in 2007. These covered the preparation of a synthesis report on practices, the selection and documentation of good practices in overload control and the preparation of draft guidelines on overload control practices, facilities and infrastructure. The documents were reviewed by key stakeholders including the sponsoring RECs, regional associations (FESARTA and ASANRA) and UNECA.

During 2008, the focus was on disseminating the findings of the analysis and the recommendations. A regional workshop, organized by

COMESA and the USAID East and Central Africa Trade Hub, was held in Nairobi on July 9-10, 2008. The workshop was attended by 56 participants of whom 43 were representing 13 countries in the ESA region, the remainder coming from various regional organizations including FESARTA and a number of regional transporters associations.

The workshop made several significant resolutions on the standardization or harmonization of a number of important aspects of overload control in the ESA region including:

- Legislation and Regulations – which called for harmonization of various technical standards and approaches;
- Weighbridge Infrastructure and Equipment – covering the development of a strategic network plan for location of overload control stations on major transport corridors;
- Enforcement and Weighbridge Operations – encouraging private sector participation in the operations and maintenance of weighbridges and the introduction of a cross-border overload control system at all border posts along regional corridors; and
- Institutional Arrangements –calling for REC support to sub-regional organizations in their management and implementation of overload control programs.

The workshop recommended that the three RECs should place the resolutions before their various Committees of Ministers for adoption and subsequent implementation by all stakeholder organizations within an agreed time-bound program.

Although this activity focuses on East and Southern Africa, it remains of interest to other RECs such as ECOWAS and CEMAC.

Port congestion in ESA

Before the world economy started slowing down in late 2008, various ports in Africa were experiencing significant congestion. In fact, some of the ports continue to experience congestion as the underlying causes are yet to be fully addressed. Such congestion leads to long transit times for exports and imports and compromise the general performance of trade corridors. In September 2008 the Port Management Association of East and Southern Africa (PMAESA) organized a workshop in Mombasa for the region's ports to share experiences on how to tackle congestion. The workshop was attended by 52 participants from Angola, Burundi, Djibouti, Kenya, Mozambique, Rwanda, South Africa, Tanzania, ISCOS, NCTTCA the private sector and railway operators. The SSATP contributed to the conference by exploring the link between port and general corridor performance.

Some of the factors identified to be behind port congestion were:

- Increased container traffic volumes not consistent with infrastructure development thus growth outstrips available capacity;
- Long container dwell times, caused by among others poor off-take by rail and the use of ports as storage areas; and
- Lack of adequate capacity and poor inland transport infrastructures especially rail and road.

Overall, poor planning was identified as the root cause of port congestion. Consequently, the workshop made several proposals to improve the situation both in the short and medium term. These included measures to reduce the long port dwell times and expansion of the various ports. The workshop encouraged a multi-sectoral approach underpinned by the active participation of various stakeholders. These are approaches that are consistent with the SSATP

strategy on corridor management, where the various players in the logistics chain are all involved in improving operations and efficiencies.

The SSATP and the regional associations have a common interest in this and will continue to collaborate and share knowledge.

Dissemination

Intellectual production is a key activity of the SSATP disseminated through regional or international seminars organized in Sub-Saharan Africa, and the SSATP website containing a rich on line library on the transport sector.

The SSATP also offers a network of practitioners, researchers, operators, members of the civil society or the private sector to exchange good practices and knowledge on key issues related to transport. The network is rooted in all transport institutions and departments of member countries, the Regional Economic Communities and the sub-regional organizations. It also serves as an important instrument to disseminate transport policy knowledge and good practices.

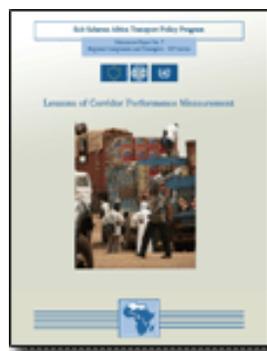
The SSATP has developed robust tools for guidance on management and financing of the road sector presented to a wide range of stakeholders through workshops or training courses and delivery of these products to African transport professionals, road agencies and institutions of higher learning.

The SSATP has also been in the forefront in the creation of regional networks, to help transport policy development and with the intention of giving some dissemination responsibilities starting with two regional associations: ARMFA, the African Road Maintenance Funds Association

and the African Rural Transport Association, ARTA.

Dissemination works in 2008

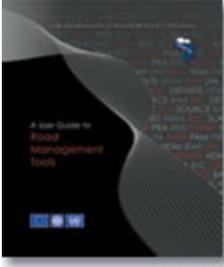
Three major works² were published in 2008, one under Theme 3, Improving Transit Transport and the other two under Road Management & Financing:



Lessons of Corridor Performance Measurement. This paper presents the methodological lessons of several corridor performance measurement carried out in the last years in Africa in order to improve access, and in particu-

lar to landlocked countries. This problem impacts Sub-Saharan Africa more so than any other region as it concerns some fifteen landlocked countries. Sensitizing and influencing policy makers on how to improve access requires accurate data on impediments to the smooth flow of traffic.

² The papers can be found on the SSATP website.



A User Guide to Road Management Tools. This guide, which gives an overview of 14 road management tools and explains how these tools can assist road administrations, should contribute

in improving road management practices. The guide is mainly for decision-makers in road administration for whom a basic understanding of the purpose and use of each tool could be essential. It is also intended as an introduction to first-time readers at the technical level. It will also soon be available in French.



RONET Version 2. This latest version of the Road Network Evaluation Tools developed by the SSATP can assess the performance of road maintenance or rehabilitation policies, and the importance of the road sector for the economy demonstrating to stakeholders the necessity of continued support for road maintenance initiatives. It assesses the current network condition and traffic, computing the asset value of the network and road monitoring indicators. It uses country specific

relationships between maintenance spending and road conditions, and between road condition and user costs. It also shows the savings or the costs to the economy from maintaining the network at different levels of road condition. It further determines the proper allocation of expenditures among recurrent maintenance, periodic maintenance and rehabilitation works. Finally, it determines the “funding gap” defined as the difference between required road expenditures and road user revenues.

RONET is being developed for use in the Africa region but can also be applied in other country worldwide. The model will soon be disseminated to the Francophone countries in French.

SSATP e-Newsletter

This e-newsletter published three times a year provides information and knowledge related to transport events and research works in SSA. Since its first launching in April 2007, five newsletters have since been released. Each newsletter is usually organized around special topics related more specifically to the SSATP activities or initiatives and developed as main articles. The newsletter is also distributed in French.

Workshops

Summary of workshops organized by the SSATP			
Events	When, Where and Participants	Objectives	Outcomes
1. Introduction to Public Transport Service and Operations Planning	April 24-25, 2008, Accra, Ghana, co-organized by the World Bank Africa Region, the Sub-Saharan Africa Transport Policy Program (SSATP), the transport anchor and Public-Private Infrastructure Advisory Facility (PPIAF). Approximately 75 delegates from Botswana, Burkina Faso, Cameroon, Côte d'Ivoire, Democratic Republic of Congo, Ethiopia, Guinea, Mozambique, Kenya, Rwanda, Senegal, Tanzania and Uganda participated.	<ul style="list-style-type: none"> - provide training on public transport service and operations planning, organizational/market structures and regulation - learn from international best practices in public transport service and operations planning; - guide national and city policy makers through the process of planning and regulating environmentally and financially sustainable transport services 	Provide better understanding in such topics as reforming the bus industry, designing networks and routes, and carrying out cost analysis and financial planning. The course was presented through a series of lectures, case studies and open discussions on public transport reform, public transport characteristic and terminology, market/demand factors and forecasting, performance measurements, data collection, service analysis and planning fare policy development and fare collection, cost & revenue estimation and scheduling.
2. REC-TCC Workshop	October 2008 in Addis Ababa where 30 delegates participated including representatives of ALCO, ECA/NRID, ECA/SRO-CA, COCOS, EAC, SADC, ECCAS, FESARTA, Walvis Bay Corridor Group, Dar Corridor Committee, UEMOA, Northern corridor/TTCA, AU Commission, Maputo Corridor Logistics Initiative (MCLI), Central Corridor transport Transit Facilitation Agency and SSATP-PMT.	<ul style="list-style-type: none"> - take stock of what was achieved in each main program activity over the last year and main trends influencing REC activities in the transport sector; - implement modalities of the strategic framework and work program for 2009; - make amendments to the REC-TCC institutional arrangements 	<ul style="list-style-type: none"> - Nomination of a new REC-TCC Chairperson: the EAC was nominated replacing the outgoing Chair from UEMOA - Draft work plan for 2009: The REC-TCC developed the draft work plan for 2009. The draft with provisional cost estimates was adopted by the Committee, contingent upon SSATP's receiving funding -Transport Costs Study: a proposition was made to hold a special event meeting to discuss the subject further. This would take the form of a workshop in Mombasa at the end of March 2009 and would also host the next meeting of the REC-TCC.

Program Governance

The governance structure of SSATP includes the Constituent Assembly (CA, comprising the Program's donors), the SSATP Board and the Program Management Team (PMT). Overall strategic issues are addressed at the annual general meeting (AGM), which gathers the SSATP member countries as well as more recently the Regional Economic Communities (RECs).

This governance structure was put in place for the Long Term Development Plan in 2003 and evolved marginally since its beginning. There may be a need to rethink partially this arrangement as (i) the donors constituting the CA are not the same for the LTDP and the DP2, (ii) membership of the Program may evolve and (iii) the RECs position has considerably evolved since the adoption of this framework.

The Annual General Meeting

The representatives of SSATP member countries, the RECs, the donors and partner international institutions last convened at the AGM held on 7 November 2007 in Ouagadougou and will meet again in Lilongwe, Malawi in October of 2009.

SSATP Board Members

- Hachim Koumaré, Director, UNECA, Sub-Regional Office, Yaoundé (Cameroun), representing African member states and partners, SSATP Board Chairman
- Paulus Geraedts, Head of Transport Sector, Directorate General Development, European Commission, Brussels (Belgium), representing bilateral donors
- Sanjivi Rajasingham, Sector Manager, Africa Transport Unit (AFTTR), The World Bank, Washington D.C (USA), representing multi-lateral donors
- Ali Kies, Sector Manager, Transport, African Development Bank
- Hamallah Kaba Diakité, Chairman, Enterprise Network, Abidjan (Côte d'Ivoire), representing the private sector
- Hélène Guissou, Director, Land and Maritime Transport Division, UEMOA (Burkina Faso), representing the regional economic communities (leaving on December 31, 2008)
- Hosea Nyangweso, Civil Engineer, East African Community (replacing Ms Guissou on January 1, 2009)

Program Management Team Members – 2008			
Full time team members (Trust Fund financed)			
Zaza Ramandimbiarison	Program Manager until December 2008		
Yao Adzigbey (Yaoundé)	Regional Coordinator (West & Central Africa)		
Charles Kunaka (Nairobi)	Regional Coordinator until November 2008 (Eastern & Southern Africa)		
Mustapha Benmaamar (Yaoundé)	Road Advisor and Regional Coordinator from November 2008 to March 2009		
Monique Desthuis-Francis	Publications & Website Management		
Mark Njore	Program Assistant until April 2008		
Part time team members (Trust Fund financed)			
Arnaud Desmarchelier	Performance Indicator element until April 2008		
Fanny Barrett	Procurement and support to urban and regional elements		
Part time team members (Bank financed)			
Tekie Sium	Financial Control - SAP	Zeina Samara	Co-financing Officer
Kingson Apara	Road Management	Ajay Kumar	Urban Transport
George Banjo	Rural Transport	Tawia Addo-Ashong	Road Safety
Jean-François Marteau	Transit Facilitation	Gael Raballand	Transit Facilitation
Supee Teravaninthorn	Transit Facilitation	Rodrigo Archondo Callao	Road Management Tools
John Hine	Rural Transport	YoshimichiKawasum	Road Safety
Fang Xu	Climate Change	Anca cristina Dumitrescu	Governance

There was no annual meeting in 2008, which had to be postponed because of a delayed setting of the fiduciary arrangements for the DP2.

Implementation of DP2 and adoption of priority actions for 2008

In February 2008, the Constituent Assembly and the Board met with the SSATP team members from the World Bank for a retreat in Washington. DP2 was thoroughly reviewed one last time and the logical framework and baseline data as well as the 2008 priority work program were formulated and endorsed. The themes were refocused around the three main themes and the program management was restructured, while monitoring and evaluation were enhanced. In the 2008 June meeting, donors reinforced their commitment to the DP2.

The SSATP Board

The board is composed of representatives of African partners, bilateral donors, multilateral donors and the private sector. A REC representative was added to the board members in 2006. The board oversaw the program performance and strengthened partnerships. It addressed issues and participated in finding solutions through virtual and physical meetings held throughout the year. The board also maintained close contact with the donors and ensured support and financing.

Bruce Thompson, who has made an important contribution to SSATP over a number of years as the member of the SSATP board representing the bilateral donors, recently retired from the European Commission. We welcome Paulus

Geraedts, also with the European Commission, who now represents the bilateral donors.

Several board members actively participated in the retreat of February 2008 on DP2 implementation. The board also held several virtual meetings throughout the year to approve the selection process of the new program manager, as well as many financial and human resources issues.

The Program Management Team

The program management activities were carried out by a small, full-time team located in

Washington and in Africa (Nairobi and Yaoundé), with support from World Bank staff who dedicated part of their time. Two Regional Coordinators—Charles Kunaka for most of 2008 and Mustapha Benmaamar (temporary until end of March 2009) for Eastern & Southern, and Yao Adzibey for Western & Central Africa—assisted the Program Manager in the implementation of the overall work program. The process of hiring a new Eastern and Southern regional coordinator is ongoing.

Financial Report

LTDP financing versus DP2 financing

The year 2008 has been marked by the completion of the first phase of the Long Term Development Plan (LTDP) and the beginning of the preparation and the launch of the Second Development Plan (DP2). The DP2-2008 work program is in hand and despite a somewhat slow start, all activities included in the implementation plan are ongoing but at a different pace due to budget constraints.

Activities undertaken were funded through residual money from the LTDP multi-donor trust fund, or from single donor trust funds, supported by World Bank contribution of staff time, and their travel expenses along with the support in financing of other ad hoc expenses. This was due to the fact that receipt of contributions through DP2 were delayed to the last quarter of the year while awaiting the establishment of the new multi donor trust fund supporting the DP2.

SSATP traditional donors have been involved with DP2 since its conception. In the first part of 2008, the donors' focus was on reviewing the DP2 strategic planning in light of stakeholders' demand, the sector needs, donors' sector strategies, and development in cross-cutting issues such as climate change, good governance and transit costs. As a result, SSATP received confirmation from five donors committing over

USD 14 million to the financing of the DP2 for its 4-year implementation period.

SSATP inaugurated 2008 in Washington, DC with a retreat in early February with donors, partners, SSATP Board and team members. The strategic planning was reviewed one last time and the DP2 logical framework and baseline data as well as the 2008 priority work program were formulated and endorsed. The existing thematic areas under the LTDP were refocused around three main themes and the program management was restructured to be streamlined within the new directions of DP2.

The Logical framework was consequently finalized and the DP2 was further reinforced during the donors meeting in June where donors reaffirmed their commitment to the 2008-2011 DP2 mission and program and more specifically EC, United Kingdom, Sweden, Norway and AfDB confirmed their financial pledges.

In June 2008, the new DP2 Multi Donor Trust Fund (MDTF) was established. The administration agreement with donor partners for the DP2 was prepared and submitted to donors. Sweden signed the administration agreement in September, followed by Norway and United Kingdom in the last quarter of 2008. The AfDB board approved its contribution in December 2008. At the same time, SSATP signed a memorandum of understanding with the Austrian

Development Agency to launch recruitment for a Data Management Specialist to be seconded to SSATP. The data specialist is expected to join SSATP in August 2009. Table 1 attached provides a table of donors' confirmed commitments to the Program.

The first installment under DP2 was received in October from Sweden followed by Norway in December 2008. Although funds were received from Norway in December, they were only booked in 2009 and therefore do not appear in the list of receipts for 2008 (see Table 2b). The European Commission official commitment to the program was delayed to 2009. This meant that, the funding of DP2 during this first year of implementation relied completely on residual resources from the LTDP. Consequently, DP2 activities were restricted to the extent possible to in-house activities involving the preparation for activities through consultations with stakeholders, conceptualization on design and implementation followed by peer reviews of activities, concept designs and workshops to ensure a transparent, demand driven process. The 2008 annual meetings were postponed to fall 2009 given that the major cash flow (contribution from the EC) expected in 2008 was delayed. Many studies initiated in the last years of the LTDP were completed along with two remaining Poverty Reduction and Transport Strategy Review activities, which were delayed and lagged through 2008 and into 2009. It is expected that a small residual from LTDP resources will be carried over to the first part of 2009 to allow translation for documents conceived under the LTDP and their dissemination. Table 3b provides total disbursement in 2008 by activity. Tables 2a and 2b provide receipts in 2008 under both the LTDP and DP2.

Donors and Contributions

LTDP1 financing (2004-2007) – \$16M

Donors: EC (main donor), Denmark, France, Ireland, Norway, Sweden, United Kingdom, UNECA, IsDB & the World Bank.

DP2 financing (2008-2011) – \$14M

Committed Donors: EC (main donor) Austria, Norway, Sweden, United Kingdom, the World Bank, UNECA, AfDB, IsDB (transfer of balance from LTDP).

During the completion period of LTDP and initiation period of DP2, contributions were provided in the following forms:

- a. Cash contributions to two multi-donor trust fund accounts (MDTF), the LTDP MDTF and the DP2 MDTF, established by agreements between the donor partners and the World Bank in its capacity as the administrator of SSATP. By December 31, 2008 the LTDP MDTF account had received \$15,843,468 and \$360,747 of investment income leading to total receipts of \$16,204,215, which were totally disbursed by December 31, 2009. On the other hand, the DP2 MDTF superseding the LTDP received its first contribution from Sida of SEK 4, 250,000 equivalent to \$601, 200, in September 2008. In 2008 there were no disbursement from the DP2 trust fund.
- b. The program also benefited from the cash contribution of two donors who had opted to earmark their contribution to specific activities within the program under the LTDP. Receipts from these two donors were maintained in separate accounts referred to as "single" donor accounts. These are the Ministry of Foreign and European Affairs in France who has earmarked its €650,000 of 2004 equivalent of a net contribution of \$716,371.24 (\$754,074.99 minus admin fee of \$37,703.75) towards the Urban Mobility component of the Program, and the Islamic Development Bank (IsDB) who earmarked its net contribution of \$254,600 (\$268,000 minus

admin fee of \$13,400) towards the PRTSR in 5 specific countries. In 2008, disbursement from the IsDB amounted to \$64,040 and from the French trust fund, to \$77,732. A balance of around \$10,500 remains under the French TF and is expected to be fully disbursed by December 2009, while it was proposed to IsDB to transfer its outstanding balance to DP2 activities under Component 1 (Pro-growth Pro Poor transport strategies), targeting countries eligible to IsDB.

c. Other Trust Fund facilities and partnership in the World Bank:

- The trust fund for Building Analytical Capacity To Mainstream Adaptation To Climate Risk In Bank Operations: SSATP has applied to a \$200,000 grant from this World Bank facility on climate change within theme one to enable it to launch its initiative on climate change issue. The grant was approved and funds were expected to be received in 2009.
- The Norwegian Staff Program trust Fund funded around three-year salaries of a full time expert in the field of Road Management and Financing. A refund of \$165,941.22 was made by this trust fund for expenditures inadvertently charged in 2004-2006 to the LTDP MDTF.

d. The World Bank, in addition to funding the program administration, which was a major task during the initiation phase of the DP2, has assigned 8 of its transport sector specialists to provide specialized technical support in the priority areas of DP2. The World Bank contribution amounted to \$409,702.31 (see table 3d).

e. UNECA contributed to the program through the provision of workshop venues for events organized by the SSATP, free of charge. The chairman of the SSATP Board is appointed from UNECA, who funds his salary and time

on SSATP. UNECA also assigns its transport professionals to provide technical advice when need be.

f. Contributions of stakeholders and member countries participating and mobilizing their time and efforts, free of charge, in the preparation and the implementation of LTDP and now DP2 activities.

The proceeds from past commitments under the first MDTF and the single donor trust funds along with World Bank support were the only resource available for SSATP during 2008. The 2007 contribution from Denmark, for accounting purpose, was posted in this year's income. In March 2008, DfID had fulfilled its commitment for the whole year by frontloading in the early part of the year its contribution in one installment of GBP 250,000 instead of two installments per year of GBP 125,000 each, which is stipulated in the administration agreement in an effort to provide enough liquidity to the program not to disrupt the carry out of activities while the DP2 MDTF was being established.

SSATP 2007 expenditures review

A detailed review of all expenditures incurred in 2007 was conducted in January 2008 and further expanded in April 2008 to review all expenditures incurred during the LTDP, from 2004-2007. As a result, a cash flow to SSATP of \$233,111.5 was identified which includes \$165,941.22 of expenditures charged to the MDTF whereas should have been charged to the Norwegian Staff Trust Fund. Norway accordingly has agreed to refund these amounts to the MDTF. During the course of the year, the World Bank has also refunded to the MDTF \$67, 170.28. Records were updated accordingly and actions to ensure refunds and compliance were taken.

Administrative fees and investment income

Whereas the administration fee under LTDP was 5%, the administration fee under the DP2 was reduced to 2%. Administration fee is applied on each contribution received. The undisbursed balance under the MDTFs earns an investment income, which is reapplied to the MDTF accounts to be used against SSATP eligible expenditures

2008 receipts and disbursements

Receipts

Total receipts in the LTDP in 2008 amounted to \$1,188,444 from DANIDA, DfID and Norway. These funds were received prior to the establishment of the DP2 MDTF, and thus were channeled through the LTDP MDTF account. Once the DP2 was established, receipts under the DP2 were \$601,200 comprising Sida contribution only. There were no receipts in single donor trust funds in 2008. To the exception of the trust fund from IsDB, all single donor trust funds associated with LTDP are almost fully disbursed. A balance of around \$10,500 remains in the French Trust fund and is expected to be

disbursed on the Dakar Bus Financing Study by mid 2009. The World Bank contribution reached \$409,702.31(see table 2d).

Tables 2a and 2b show the receipts, administrative fees and earned income under each of the two MDTFs.

Disbursements

In 2008, the total LTDP disbursement amounted to \$2,106,296.69 from the LTDP MDTF. During the course of the year Norway refunded \$165,941.22 to SSATP for expenses charged to the MDTF whereas should have been charged to the Norway Staff Trust Fund (see above on audit of 2007 expenditures), and the World Bank refunded 67,170.28 leading to a total disbursement for the 4-year LTDP by December 31, 2008 to a total of \$2,823,712.45 from all single trust funds, the MDTF and World Bank contribution (table 3b).

2008 Program Management costs amounted to \$593,534.05 representing 28% of the total costs from the MDTF. However, because of refunds from the World Bank and Norway Staff Trust Fund to the program management, the net program management costs amounted to \$368,460.77.

Table 1. Donors pledges and commitments for DP2

Donor	CURR	Pledged	US\$ Eq
Swedish International Development Agency (SIDA)	SEK	17,000,000	2,063,356
UK Department for International Development (DfID)	GBP	750,000	1,073,745
NORWAY Ministry of Foreign Affairs	NOK	2,000,000	281,714
African Development Bank (AfDB)	USD	600,000	600,000
European Commission (EC)	Euro	8,000,000	10,266,800
TOTAL			14,285,615

Table 2a. Total receipts in 2008 under the LTDP MDTF account

Multi-Donor Trust Fund (LTDP)	Receipts US\$
Denmark	489,144.00
United Kingdom	499,300.00
European Commission	-
Ireland	-
Norway	200,000.00
Sweden	-
Investment Income	35,300.00
Administration fee	(49,422.23)
Total MDTF receipts	1,174,321.77

Table 2b. Total receipts in 2008 in DP2 MDTF account (\$US)

Multi-Donor Trust Fund (DP2)	Receipts US\$
European Commission	-
Norway	-
Sweden	601,200.00
Investment Income	10,792.67
Administration fee	(12,023.99)
Total MDTF receipts	599,968.68

Table 2c. Total receipts in 2008 from single donors accounts

Single Donor Trust Fund	Receipts US\$
France	-
Islamic Development Bank	-
Norwegian Staff Program *	165,941.22
UNECA	-
WB TFSCB	-
Administration fee	-
Total Single Donor Receipts	165,941.22

* A Norwegian Facility within the World bank financing staff time

Table 2d. Total World Bank contribution in 2008

Total World Bank Contribution	\$409,702.31
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Table 3a. LTDP Summary of disbursements

LTDP Summary of Disbursements for 2008 *	
	Jan 1 - Dec 31 2008 USD
MDTF	2,056,874.39
Admin fee	49,422.30
MDTF Total	2,106,296.69
Single Donor TF	
French Trust Fund	77,732.00
Norwegian Staff TF**	165,941.22
IsDB	64,040.23
Total Single Donors TF	307,713.45
Total	2,414,010.14

*Excluding World Bank contribution

**Refund from Norway against expenditures charged incorrectly to the MDTF and should have been charged to the Norwegian Staff program

Table 3b. Summary of disbursements

Activity Name	MDTF	Norwegian Staff TF *	IsDB	French TF	World Bank	TOTAL
Program Management	593,534.05	-	-	-	174,161.99	767,696.04
Program Management *	(225,073.28)	165,941.22	-	-	-	(59,132.06)
Chirundu Beit Bridge Post	14,760.00	-	-	-	-	14,760.00
PRTSR - Gambia	3,160.91	-	39,829.67	-	7,700.00	50,690.58
PRTSR - Zambia	13,702.88	-	-	-	-	13,702.88
PRTSR - Kenya	16,200.00	-	-	-	-	16,200.00
PRTSR - Burundi	46,876.53	-	-	-	-	46,876.53
PRTSR - Central Africa	38,017.23	-	-	-	-	38,017.23
PRTSR - Benin	58,652.74	-	24,210.56	-	-	82,863.30
PRTSR - Niger	26,705.20	-	-	-	-	26,705.20
ET-RTS PRTSR *	2,900.00	-	-	-	-	2,900.00
Indicators Transport Perf. *	4,550.00	-	-	-	-	4,550.00
DP2 preparation	170,273.62	-	-	-	57,424.90	227,698.52
RONET Rd Network Eval Tool (FY09)	84,061.13	-	-	-	16,804.76	103,683.89
NCTTCA Agreement Update	8,000.00	-	-	-	-	8,000.00
Road Safety Policy Dev. (FY9)	28,459.89	-	-	-	5,196.41	33,656.30
North South Corridor Legal (FY09)	95,497.23	-	-	-	1,617.00	97,114.23
RMF Review of Road Funds	25,327.04	-	-	-	-	25,327.04
Support to Road Funds ARMFA	79,162.18	-	-	-	39,697.80	118,859.98
Support to the REC TCC (LTDP)	103,731.92	-	-	-	4,745.42	108,477.34
RMF Road Management Tools Guide	56,828.08	-	-	-	-	56,828.08
Support to the African Rural Transport Ass. (ARTA)	68,880.06	-	-	-	49,552.42	118,432.48
Support to Uemoa Corridor Observatories	2,574.96	-	-	-	-	2,574.96
Investigating Impact of Motorcycle Growth in Africa	24,195.97	-	-	-	-	24,195.97
Impact of Motorcycle Growth	15,207.50	-	-	-	-	15,207.50
Dakar Bus Financing Study	15,207.50	-	-	77,732.00	-	92,939.50
Guidelines for Veh Overload	55,543.84	-	-	-	2,092.00	57,635.84
UT Training IPTSOP PPIAF/SSATP	41,335.24	-	-	-	-	41,335.24
Commercialization of Road Admini	116,326.35	-	-	-	-	116,326.35
SZ-SSATP: TSS - PGPTS	6,222.70	-	-	-	9,154.22	15,376.92
SSATP: MZ - TSS - PGPTS - Mozambique	6,494.22	-	-	-	9,154.00	15,648.22
Pro-growth,pro-poor transport strategies	-	-	-	-	3,024.00	3,024.00
Making Transport Climate Resilient	-	-	-	-	-	-
Support to the REC-TCC	139,728.80	-	-	-	13,207.39	152,936.19
RECs-HIV AIDS activ. East-South	-	-	-	-	-	-
Removing Rural Access Constraints to Ag.	-	-	-	-	-	-
CICOS	-	-	-	-	-	-
Dissemination	286,047.56	-	-	-	16,170.00	302,217.56
Annual Meetings (from Ougadougou AGM)	33,782.34	-	-	-	-	33,782.34
Admin fee	49,422.30	-	-	-	-	49,422.30
Total	2,106,296.69	165,941.22	64,040.23	77,732.00	409,702.31	2,823,712.45