

Sub-Saharan Africa Transport Policy Program

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SSATP Annual Report 2005



SSATP ANNUAL REPORT 2005

(to be endorsed by the Annual General Meeting)

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.

The SSATP is a partnership of

- 32 SSA countries
- 8 Regional Economic Communities
- 3 African institutions
UNECA, AU/NEPAD and AfDB
- 7 active donors
EC (main donors), Denmark, France, Ireland, Norway, Sweden and The World Bank (host)
- Numerous public and private State and regional organizations

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More publications on the SSATP website

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The findings, interpretations, and conclusions expressed here are those of the author and do not necessarily reflect the views of the World Bank, UNECA or any of their affiliated organizations.

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ACRONYMS

AfDB	African Development Bank
AGEPAR	<i>Association des Gestionnaires et Partenaires Africains de la Route</i>
AGM	Annual General Meeting
ALCO	Abidjan-Lagos Corridor Organization
ARMFA	African Road Maintenance Funds Association
ASANRA	Association of Southern African National Road Agencies
ATS	Appropriate Transport Services
AU	African Union
BRT	Bus Rapid Transit
CA	Constituent Assembly
CEMAC	<i>Communauté économique et monétaire de l'Afrique centrale</i>
CICOS	<i>Centre Inter-associatif de Conseils et de Services</i>
CSIR	Council for Scientific and Industrial Research
DANIDA	Danish International Development Agency
DRC	Democratic Republic of Congo
EC	European Commission
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of Western Africa States
EIA	Environmental Impact Assessment
ENPC	<i>École nationale des ponts et chaussées</i>
EU	European Union
FAO	Food and Agricultural Organization of the United Nations
FESARTA	Federation of East and Southern Africa Transporters Association
GHG	Greenhouse Gas
GRSP	Global Road Safety Partnership
IDA	International Development Association
IMT	Intermediate Means of Transport
ITS	Intelligent Transport System
LTDP	Long Term Development Plan
LVSR	Low Volume Sealed Roads
MAG	Ministerial Advisory Group
MDG	Millennium Development Goals
MoU	Memorandum of Understanding
NCTTA	Northern Corridor Transport and Transit Coordination Authority
NEPAD	New Partnership for Africa's Development
NMT	Non-Motorized Transport
NORAD	Norwegian Agency for Development Cooperation
NRFA	National Road Fund Agency
ODA	Official Development Assistance

OECD	Organization for Economic Co-operation and Development
PAM	Performance Assessment Model
PIARC	Permanent International Association of Road Congress
PMT	Program Management Team
PPP	Public Private Partnership
PRS	Poverty reduction strategy
PRTSR	Poverty Reduction & Transport Strategy Review
REC	Regional Economic Community
RED	Roads Economic Decision Model
RIT	Regional Integration and Transport
RIT	Regional Integration and Transport
RMF	Road Management and Financing
ROADSIP	Road Sector Investment Program
RRRA	Rural Rapid Road Assessment
RTS	Responsive Transport Strategies
RTTP	Rural Travel and Transport Program
SADC	Southern Africa Development Community
SG	Steering Group
SGPRS	Second Generation Poverty Reduction Strategies
SIDA	Swedish International Development Cooperation Agency
SITRASS	<i>Solidarité Internationale sur les Transports et la Recherche en Afrique Sub-Saharienne</i>
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
SUMATRA	Surface and Marine Transport Regulatory Authority
TCC	Transport Coordination Committee
UNECA	United Nations Economic Commission for Africa
USAID	United States Agency for International Development
WATH	West Africa Transport Hub
WHO	World Health Organization

MESSAGE FROM THE CHAIRMAN OF THE SSATP BOARD

Over the past year, SSATP has shown signs of success and progress. There remain, however, many challenges for our country and regional partners in creating and sustaining transport sector policies and strategies that contribute effectively to growth and poverty reduction.

There were several notable achievements over the past year. Two-thirds of SSATP's 32 countries are reviewing their transport policies and strategies to ensure that transport responds properly to growth and poverty reduction strategies. Implementing the outcome of these reviews will help to attract the right levels of financial and human resources for improving infrastructure and service delivery.

Secondly, SSATP was given a major boost at the 2005 SSATP Annual Meeting when 17 ministers of transport endorsed the Bamako Declaration. This Declaration signals clear political support to SSATP's Long Term Development Plan (2004-07). The ministers underlined SSATP's importance and role in facilitating policy development and resolved to accelerate policy, institutional and financial reforms; to enhance road safety; to listen to the voices of women and support SSATP coordination at regional and country levels. Implementing these political commitments will benefit all SSATP stakeholders.

Finally, SSATP facilitated African Ministers of Transport, meeting under the auspices of the African Union, to highlight how crucial the role of transport is for Africa to reach its MDG. Ministers successfully agreed upon transport-related targets and indicators for each MDG, which were subsequently adopted by the African Union, thus placing transport firmly on the MDG agenda.

Nonetheless, many challenges remain. Achieving better road management and financing, SSATP's long-term core business remains an unfinished task. Although 27 countries have road funds, few generate sufficient revenue to meet all their maintenance needs. The slower pace of creating autonomous road agencies hampers better network management. Developing urban and rural transport strategies that are pro-poor and meet women's needs proves elusive. While regional integration and transport is now clearly recognized as an area that needs emphasis, results thus far in fostering better trade and transit across borders remain mixed for several reasons: implementing regional agreements remains patchy; this hinders the lowering of transport costs, particularly in landlocked countries. SSATP must continue to evolve to meet these challenges.

New opportunities are emerging. Development partners are responding to NEPAD's Infrastructure Plan. Such responses include the EU-Africa Partnership on Infrastructure, the World Bank Africa Action Plan and the G-8 Infrastructure Consortium for Africa. SSATP must ensure that its strategies and its LTDP adapt for working with these initiatives.

SSATP is responding to these challenges and opportunities as well as buttressing its successes under the LTDP. It means an increasing workload for the management team and regional and country

partners. More human resources are necessary. This year, Norway and Sweden provided dedicated transport management and road safety professionals and this increased donor support to the Program is gratefully acknowledged. The SSATP has also recruited two African regional coordinators that are based in Cameroon and Nairobi. Equally important is the role of country and regional coordinators where SSATP must increase its support so that our aims and activities remain relevant to the users and beneficiaries of transport, and contribute effectively to growth and poverty reduction.

Finally, I would like to thank my fellow Board Members, the Program Management Team, and the SSATP Coordinators in Africa for their support throughout the year.

Hachim Koumaré

A handwritten signature in black ink, consisting of several overlapping, fluid strokes that form a cursive representation of the name Hachim Koumaré.

Chairman, SSATP Board

OWNING THE TRANSPORT POLICY DEVELOPMENT PROCESS

In 2005, the SSATP member countries and Regional Economic Communities (RECs) made remarkable progress in setting strategic directions for the transport sector and anchoring transport strategies in the objectives of poverty reduction. African countries are increasingly investing their resources in the process of developing policies that will provide safe and affordable transport. This was expressed by the unprecedented high level ministerial involvement in the policy development process during the year. SSATP coordinators, the PRTSR steering committees and stakeholders groups are investing their time and knowledge in aligning their country poverty reduction and transport strategies. Similarly, the RECs are addressing the harmonization and implementation issues of regional transport and trade facilitation agreements.

SSATP-facilitated initiatives have led to a clearer understanding of the contribution of transport to achieving the Millennium Development Goals (MDG) that identify the transport demands of priority economic and social sectors for growth and poverty reduction. Acting on the proposal of the Ministerial Advisory Group (MAG) meeting at the 2004 SSATP Annual Meeting, African transport ministers met at an AU statutory meeting on April 6, 2005, and adopted MDG-related transport targets and indicators. These results integrated the views of experts representing all African countries and development partners. The AU and UNECA championed this cause before Ministers of Finance and African Heads of State, helping the voice of Africa to be heard.

At the 2005 SSATP Annual Meeting in Bamako, African transport ministers agreed to incorporate the results of SSATP activities in their national development and transport strategies. The donors have also started to include the results in their country support strategies.

The achievements in setting the right policy framework for the continent are welcome. Policy makers and all transport stakeholders are encouraged to take action and outline common objectives by formulating and implementing country and regional pro-poor growth transport strategies and programs. African countries are also encouraged to develop a sustainable policy dialogue by establishing transport policy advisory groups for achieving the objectives of the NEPAD and the MDG.

We are looking forward to building a strengthened partnership and contributing to the process of ending poverty in Africa.

Bernard Zoba



Commissioner for Infrastructure & Energy
African Union

Abdoulaye Koita



Minister of Equipment & Transport
Republic of Mali

SSATP'S STRATEGY FOR ANCHORING TRANSPORT POLICY IN POVERTY REDUCTION STRATEGIES

THE PRTSR PROCESS IN BRIEF

The Poverty Reduction-Transport Strategy Review Process (PRTSR) was initiated in 2002, in response to concerns by SSATP members that the transport sector was not demonstrating its contribution to poverty reduction, and was losing out on investment compared to other sectors. The PRTSR process enables member countries to analyze and improve the links between their national strategies for poverty reduction (PRS) and transport, and to establish mechanisms for cross-sector dialogue.

Tested by three countries during 2003, the PRTSR process was fully launched in 2004. By the end of 2005, 10 member countries had completed their reviews, 11 more countries were actively implementing the review process and a few others were taking some preliminary steps. At the 2005 annual meeting in Bamako, a first comparative assessment of the emerging results was made by representatives of the countries that had completed their reviews.

PRTSR IS PARTICIPATORY AND LED BY STAKEHOLDERS

Three principles underpin the PRTSR process and are essential for its success:

- Involvement of a representative range of key stakeholders who have excellent knowledge of the issues and who can influence changes in national policy and strategy;
- Ownership of the process, and of the resulting recommendations, by national stakeholders;
- Use of participatory methods, with a strong focus on communication and dialogue, in order to maximize learning and consensus among stakeholders.

The process in each country involves a series of structured steps:

1. Official approval, and establishment of a Steering Group to manage the process, composed of 5-6 leading men and women involved in transport and poverty reduction strategies (public, private and civil society);
2. Creation of a cross-sector Stakeholder Group, on the basis of a rigorous stakeholder analysis, composed of around 25 influential men and women representing priority economic and social sectors, issues and interest groups;
3. Organization of three participatory workshops over a period of several weeks, during which the stakeholders analyze: 1) The poverty reduction strategy and how it addresses transport; 2) The transport strategy and its coherence with the poverty reduction strategy; 3) The processes and actors involved in the formulation of these strategies. Analytical frameworks enable comparisons to be made between transport and other aspects of PRS (e.g. the strategies for economic and social sectors, cross-cutting issues, priority population groups).

4. Agreement by the stakeholder group on the conclusions and recommendations, and implementation of a plan of action to put these into effect.

The process in each country is supported by a local facilitator, who assists the steering group in undertaking the stakeholder analysis, leads the analytical workshops and assists in reporting on the outputs.

SSATP PROVIDES FINANCIAL AND TECHNICAL GUIDANCE TO PARTICIPATING COUNTRIES

SSATP has continued to provide financial support and technical guidance to countries to implement the review process. In 2005 this was extended to Portuguese-speaking countries, with the publication in Portuguese of the PRTSR Guidelines, and engagement of a Portuguese-speaking Regional Support Consultant.

To provide more detailed guidance on the process, a “Country Facilitators’ Toolkit” has been produced and disseminated in three languages. The technical support team was increased from five to six consultants in 2005, including a lead coordinating consultant (LCC), who oversees the process, and five regional support consultants (RSC), two each for Francophone and Anglophone countries, and one for Portuguese-speaking countries. Further training for Steering Group members and facilitators was organized in 2005: a group training workshop for Anglophone countries in Nairobi in July 2005, and a training workshop in Cap Verde in October 2005.

Advice to country Steering Groups on how to procure support services is provided by SSATP PMT, which also steers the contracting of facilitators and logistical support.

RESULTS EMERGING FROM THE PRTSR REVIEWS

The emerging results of the PRTSR reviews were subject to a preliminary assessment at the 2005 annual meeting, by members of the Steering Groups of countries that had completed their PRTSR reviews. The common points of this comparative assessment focus on four aspects:

- Adequacy of attention to transport issues in poverty reduction strategies
- How transport strategies address poverty reduction
- Policy-making processes to link transport and poverty reduction
- The PRTSR process and factors of success.

ADEQUACY OF ATTENTION TO TRANSPORT ISSUES IN POVERTY REDUCTION STRATEGIES

Although transport is identified as a priority in poverty reduction strategies, it is not adequately addressed. Standard global responses tend to be proposed, focusing on rural transport infrastructure (principally roads). Little attention is given to other sub-sectors (river and lake, rail), and important geographical and ecological differences are ignored. There is little recognition that transport is not only a service to other sectors and groups (i.e. a transverse aspect) but is also a factor in integration and in addressing horizontal issues such as environmental protection.

A strategy for transport services is missing, and the needs of the urban poor are weakly addressed, along with a number of important issues such as road safety. The transport needs of priority economic and social sectors are poorly articulated, and not specifically addressed. There is no strategy for the provision of transport services adapted to important activities such as agricultural production and distribution, or social services (health, education). In addition, the access and mobility needs of women, disabled people and other disadvantaged groups are very weakly addressed, and sometimes not at all.

Poverty reduction strategies are not clear about the respective roles of the public and private sectors, for example in providing services. This is a major weakness, given the expectations that the private sector should step in to replace services previously provided by the public sector. Furthermore, the biases in strategy are reflected in (skewed) budget allocations.

Emerging from the assessment of PRS are some important recommendations.

- Transport must remain a priority in PRS, but must be treated as a cross-cutting issue. The contribution to other sector strategies must be made clear.
- Indicators of transport's contribution to poverty reduction must be defined and included in PRS¹.
- PRS must clearly define the access and mobility needs of vulnerable groups — particularly women and disabled people—and must address the needs of the rural and urban poor in a more balanced manner.
- PRS must provide the framework for transport strategies and plans, i.e. clearly define the objectives and priorities, but not enter into operational details.
- PRS should clearly outline how transport will respond to the regional patterns of poverty and geographical/ecological differences.
- A mechanism for verifying and validating PRS before their finalization is needed, to ensure coherence with sector strategies and support by stakeholders.

HOW TRANSPORT STRATEGIES ADDRESS POVERTY REDUCTION

A major finding of the PRTSR reviews is that transport strategies, as currently formulated, do not explicitly address poverty reduction. The assumption still being made is that if roads are built or improved, economic growth will occur and the effects will trickle down. This is not happening.

National transport strategies are often composed of various documents—sub-sector, private sector, and specific issues (e.g. rural transport, HIV/AIDS). This raises problems of coherence. While some strategies are oriented towards poverty reduction (e.g. rural access strategies which prioritize employment creation), these are often temporary measures, and do not address sustainable development.

¹ The SSATP work on MDG-related transport targets and indicators is important and relevant here.

The specific needs of priority economic and social sectors and of priority population groups are rarely identified or addressed. Transport services are very weakly addressed, and important trans-versal issues—such as gender, the environment and governance—are often ignored.

Integrated, multi-sectoral transport strategies—clearly linked to poverty reduction strategies - must be formulated in all countries, covering infrastructure and services. Transport must be a catalyst for growth *and* poverty reduction. As already indicated, appropriate data and indicators to monitor the contribution of transport to poverty reduction are urgently needed.

The transport strategy must clearly define the roles of the public and private sectors in the provision of transport services. Motorized and non-motorized transport, in rural and urban areas, must be appropriately addressed. Road safety, environmental protection and good governance must be given greater priority.

POLICY-MAKING PROCESSES TO LINK TRANSPORT AND POVERTY REDUCTION

Weaknesses in stakeholder participation and in policy-making processes underlie the weaknesses in linking poverty reduction to transport strategies. For example, civil society is very rarely involved in the formulation of transport strategies, and there is an absence of techniques and mechanisms to develop transverse sector strategies, and to coordinate cross-sector planning. There is a lack of capacity to develop policies.

Unlike PRS, the processes by which transport strategies are formulated lack transparency, and are known only to those involved—who are almost solely transport sector actors. Participatory approaches, involving a broad range of stakeholders (including transport users), are not used to formulate transport strategies. PRS formulation process is much more transparent—and more participatory. This may explain why PRTSR recommendations have been implemented more easily in national PRS than in transport strategies.

Mechanisms to coordinate PRS and transport strategies during formulation and monitoring are needed (an example is the PRS working group on economic and transport issues in Tanzania). Skills and capacity in policy development in national institutions and amongst stakeholders need to be developed. Considerably improved data are needed to plan effectively, especially on the links between transport and poverty.

Participatory methods of policy development must be applied in the transport sector. Women's needs and interests must be represented during formulation and monitoring, through the involvement of women and women's associations in decision-making and monitoring bodies.

A clear framework for making links between poverty and transport strategies, including guidelines on how formulation should proceed, is needed. Policy formulation is a process (not a one-off event) and needs ongoing mechanisms for reviewing and updating strategies. Records should be kept of how transport policies are developed and who is involved.

THE PRTSR PROCESS AND FACTORS OF SUCCESS

The PRTSR method is strongly validated by country experiences. Only minor adaptations have been introduced, e.g. the timing and duration of workshops. Procurement of support services has been a major constraint, slowing down the process and creating planning difficulties. Many contractors have had to pre-finance the workshops.

The factors of success identified by countries that have completed their reviews are:

- Political engagement in the PRTSR process, from Ministries responsible for transport and poverty reduction;
- A dynamic, high-level, cross-sector Steering Group—prepared to invest much time and effort;
- A strategic vision of the role of civil society and the private sector in transport strategy—and openness by the public sector to their involvement;
- Good preparatory work, including a transparent and thorough stakeholder analysis, and careful selection and preparation of documents to analyze;
- A representative stakeholder group, with motivated women and men, knowledgeable in the issues and able to influence national strategies;
- Excellent facilitation by an experienced facilitator;
- Good technical support to Steering Group, e.g. from supporting Ministries;
- Good communication between Steering Groups and SSATP PMT, and rapid feedback and support by SSATP PMT.

OTHER RESULTS AND ACHIEVEMENTS IN 2005

An important achievement in 2005 was the signing of the “Bamako Declaration” by 17 Ministers at the 2005 annual meeting, whose first undertaking is to “Implement PRTSR reviews, adopt the results, and incorporate them in national poverty reduction and transport policies and strategies”. This is an important step in obtaining the high-level support needed to ensure that PRTSR results are taken into account in policy and implemented in practice. A similar engagement by the development partners to incorporate PRTSR results in country and sector strategies is being pursued, along with efforts to obtain the involvement and support of other national actors, most notably Ministers of Finance and/or Planning.

OVERVIEW OF SSATP ACTIVITIES IN 2005

Implementation of the SSATP Long Term Development Plan (LTDP) accelerated in 2005. Work program activities of the LTDP intensified and started to deliver results. The program's principal objective and main focus remained that of anchoring transport in poverty reduction strategies.

The year also saw increased involvement of high level policy makers in the policy development process. At the level of the African Union, the Ministers of Transport adopted transport targets and indicators for achieving the MDG. The Ministerial Forum convened during the 2005 SSATP Annual Meeting resolved, inter alia, to move ahead with the recommendations of the poverty reduction—transport strategy reviews, and other key aspects necessary to accelerate implementation of the LTDP.

In general, all thematic activities are aligned with the strategic goal of the LTDP, notably:

- The poverty reduction and transport strategy reviews continued to contribute to the process of improving coherence between transport and poverty reduction strategies.
- The studies undertaken by the appropriate transport strategy (ATS) theme identified key issues for helping to shape rural and urban transport service strategies.
- Initiatives of the regional integration and transport theme created a better understanding of and facilitated support for transport and trade facilitation activities.
- Promoting and facilitating institutional reforms and capacity building helped to enhance the performance of road management and financing institutions.

The highlights of the thematic results of the year are outlined as follows.

The **Responsive Transport Strategies** theme, with its focus on poverty reduction and transport strategy reviews (PRTSR), remained the principal activity of the program during the report period. In 2005, six countries had completed their reviews and 11 more countries started or were finalizing preparatory activities to start the review process. Eight more countries were taking preliminary steps to establish a steering group. This shows a clear recognition of the added value SSATP member countries attach to the process and its outputs. Some countries, for example Malawi, integrated the recommendations of the PRTSR into their country growth and development strategy and transport sector policy. Following the review, Lesotho has prepared a new draft transport sector policy.

In most member countries understanding of the SSATP programmatic approach is improving, shifting the emphasis towards developing integrated strategies embracing key transport elements contributing to poverty reduction and growth. At the end of 2005, coordinators promoting the programmatic approach were designated in 14 countries. In eight more countries SSATP's contact persons clearly emerged as de facto coordinators, playing an important role in implementing program activities.

The SSATP's **Transport Performance Indicator** initiative supported the production of 1st cycle data in 16 countries, and 20 countries launched the process of producing the 2nd cycle data. The infor-

mation derived from this process was helpful in identifying specific constraints and areas of improvement in the transport sector. Further work also started to lay the ground for sustainable data management and to exploit the results to improve performance.

SSATP's **Road Safety** work mainly focused on enhancing the understanding of key safety issues in Africa, before embarking on policy review or development. An action on women and transport was started leading to a workshop at the November 2005 Annual Meeting. The identification of priority areas for intervention was initiated.

Enhancing the performance of road funds and road agencies through capacity building remained the focus area of the **Road Management and Financing** theme. Support was given to the regional level associations of road fund administrations and road agencies. The training on road management tools and sharing of good practices was helpful in improving the skills of road management professionals.

The rural transport services and large cities institutional, financial and management studies completed in 2005, under the **Appropriate Transport Services** theme, were helpful in identifying key issues in this domain.

Regional Integration and Transport initiatives, led by the Regional Economic Communities Transport Coordination Committee (REC-TCC), created in 2005, were successful in sensitizing key stakeholders on fundamental corridor management issues. The work program activities under this theme, known as the REC-TCC action plan, focused on corridor management and observatories initiatives (performance monitoring of transit traffic movement). Actions articulating specific issues and components in corridor management and observatories were formulated and results were emerging from the implementation of the action plan.

In 2005, preparatory efforts to launch work program activities consumed substantial time. Establishing a balanced PRTSR steering group and selection of service providers were challenging. Similarly increasing the awareness of stakeholders and procurement within the transport and regional integration theme absorbed substantial capacity of the RECs and the program management team (PMT). Difficulties in handling procurement were partly addressed when the PMT issued simplified procedures for the PRTSR process, towards the middle of the year.

The program management capacity has reached the level anticipated in the LTDP, at the end of the year, by the involvement of the two regional coordinators, one for West and Central Africa and the other for East and Southern Africa.

The 2005 WP was launched on a sound financial base inherited from trust fund receipts of the preceding year, when the European Union, SIDA, NORAD, DANIDA, Ireland and France provided their initial contributions to the LTDP. During the calendar year, finance flows to the trust fund met projections of US\$1.2 million. WB's contribution in staff time was equivalent to US\$394,000. Disbursement in the year was US\$3.2 million.

This section provided the highlights of the achievements of the year. The following sections provide detailed accounts of achievements, notable policy development initiatives in member countries, and knowledge sharing.

PROGRAM GOVERNANCE

The governance structure of SSATP includes the Constituent Assembly, SSATP Board and the Program Management Team (PMT). Overall strategic issues are addressed at the annual general meeting (AGM). The program solicits advice on high level strategic issues through ad hoc advisory groups.

ANNUAL GENERAL MEETING (AGM)

All program partners—representatives of SSATP member countries and RECs; donors, and partner international institutions—convened at the AGM held at the end of the 2005 SSATP annual meeting, in Bamako.

The AGM endorsed the 2005 report of the SSATP Board. The AGM also approved the 2004 progress report, and agreed to the framework of the 2006 WP, proposed by thematic working groups.

Djibouti expressed interest in becoming the 33rd member of SSATP and the AGM advised Djibouti to submit a statement of membership commitment to the Board.

CONSTITUENT ASSEMBLY (CA)

The constituent assembly is composed of active financiers of the program. Currently it consists of The European Union (the main donors), Sweden, Denmark, Norway, France, Ireland and the World Bank (host).

SSATP BOARD

The SSATP Board is composed of representatives of African partners-UNECA, bilateral donors-EC, multilateral donors-WB, and the private sector. In 2005, the SSATP Board consisted of:

- Hachim Koumaré, Director, UNECA, Sub-Regional Office, Yaoundé (Cameroon), representing African member states and partners, SSATP Board Chairman
- Bruce Thompson, Head of Transport Sector, Directorate General Development, European Commission, Brussels (Belgium), representing bilateral donors
- Maryvonne Plessis-Fraissard, Director, Transport and Urban Development Department, The World Bank, Washington D.C. (USA), representing multilateral donors
- Hamallah Kaba Diakite, Chairman, Enterprise Network, Abidjan (Côte d'Ivoire), representing the private sector.

The Board oversees the program performance and it engages even more in strengthening partnerships. The Board is discharging its responsibilities through holding virtual and physical meetings and direct communication with the program manager. The Board takes advantage of transport related forums to communicate with program donors and other partners. The Board also uses advi-

sory groups to solicit advice, including high level policy makers. Members of the Board use their regular official travels and time to promote the program’s objectives in member states. They also provide advice to SSATP staff and assist in harmonizing activities in sub regions.

Meetings. Since the 2004 AGM in Addis Ababa, the Board has held 4 meetings—2 physical and 2 virtual. The Board has attended the 2005 Annual Meeting planning Retreat, in St Gerard, Belgium.

Maintaining close contacts with the donors and mobilizing funds. The Board has assured continued support and financing from Sweden, the European Commission, Denmark, Norway, and the World Bank. The Board is facilitating the support of the Islamic Development Bank and the AfDB.

The Board is involved in increasing African ownership of the program and plays a key role in building coherence between program objectives and policies of donor and development partners.

PROGRAM MANAGEMENT (PM)

The main task of the program management team (PMT) is to coordinate and facilitate work program activities. The PMT also provides technical advice on transport policy to its partners. The role/responsibilities of each team member are subsumed within the respective activities.

The specific tasks to be delivered by the team: Annual Meeting, financial management, dissemination, and issues of PM capacity are addressed as follows.

PROGRAM MANAGEMENT TEAM (PMT) - 2005

Full time team members (TF financed)

Nigel Ings	PM
Tesfamichael Nahusenay	DPM
Olav Elleveset	RMF
Mustapha Benmaamar	RMF, RIT, ATS
Jonas Hermanson	Road Safety
Monique Desthuis-Francis	Publication
Fanny Barrett	Procurement
Mark Njore	Administration

Part time team members (TF financed)

Arnaud Desmarchelier	Indicators
Antoine Lema	Gender

Part time team members (Bank financed)

Gylfi Palsson	Administrator
Tekie Sium	Finance
Jean-Noel Guillosoou	RMF-Thematic leader
Dieter Schelling	ATS & Indicators-Thematic leader

Tawia Addo-Ashong	Road Safety
Ajay Kumar	ATS-Urban mobility
George Banjo	Rural transport
Siele Silue	Rural transport & Gender
Marc Juhel	RIT-Thematic leader
Jean-François Marteau	RIT

New staff members

Charles Kunaka and Yao Adzigbey were selected for the posts of SSATP Regional coordinators for Eastern and Southern Africa (Kunaka) and Western and Central Africa (Adzigbey) through a process of international competition. Mr. Kunaka, Zimbabwean, joined the SSATP in early January 2006, from the Southern Africa Development Community (SADC). Mr. Adzigbey, Togolese, joined the SSATP in mid December 2005, from the Economic Community of Western Africa States (ECOWAS). Olav Elleveset, Norwegian, joined the program in mid-April 2005. He had previously held the post of Director General of the Tanzanian Road Agency (TANROADS). Mr. Elleveset is engaged through NORAD's support to the program as senior transport specialist for Road Management and Financing (RMF). Jonas Hermanson, Swedish, joined the program in mid-April 2005, from Swedish Road Administration. Mr. Hermanson is seconded by SIDA as transport specialist in road safety.

The program management team capacity was over-stretched during much of the year. The staffing requirement set out in the LTDP was fulfilled at the end of the year and this will make a significant contribution to program management in delivering the level of services required by partners during 2006.

Dissemination

The new SSATP website, structured in line with the new thematic areas, is a major improvement in disseminating information and creating a network of partners. The site is currently available only in English but will soon be available in French.

The SSATP issued three major Working Papers during 2005, two Technical Notes, and one Discussion Paper. The CD-ROM containing all SSATP documents published so far was also redesigned and updated.

The new SSATP titles are as follows:

- *Transport and the Millennium Development Goals* (published in collaboration with the African Development Bank, the European Union and the World Bank. This document is also available in French.
- *Non-Motorized Transport in African Cities—Lessons from Experience in Kenya and Tanzania*, SSATP Working Paper No. 80.
- *The Proceedings of the Bamako 2005 Annual Meeting*, SSATP Working Paper No. 81 with a CD-ROM and available in French.

- *A Study of Institutional, Financial and Regulatory Frameworks of Urban Transport in Large Sub-Saharan African Cities*, SSATP Working Paper No. 82. The French version of this document is being finalized.
- *Construction Industry Development and the Road Sector*, Africa Technical Note No. 38, in English and French.
- *Poverty and Urban Mobility in Conakry and Douala*, Africa Technical Note No. 39, in English and French.

THE 2005 ANNUAL MEETING



Bamako Annual Meeting

The planning meeting held in September 2005 in St. Gerard, Belgium, set the framework for the Annual Meeting held in Bamako. The Annual Meeting sponsored by the Malian Government was well attended (310 participants) and was a success in achieving its objective; stakeholders better understood the importance of enhancing LTDP implementation. It allowed transport and non-transport actors alike to network, exchange experiences, and reinforce individual and institutional bonds, which provide a significant part of SSATP's strength as a partnership.

The focus of the 2005 Annual Meeting was on enhancing the implementing the SSATP Long-Term Development Plan (LTDP) and strategizing on concrete improvements in the transport sector in Sub-Saharan Africa. The meeting's purpose was achieved at one level by identifying operational improvements through progress reviews, lesson learning, and experience sharing and at another through participation by the large number of ministers who came up with a clear statement of political support for SSATP objectives.

The main operational issues discussed at the meeting centered on the key themes of the Program and included:

- Developing transport strategies that contribute to poverty reduction;
- Strengthening the links between transport, trade and regional integration;
- Establishing sound institutions and financing arrangements for the roads sector;
- Managing increased financing from development partners;
- Creating a future vision for transport in Africa;
- Improving the mobility of the urban poor; and
- Ensuring that the voices of women are heard in LTDP implementation.

Notable in the 2005 event was a concentrated effort to address implementation deficiencies with regard to dealing with the needs of women. This was partially achieved by integrating 'women and transport' issues into the meeting process. A women's group at the meeting made proposals for

strengthening the way in which implementation should address priority women and transport questions. Additionally, the Meeting also developed two other cross-cutting priorities, exploring SSATP member countries' capacity to respond to new opportunities and risks and increasing the understanding of their needs by development partners and making detailed arrangements for continued transport data collection.

The ministerial meeting which was convened within the framework of the 2005 Annual Stakeholders' Meeting has demonstrated high level involvement with the Program. The ministerial declaration that sets the strategic direction for the 2006 Work Program included:

- Incorporating the results of the PRTSR in national poverty reduction and transport policies and strategies;
- Removing all non-physical barriers to transport and integrating regional corridor treaties and international conventions into national legislations;
- Ensuring sustainable funding and appropriate management of transport infrastructure and services;
- Incorporating road safety as a major socio-economic issue;
- Mainstreaming gender in the management of transport sector; and
- Supporting the national SSATP coordination functions.

RESPONSIVE TRANSPORT STRATEGIES

Responsive Transport Strategies (RTS), with its principal objective of anchoring transport strategies in poverty reduction and growth, remains the overarching theme, involved in: i) reviewing poverty reduction and transport strategy (PRTSR); ii) promoting the formulation of pro-poor and growth transport strategies and programs; iii) promoting a program approach and an SSATP coordination function; iv) mainstreaming cross-cutting issues in transport strategies and programs; and v) monitoring transport sector performance. With the objective of clearly expressing the contribution of transport in achieving the MDG, SSATP has facilitated the African transport and MDG initiative.

POVERTY REDUCTION AND TRANSPORT STRATEGY REVIEWS (PRTSR)

The PRTSR is the flagship initiative of the SSATP, directly addressing the strategic vision of the program, using a multi-sectoral programmatic approach to strategy analysis, engaging with transport providers and users. The process has ensured coherence between PRS and transport strategies.



A PRTSR Working Group in Senegal

Progress. In 2005 all SSATP member countries not engaged in the PRTSR were invited to participate in the process. At year's end, twenty nine countries had expressed interest. Since the start of the process, in 2003, ten countries have completed their analyses of which six were from 2005: Cameroon, Côte d'Ivoire, Lesotho, Mali, Senegal and Zimbabwe. The review process in three countries—Kenya, DRC and Swaziland—was completed recently. Eight countries are implementing their reviews or finalizing preparatory activities to start the review process: Angola, Burundi, Cape Verde, Ethiopia, The

Gambia, Niger, Uganda and Zambia. Initial steps to raise awareness and gain official support have been taken in five new countries—Chad, Central African Republic, Gabon, Mozambique and Togo. Three countries—Ghana, Nigeria and Burkina Faso—have reiterated their desire to undertake the reviews. Only Madagascar, the Congo Republic, and Benin have so far given no indication of wanting to embark on the review process.

By the end of 2007, all SSATP member countries should have undertaken a PRTSR process, and be implementing the recommendations. Soliciting expression of interest to be engaged with the review process is closer to success; the outstanding issue is initiating the three countries that have not yet indicated willingness to embark on the process. To achieve the planned output for this theme the focus should be on i) implementing the recommendations of the review process and ensuring buy-in of the outcomes by development partners' involved in the transport sector; ii) completing the review in countries where the process has already started or is due to start; and iii) involving the remaining willing counties in the process.

In July 2005, training was provided to steering group members and facilitators for seven Anglophone countries. In-country training to Francophone countries is provided upon completion of preparatory activities, establishment of a steering group and selection of a facilitator.

The production of a toolkit for facilitators, the updating of the French version of the PRTSR guidelines, and the translation of the guidelines into Portuguese have contributed to quality improvement and involvement of new countries.

Guidance on the process and methods is provided by a strong team of consultants (Mary Braithwaite, Lead Coordinating Consultant, and Regional Support Consultants, Margaret Ombai, Adama Moussa, Abdul Awadh, Mamadou Talla and Felix Cossa). The Program Management Team (PMT) is providing procurement and finance management support.

Challenges. Many of the countries who signed up for the poverty reduction/transport strategy review (PRTSR) process have encountered difficulties with procurement of support services, establishing sound basis for the review process and communications. However, maintaining the principles of ownership and capacity building, and the procurement procedure introduced in mid-2005 will minimize the problem.

FORMULATION OF PRO-POOR AND GROWTH TRANSPORT STRATEGIES AND PROGRAMS

At the Bamako annual meeting, stakeholders called for the formulation of an integrated transport strategy responsive to poverty reduction. Following this within the framework of the LTDP an initiative is proposed, in “willing” countries, to pilot a comprehensive pro-poor transport sector strategy development process, including sector development plans, embodying the recommendations of the PRTSR process and the MDG related transport targets and indicators.

Identifying potential pilot countries is underway. The countries that have incorporated the recommendations of the PRTSR in their PRSs and those that have initiated the process of formulating a pro-poor and growth transport strategy and program will be in focus. The others will also be encouraged to become involved in such a process.

In some countries where the PRTSR is completed, poverty reduction strategies are expressing the transport demands of the priority economic and social sectors. In some countries the process of formulating transport strategies and sector programs embedding the recommendation of the PRTSR are in progress. For example, Malawi’s Growth and poverty Reduction Strategy has identified key transport functions deemed necessary to achieve its agricultural development and export promotion goals. Malawi’s Ministry of Works and Transport in collaboration with EC has started the process of developing a transport sector program, taking into account the recommendations of the PRTSR and the African transport and MDG initiatives. Lesotho, following the completion of the PRTSR process, has prepared its pro-poor transport policy.

AFRICAN TRANSPORT AND THE MDG INITIATIVE

Obtaining recognition of the role of transport in achieving the MDG became a priority for program partners. Cognizant of this, the Ministerial Advisory Group (MAG) that met within the framework of the 2004 SSATP Annual Meeting proposed undertaking a case study on the contribution of transport in achieving the MDG and hold a meeting of all African Ministers responsible for transport. African Heads of State meeting in Abuja in December 2004 mandated the AU to take this process forward, and consequently, the AU assumed ownership.

Following the proposal of the MAG, five African countries—Guinea, Ghana, Ethiopia, Mali and Lesotho submitted their case studies. FAO and WHO also contributed to the process. A paper was commissioned on current thinking and evidence of transport impacts on poverty reduction and the MDG, and into that were folded a number of case studies of positive transport related outcomes. This paper provided the basis for the two-day meeting of the technical team: UNECA, AU, AfDB, WB, the RECs and SSATP, which met on February 14 and 15, and proposed a number of transport-related targets and indicators relevant to the MDG. The output of the technical team meeting has been produced as the working document, forming the principal resource of the experts’ meetings which convened on April 4 and 5, prior to the African transport ministers meeting.

Under the AU statutory meeting, on April 6, 2005, African ministers responsible for transport adopted MDG-related targets and indicators, folding in the views of experts representing all African countries and development partners. AU and UNECA championed the case to be shared by Ministers of Finances and African heads of states, helping the voice of Africa to be heard.

The principal MDG-related transport indicators adopted by African transport ministers include: proportion of the rural population living beyond two km of an all season road; lowering Africa’s transport cost; and improving regional interconnectivity and trade facilitation.

Summary of Main Achievements in 2005 - Responsive Transport Strategies		
Poverty Reduction/Transport Strategy Reviews(PRTSR)		
Planned Activities	Achievements	Challenges and the Way Forward
13 “2004 countries” complete reviews; Produce action plans	6 countries completed the review	Implementation of action plan requires follow up
10 “2005 countries” commence reviews	11 countries commenced or were to commence the review; 9 countries expressed interest in undertaking the review and began preliminary steps.	Establishing balanced steering group and procurement of services delayed commencement of the review
Produce updated methodology	Tool kits for facilitators prepared; Portuguese version of PRTSR guidelines produced; French version of the guidelines updated	

Summary of Main Achievements in 2005 - Responsive Transport Strategies		
Poverty Reduction/Transport Strategy Reviews(PRTSR)		
Planned Activities	Achievements	Challenges and the Way Forward
Support follow-up actions in pilot countries	No follow-up actions support requested	Identification of pilot country for the formulation of a pro-poor transport strategy is in progress
Identify “good practice” in transport’s contribution to poverty reduction	The African Transport and MDG initiative identified MDG-related targets & indicators; the document of the African Transport and MDG initiative presented African cases expressing transport’s contribution to poverty reduction	

PROGRAM APPROACH AND SSATP COORDINATION

In most member countries understanding of the SSATP programmatic approach is improving, shifting the emphasis towards developing integrated strategies embracing key transport elements contributing to poverty reduction and growth. The thematic arrangements of the annual work programs provide an environment within which convergence can be achieved.

SSATP coordination is an essential instrument in promoting the programmatic approach. The national coordinators have assumed the role of coordinating the implementation of all SSATP activities, embracing the former component champions and their themes. The coordinators are playing the central role in facilitating the PRTSR, which emphasized developing integrated transport strategies coherent with PRS.

To ensure effectiveness and sustainability of the program at national level, during the Bamako Annual Meeting, partners adopted a framework for SSATP coordination set-up:

- A national coordinator designated by the ministry responsible for transport policy
- Each country may designate additional sub-theme or co-coordinators.

To create a sustainable mechanism for policy dialogue the Ministry responsible for transport policy is encouraged to establish a Transport Policy Advisory Group, consisting of key stakeholders. The group primarily consults/advises the Ministry on core policy development and implementation. This approach builds on the experience of the PRTSR, developing transport strategies as a multi-sectoral resource, through the participatory approach.

Core Functions of SSATP Coordination

“Initiating and Promoting the development and implementation of transport policies consistent with other good practices/policies”

- Promoting the formulation and implementation of coherent transport policies, strategies and programs with an overarching objective of poverty reduction and growth.
- Acting as the principal SSATP knowledge dissemination instrument
- Networking/coordinating with government agencies and other stakeholders
- Participating in promotion and facilitation of policy research and development, and technology transfer.
- Engaging with the transport sector performance indicator development and monitoring process.
- Engaging with donor coordination activities.
- Participating in mobilization of funds for the implementation of sector programs
- Promoting strategies that ensure provision of efficient regional/transit transport services and trade facilitation.
- Promoting mainstreaming of cross-cutting issues (gender, road safety, employment, environment, etc.) in the transport sector.
- Support capacity building initiatives related to transport policy development and implementation, including institutional capacity development.

Countries are principally responsible for financing the functions while SSATP provides support where there is a need. This may include support to the establishment of a coordination office and financing of travel, training and meeting costs (during the establishment process).

The SSATP provided support to coordinators to participate in policy development workshops and meetings organized mostly by the Program. The SSATP has also provided support to establishing Gambia’s coordination office regarding IT items.

Progress. At the end of 2005 coordinators promoting the programmatic approach were designated in 14 countries: Burkina Faso, Cameroon, Ethiopia, Gabon, The Gambia, Guinea, Lesotho, Malawi, Mali, Nigeria, Swaziland, Tanzania, Uganda, and Zambia. In eight more countries SSATP’s contact persons clearly emerged as de facto coordinators, playing a significant role in initiating and facilitating the PRTSR process and networking with stakeholders. This was strongly manifested in: Angola, Burundi, DRC, Cape Verde, Côte d’Ivoire, Niger, Senegal and Zimbabwe.

Summary of Main Achievements in 2005 - Responsive Transport Strategies		
SSATP Coordination		
Planned Activities	Achievements	Challenges and the Way Forward
Establish SSATP functions in 15 SSA countries	14 Countries nominated SSATP Coordinator; in 8 countries program champions emerged	Formalizing the designation of coordinators is a challenge in countries where there are two or more ministries responsible for transport.
Clarify SSATP coordination role and function	SSATP coordinators adopted statement of coordination function and set-up at the Bamako meeting	Revised guidance note will be issued in 2006

MAINSTREAMING CROSS-CUTTING ISSUES

WOMEN AND TRANSPORT



Picture by Paul Starkey

At the end of the 2004 meeting, an ad hoc women's group approached the Board proposing that in 2005 that the question of women's needs and interests should receive specific consideration. With the help of "gatnet" (the gender and transport network) and PRTSR Steering Groups, women's group was assembled and work-shopped a number of propositions falling under the broad heading of "Women and Transport" in advance (Nov 10 and 11) of the 2005 Annual Meeting. The workshop has identified key issues related to the thematic areas which were fed

into the annual meeting discussions that resulted in identification of priority activities to mainstream gender in the transport sector. Specific recommendations that emerged during the meeting included:

- Women to be an active stakeholder in the development of future infrastructure in Africa;
- Proactively mainstream gender in LTDP implementation;
- Support to women and transport networks;
- Incorporation of gender related data and specific indicators in collection and management of transport data and indicators;
- Better representation of women on the SSATP Board and PMT, Steering Committees and Stakeholders groups of PRTSR.

ROAD SAFETY (RS)

SSATP has been recognized as having a comparative advantage and expertise in policy development processes and knowledge sharing which, in collaboration with a number of global and regional partners, will be used to strengthen the emphasis on road safety in Africa.

The thematic sessions in Bamako were both retrospective and forward-looking and discussions focused on the poor state of road safety mainly due to inadequate resource allocation, capacity, data and a weak institutional framework. Participation included both the public and private sectors, regional economic groupings, and dissemination of good practices and development of policy will remain two of the main focus areas for road safety in SSATP. This will be done in partnerships with other organizations such as the GRSP, WHO, PIARC and the RECs.

In order to effectively understand the current situation, SSATP worked to establish road safety baseline data in SSA. In late April 2005, a concept note with an accompanying questionnaire was developed. The questionnaire touched on seven areas: RS policy, RS funding, RS regulation/enforcement, RS performance, RS design standards, vehicle safety standards, and road user

education. Local short term consultants were hired with the assistance of the SSATP coordinators in the 32 countries; and by the end of 2005, six countries had completed the questionnaire. A preliminary analysis of the data shows a general agreement that road safety is an issue in our partner countries, that it is underfunded, leading to poor performance, design and safety standards and weak enforcement. It is evident that SSATP has a role to play with continuous support to partner countries in their efforts to improve RS. SSATP will use this information to identify pilot countries to assist in developing road safety policy following a participatory approach.

Next Steps for the SSATP RS thematic group

The LTDP of SSATP focuses on information gathering, analysis and dissemination, influencing policy formulation, development and implementation in partnership with other international organizations. With this in mind, the RS thematic group aims to focus on the following in the coming year:

Completion of the baseline study

SSATP will complete the analysis of the existing situation in all 32 partner countries and prepare a short paper outlining the findings.

Pilot development of RS policy and review of existing RS policies

SSATP aims to review existing policies examining the process involved when developing the policy, the quality of the actual document, and what the results are on the ground after implementation.

Some countries have already expressed their interest in having SSATP assist them with the process of RS policy development and the review of their existing RS policies.

Based on a similar process used by the PSTSR thematic group, SSATP sees its comparative advantage in developing and reviewing existing RS policies in a participatory manner. The process would give an opportunity to identify all stakeholders involved, spell out their respective responsibilities, initiate dialogue between them, give suggestions for amendments to current laws, organizational setups, raise awareness of RS trends and impacts on the governmental budgets, and raise understanding of how to deal with RS. SSATP will work towards piloting at least two countries and make the results available to all partners. SSATP will also facilitate the effective use of donor resources for RS after the policy document has been developed.

Establishment of association of African road safety practitioners

It has been shown through other thematic areas within SSATP, that a dedicated focus group creates a good forum for substantive discussions on relevant issues from the partner countries. SSATP intends to assist in the establishment of such a group for RS. Given the nature of RS the group will not be limited to only road practitioners but also involve health, education, and enforcement. Such a group would further strengthen an ongoing RS dialogue, and would be targeted for dissemination of RS related information.

Dissemination of good practice examples

The initial analysis of the questionnaire indicates weaknesses in all seven areas reviewed. These would be the focus when identifying good practice examples for dissemination. In partnership with UNECA, GRSP and other partners, SSATP will disseminate good practices examples from African countries and other developing countries in an effort to share knowledge between partner countries.

MONITORING TRANSPORT PERFORMANCE (INDICATORS)

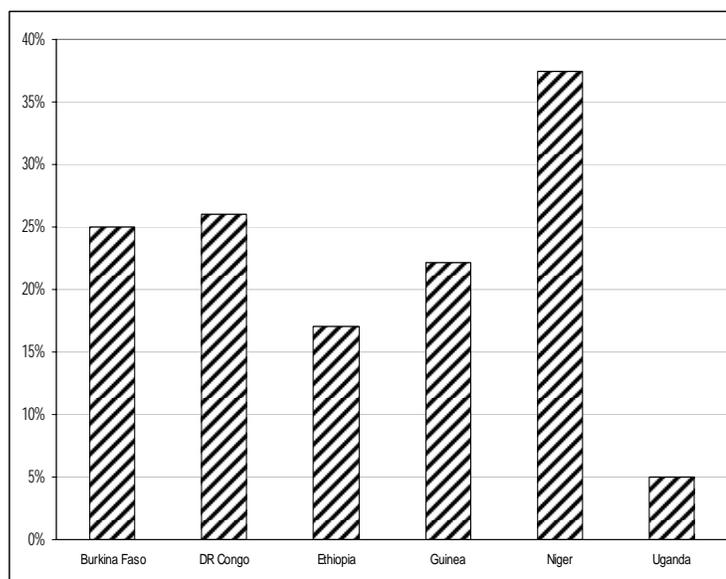
The first cycle of data collection ended in February 2005, when 16 countries had produced data: Burkina Faso, Burundi, Cameroon, DRC, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Mali, Mozambique, Niger, Rwanda, Senegal, Tanzania, and Uganda. Five other countries joined the first cycle data production: Côte d'Ivoire, Kenya, Lesotho, Malawi, and Zambia.

The gaps in available data are serious challenges to the overall process. It has been observed that from the 125 entries expected from each country, almost half of them were missing. These gaps are due to the absence of data, inexistent or inoperable national data management systems and sometimes misunderstandings about the data to be produced.

In April 2005, the first annual workshop on transport performance indicators was held in Nairobi in which participants from 19 countries discussed the necessary changes to improve the initiative in the second cycle. The list of indicators was

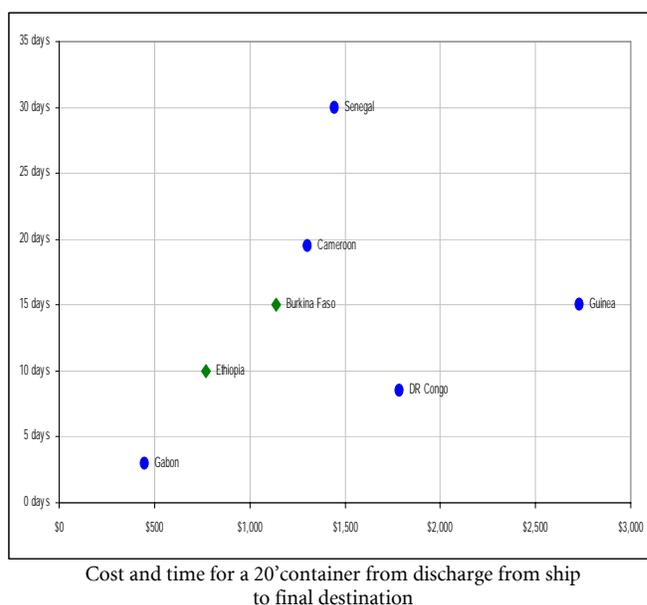
comprehensively reviewed; the relevance, availability and collection methodology of each data were discussed in detail. The emphasis was on better data definitions, increased flexibility over the data to be collected with more demand for metadata. A few indicators and data were scrapped since they were deemed difficult to obtain and provided very little added value, while a few others were added.

This workshop also allowed the preparation of an action plan for each country to produce primary data and work towards strengthening the institutional framework for transport data management.



Rural population living less than 2 km from an all-season road

The ongoing second cycle is therefore based on a simpler data collection form as well as a simple questionnaire aimed at a succinct description of the existing institutional framework to initiate action for improvement.



In 2006, the second cycle will be completed. As well, some country-specific data management institutional analysis will be undertaken. Prior to the start of the third cycle data collection planned by mid-2006, the indicator set as well as its associated methodology definition will be reviewed and adopted. 2005 also witnessed growing collaboration within and outside the World Bank on transport indicator and data issues. SSATP is at the core of the current effort to develop data in the transport sector. The SSATP initiative represents the Africa region in this ongoing activity. It is actually the only such structured, region-wide initiative. The initiative is also essential in the

regional study commissioned by the Bank's Africa Region Infrastructure Unit to take stock of the stylized economic facts and identify emerging policy issues in SSA's infrastructure sector. The transport part of this study is actively supported by the SSATP.

The SSATP has been contacted by the OECD Development Centre to provide data on the transport sector for the preparation of *African Economic Outlook 2006*. This joint publication with the African Development Bank will focus on transport issues in Africa.

Summary of Main Achievements in 2005—Responsive Transport Strategies		
Monitoring Transport Performance - Indicators		
Planned Activities	Achievements	Challenges and the Way Forward
First cycle completion	16 countries produced 1st cycle data	Quality of data was a problem. Data management institutional capacity is weak and the 2006 work program is trying to address these issues by developing guidelines for data management and undertaking institutional arrangement study.
Second cycle data collection	20 countries launched 2 nd cycle data production	
Proposals for improved set of indicators	Headline and sub-indicators defined	Refining the set of indicators has continued

ROAD MANAGEMENT AND FINANCING (RMF)

INSTITUTIONAL REFORMS AND DEVELOPMENT

Since its inception in 1987, the SSATP Program has widely advocated the need for changes in the management and financing of roads, and over the last decade a number of SSA countries have implemented such reforms customized and tailored to their respective political and legal contexts.

Sub-Saharan Africa (SSA) countries are making some progress towards securing road maintenance financing, but while there are 27 road funds in Sub-Saharan Africa only about a third of the funds are meeting the need for routine maintenance on a regular basis. Most of them even fall short in a few areas compared with the traditional requirements of second generation road funds; 20 of them were collecting 80 percent or more from road user charges. The user charges were still strongly dominated by fuel taxes, and the low utilization of heavy-vehicle licensing fees and weight-distance charges creates a very skewed balance between contributions from small and large vehicles compared to their respective deterioration impact on the network. At the regional level the African Road Maintenance Funds Association (ARMFA) continues to grow, and has reached 25 road fund members since its establishment in 2003. SSATP provided support to ARMFA through a joint work program and financed a coordinator recruited to assist in developing the association. The program also supported their annual meeting in Arusha, Tanzania in November. ARMFA is expected to play a substantial role in improving the performance of road funds in SSA.

While progress is being made in providing sustainable road maintenance resources, only 16 road agencies/authorities had been established by 2005 when Kenya, Madagascar and Uganda were in the pipeline. Reforms in management are legally complex, are politically more controversial and will need more time to mature and be implemented. In this context the different associations are seen as providing the most promising agents for change and knowledge sharing with regard to driving forward sustainable institutional developments in the roads sub-sector, and RMF continued to focus on building the capacity of regional associations. *Association des Gestionnaires et Partenaires Africains de la Route* (AGEPAR) has presently 36 mostly French speaking members from road departments and agencies, and SSATP financed a joint study program, a coordinator assisting the Association in developing further, and supported their annual meeting in Niamey, Niger in May. Consultations for a closer cooperation with the Association of Southern African National Road Agencies (ASANRA) within the SADC area were ongoing, and an expected outcome is the bridge-building between the previously separated communities of Anglophone and Francophone practitioners.

Substantial emphasis is given to assessing the impact and experiences with road funds and agencies in SSA, and two studies related to the reforms in road management and financing were ongoing in 2005. One is an institutional review and performance assessment of road funds and agencies in SSA, and another is a corresponding review of the legal framework. Preliminary findings of the studies were presented and discussed at the SSATP Annual meeting in Bamako.

At the national level, RMF continued to provide support to reforms in a number of countries through country visits, workshops and discussion dialogues. Sometimes such contributions can clarify details important to key stakeholders, and as such can be instrumental in bringing the intended reforms further. To assist countries with accessing information about country-specific arrangements, the first version of databases of legal instruments covering road funds and road agencies was completed and distributed.

TOOLKITS AND GOOD PRACTICES

Substantial efforts continue to be invested in developing and disseminating tools, but less is known of the extent of usage, and feedback on improvements. A separate study among SSA countries has been assessing their use and impact in order to strike a balance with other parts of the program like thematic interventions, country support and collecting data. Some of the findings were presented at the Annual Meeting, and the study will be ready for distribution in 2006.

However, there is a need for a simple model at macro level for assessing the needs and impact of different interventions of road networks, and the Performance Assessment Model (PAM) is being developed further and will contain more facilities than the present pilot developed in 2003 in cooperation with some SSATP member countries.

Many countries are interested in customized designs and new methods considerably reducing costs for sealing low volume roads, and collection of experiences and case studies were under preparation for dissemination through regional workshops programmed for 2006.

TRAINING AND WORKSHOP OUTCOMES

Capacity building to road sector professionals has long been a hallmark of the SSATP, and this has continued by providing lecturers to the training modules in Birmingham and Paris as well as to the successful regional Nairobi-course in cooperation with the University of Nairobi that took place in November. The 35 participants in Nairobi were provided with a forum for in-depth discussion of good practices in management and financing, and with training in the use of management tools.

PARTICULAR CHALLENGES FOR THE RMF

RMF's contribution is primarily related to the third output of the LTDP: "Appropriate institutional development strategies and secure financing mechanisms adopted and implementation under way".

Comprehensive reforms have taken place in a number of SSA countries, and while substantial impact may be seen in some places, it hardly can in others. There is a need for consolidation, and some countries are awaiting better documentation of experiences with the institutional and financial reforms that have taken place before embarking on similar changes.

Most of these reforms have also concentrated on road networks under central governments, whereas the complex institutional issues related to management and financing of large rural road networks under local governments have so far been given relatively little attention.

Against this background the particular RMF challenges are seen as:

- Identifying the impacts of reforms in road management and financing, as well as recommendable practices;
- Addressing the question of sustainability of sectoral road associations, by supporting the role of ARMFA in promoting good practices in road fund management, the application of second generation principles and the development of tools to support Board level training; and by developing the SSATP/ASANRA partnership work program and improve the coordination of activities between associations, especially AGEPAR and ASANRA in the area of road management; and
- Addressing the knowledge gap in management and financing of rural roads.

To meet these challenges the program will intensify and widen the collection of data that can show impact of reforms, provide regional forums for discussions and exchange of experiences with current reforms, and review its recommendations related to road financing and institutional arrangements. The involvement of regional associations in these efforts is important to support the role they could play in dissemination of experiences and promotion of sector improvements.

It is hard to find any reforms that have successfully addressed issues related to management and financing of rural roads, and the RMF theme intends to engage in relevant ongoing programs within the local governments' part of the sector and provide similar regional forums for discussion and exchange of experiences.

Summary of Achievements in 2005—Road Management and Financing (RMF)		
Planned Activities	Achievements	Challenges and the Way Forward
Updating and disseminating RMF tools and guidelines	<ul style="list-style-type: none"> - Road Management Tools Guide Draft main findings presented in Bamako. - The Performance Assessment Model (PAM) reviewed in Nairobi in October with pilot countries and expanded PAM2 agreed for road networks at macro level. - LVSR Guideline regional workshops prepared for non-SADC countries. - The RRRA Study mainly completed. 	<p>Intention to enhance institutional capacity in road management, in use of available management tools, and to choose appropriate technologies depending on materials, climatic and traffic conditions.</p> <p>PAM2 will give road conditions, intervention programs and impacts of funding gaps as before, but will add road assets value, impacts on macro-economic indicators and level of road user charges required.</p>
Collection and dissemination of good practices	<ul style="list-style-type: none"> - Legal and institutional studies of road funds and agencies main findings and recommendations presented in Bamako. - First version of road funds and agencies legislation databases completed and distributed. - Promoting structured collection of LVSR Case studies for use in regional workshops. 	<p>Intention to enhance institutional efficiency through dissemination and easier access to legal and institutional frameworks, manuals, practices, procedures and experiences in other countries in the region.</p>

Summary of Achievements in 2005—Road Management and Financing (RMF)		
Planned Activities	Achievements	Challenges and the Way Forward
Capacity building and Training	<ul style="list-style-type: none"> - Support to Senior Road Executive courses in Birmingham and ENPC in Paris by providing lecturers. - Support to decentralized RMF course in Nairobi in November with 35 participants by providing lecturers and support to course design. - Decentralized course to Francophone Africa in Burkina Faso for 2006 under preparation. - Financed technical workshops during Annual meetings of AGEPAR and ARMFA. - RED Train the trainers' workshops postponed till 2006. 	<p>Intention to enhance institutional efficiency through increased number of well trained and updated staff and policy and decision makers on international and regional practices and experiences with reforms in management and financing, tools, and technology.</p> <p>The themes of AGEPAR's technical workshops were road deterioration effects from traffic, and performance based contracts.</p> <p>ARMFA's technical workshop focused on mechanisms for collecting road fund revenues, and negotiations for broadening road user fees.</p>
Summary of Achievements in 2005—Road Management and Financing (RMF)		
Planned Activities	Achievements	Challenges and the Way Forward
Support to regional associations for road funds and road agencies	<ul style="list-style-type: none"> - ARMFA consolidated as a recognized regional association for African road funds. Membership increased from 16 members in 2004 to 25 in 2005. - Formalized cooperation with Association of national road agencies in southern Africa (ASANRA) prepared. - Joint work programs with AGEPAR and ARMFA. SSATP continued to support the Coordinator of ARMFA based in Yaoundé. - Consultations continued for establishing association for rural transport in Africa. 	<p>Intention is to support national institutions through developing and supporting the respective regional associations in playing a key role in dissemination of experience, knowledge sharing and guidance. Another intention is to enhance cooperation and integration between regional associations.</p> <p>ARMFA website: www.armfa.org ASANRA website: www.asanra.int.mw</p>
RMF support to country policy formulation and implementation on road management and road funds	<ul style="list-style-type: none"> - SSATP provided support for setting up/restructuring road funds and agencies through country workshops, discussion partnerships, legislative and institutional reviews, sometimes in collaboration with sector programs. - RMI-Matrix updated and expanded to incorporate performance indicators of sub-sector. RMI-Matrix summarizes the status of reforms in 30 countries with a particular emphasis on road funds performance (draft RMI-Matrix-2006 available) 	<p>Intention to provide improved access to reform experiences and policy dialogue opportunities for partner countries</p>
Establish African expertise database	<ul style="list-style-type: none"> - Activity postponed due to delayed arrival of new staff 	<p>Intention to develop data base of African expertise, and to improve its involvement in capacity building</p>

APPROPRIATE TRANSPORT SERVICES (ATS)

During 2005 the following studies under the ATS theme study program were carried out: (i) the rural transport services study with the goal of producing a rapid, low-cost methodology for the assessment of rural transport services. The methodology was developed and applied in four countries: Tanzania, Zambia, Cameroon and Burkina Faso. (ii) an audit of IMT promotion projects in Africa covering past promotion projects in Zambia, Tanzania, Ghana and Senegal; (iii) an evaluation of the Rural Travel and Transport Program. Preliminary results of (i) and (ii) were presented at the SSATP Annual Meeting in Bamako. The RTTP Evaluation commenced during the Bamako meeting and report will be ready for the 2006 SSATP annual meeting.

FINDINGS OF RURAL TRANSPORT SERVICES STUDY

This study has developed an interesting methodology for the rapid assessment of rural transport services. The methodology is based on a hub and spokes model of service provision. The study reveals the dismal state of motorized rural transport services in most rural regions of the surveyed countries, as well as the largely absent regulatory framework and institutional set up for the provision of such services by the private sector. As a result rural dwellers are largely dependant on the use of intermediate means of transport for distances far beyond their most economic use.

A STUDY OF URBAN TRANSPORT INSTITUTIONAL, FINANCIAL AND REGULATORY FRAMEWORK IN LARGE SUB-SAHARAN CITIES

The study objective was to review the institutional, financial and regulatory frameworks for the provision of urban transport in four selected cities, namely Dakar (Senegal), Douala (Cameroon), Kampala (Uganda) and Nairobi (Kenya). The specific focus was to examine: (a) the structure, process and performance of the existing institutions and financing arrangements; and (b) operational practices of public and private bus operators.

The study has examined the existing institutional arrangements in the four cities and identified opportunities for and constraints on for policy reform. The general focus is on identifying mechanisms suitable in different cultural and political environment for organizing planning, regulation and monitoring of urban transport services. The arrangements for meeting financing needs of the sector in the four cities have been reviewed with a focus on processes, performance, monitoring indicators and outcomes.

The study has identified a phased program of improvements required in the urban transport systems, with short term measures focused on traffic management, overloading controls, vehicle inspections; medium term measures focused on a gradual consolidation of the informal sector bus operators into small or medium sized enterprises, introduction of a formal route structure and licensing system and long term measures focused on institutional restructuring supported by appropriate legislation, funding and technical support.

The study findings have been presented at SSATP annual meetings in Addis Ababa (2004) and Bamako (2005). The findings will continue to be discussed with key policy makers

Specific challenges identified within the ambit of the theme include:

- Distilling policy lessons from completed and ongoing works;
- Ensuring inclusion of these lessons in the Poverty and Transport policy development process, and
- Defining the way forward in the LTDP process.

Summary of Achievements in 2005 - Appropriate Transport Services -		
Planned Activities	Achievements	Challenges and the Way Forward
Review of rural transport services	Draft report produced and preliminary results were presented at the Bamako meeting	Continue dialogue with policy makers on implementation of recommendations Further need to develop strategies to reduce transport cost in rural areas
Large cities: institutional/financial mgt/regulations	Study completed	Disseminate study results
Rural IMT Audit	Preliminary results were presented at the Bamako meeting	Follow up Implementation of recommendations
Establish Observatory of urban mobility data: definition of data and of process for updating them regularly	Note started	Adopt as a priority activity for 2006
Support to UM Forum group and Rural Transport Association (RTA): establish core membership and terms of reference	RTA: Draft constitution discussed at the Bamako meeting	RTA: Adopt the constitution and form the association in 2006 UM: More clarity needed regarding set-up of the forum and identification of core membership.

REGIONAL INTEGRATION AND TRANSPORT (RIT)

The theme aims to develop and implement improvement measures for trade facilitation along the main transport corridors in Africa, and to reinforce the role of the Regional Economic Communities (RECs) in promoting and overseeing progress in trade and transport integration in the continent. In so doing, the theme is promoting trade facilitation initiatives: the program supports institutional and regulatory aspects and better organization of regional transport operations, and helps creating a better understanding of the effects, in costs and time, of the multiple transport barriers (observatories) in a cluster of priority transport corridors. It also promotes initiatives helping regional entities to function better with their member states.

The Regional Economic Communities Transport Coordination Committee (REC-TCC) comprising most of the Sub Saharan African RECs as well as several sector specific regional organizations are vested with an overall coordination role for the implementation of regional integration and trade facilitation activities, known as the REC-TCC/SSATP action plan. The representatives of the RECs met in February 2005, in Addis Ababa, established the REC-TCC and developed a detailed action plan for the 2005 WP. The meeting adopted a ToR for the REC-TCC and nominated a Chairperson, Amos Marawa of COMESA, whose position was confirmed in November 2005 during the SSATP Annual Meetings.

The detailed action plan incorporates a package of trade facilitation activities to be implemented in three clusters of priority corridors.

(i) *The West African cluster-UEMOA and ECOWAS corridors:* extending from the ports of Abidjan, Tema and Lomé north to Ouagadougou, Niamey and Bamako. The RECs have been sensitizing stakeholders, which led to the adoption of an agreement/MoU on corridor management. The one-stop border post at Cinkasse on the border between Burkina Faso and Ghana, for which the SSATP did not provide funding, is another flagship of trade facilitation initiatives in the region. SSATP is co-financing the establishment of observatories along the Tema-Ouagadougou-Bamako and Ouagadougou-Niger corridors. The project is managed by the West African Trade Hub/USAID based in Accra under the supervision of UEMOA and ECOWAS. Part of the cluster, the Abidjan-Lagos corridor, is also exemplary for regional coordination and championing good practices through its HIV/AIDS initiative supported by IDA. The Lagos-Abidjan Corridor HIV/AIDS Project (ALCO) has also established observatories along the corridor. The processing of the first batch of results is in progress. ALCO, UEMOA, ECOWAS and WATH/USAID agreed to align and harmonize their methodologies for all of West Africa. The commendable collaboration of ADB, EC, USAID, WB, SSATP and the RECs is an emerging good practice of partnership in trade facilitation and regional integration.

In 2005, SSATP activities in corridor observatories showed the conclusion of the first baseline survey, the next phase being discussed with other donors for 2006.

(ii) *The Central African Cluster—CEMAC and ECAS corridors*: extending from the ports of Douala, Matadi and Pointe Noire towards Bangui and N'djamena. Identifying trade facilitation problems and enhancing awareness of stakeholders were the main efforts of the corridor partners. SSATP will be funding the stakeholders and administrations workshop for the three countries along the river basin to propose remedial measures to remove the impediments to the free flow of goods and persons. The workshop is now scheduled for September, 2006. CICOS—a sector specific organization aiming at improving water transport service along the Congo basin—is the only emerging initiative of river transport in Africa, and has also started activities. It will lead a corridor-specific study of the corridors that include the Congo River. CICOS and ECCAS will need to harmonize their efforts in implementing their trade facilitation program. Experience from this interesting initiative may help to improve the institutional setting of river transport systems in other navigable waterways of the continent. The SSATP actions in this area are closely coordinated with AfDB and the European Union.

(iii) *The corridors in Eastern and Southern Africa* connect a number of landlocked countries to various ports including Durban, Dar es Salaam, Mombasa, and Djibouti. These corridors also serve the South Eastern and Eastern part of DRC. The Northern corridor feeding Uganda, Rwanda, Burundi and Eastern DRC from the port of Mombasa has long been a pioneer in developing a working corridor management arrangement. The move towards a one-stop border post at Malaba (border of Kenya and Uganda) is an encouraging good example. Forming the North-South Corridor transport operation group has been a major achievement of the SSATP program to establish the biggest corridor management group of the continent, forging the interests of seven countries: DRC, Zambia, Zimbabwe, Malawi, Botswana, Mozambique and South Africa; Lesotho might join in due course.

The Beit Bridge (border of Zimbabwe & South Africa) action plan and monitoring exercise is an example of good practice in public private partnership. The monthly data sets now coming out are a remarkable illustration of what can be achieved in documenting trade facilitation progress. From this perspective the Beit Bridge monitoring project is the best example of the year in better understanding cross-border transport barriers. The monitoring has identified the time each process takes and the causes for delays, helping to know better the areas for improvement. At the Bamako SSATP Annual Meeting, the Federation of East and Southern Africa Transporters Association (FESARTA) which is managing the monitoring service presented the preliminary results of the survey and a replication is planned to be undertaken between Zambia and Zimbabwe, at Chirundu.

The main achievements of SSATP in 2005 in this sub-region were the completion of the port security study for Kenya and the start of the same exercise for Tanzania, and the core of the work to revise the Northern Corridor Treaty.

Challenges. Specific lessons drawn from implementation of the 2005 WP indicated the need for capacity building particularly in procurement, improved communication (information flow among the RECs) and matching works programs with available resources on the SSATP side.

Summary of Main Achievements in 2005 - Regional Integration and Transport		
Planned Activity	Achievements	Challenges and the Way Forward
Establishing Corridor Management groups	ToR (role) agreed upon for North-South, Central and Western Africa corridors Management group/committee establishment was proposed in corridors where it was not yet done	Study on institutional arrangement requested
Northern corridor treaty	Treaty update study completed and discussed in the Northern Corridor Authority meeting	Finalization by the legal experts' committee and ratification in 2006.
Corridor Observatories	Monitoring at Beit Bridge underway; Preparatory activities to resume monitoring in West African corridors underway by USAID; Northern Corridor baseline survey completed	Dissemination of results continues to be a challenge
Port Security Audit	Port security audit completed in Kenya, started in Tanzania	West African port audit outstanding
HIV/AIDS	ALCO established (Lagos-Abidjan—not an SSATP activity)	Consider replication of this experience in other corridors
Harmonized border post regulations	Waiting the outcome from UEMOA corridors	Improve inter-RECs communication
Axle load control	UEMOA Axle load regulation ready for adoption	Axle load study delayed due to procurement

FINANCIAL REPORT

LTDP FINANCING

Most of the LTDP financiers—European Commission (the main donors), Sweden, Denmark, and Ireland—channel their contributions through the multi-donor trust fund (MDTF).

The EC's commitment to the LTDP (2004-2007) is €8 million. Its contribution in 2004, €4 million, the first tranche, provided a major source of financing for 2005 activities.

Sweden was the first donor to deposit funds to the MDTF. The contribution made in April 2004 in effect has established the launching date for the LTDP. Sweden's overall contribution is SEK 14.5 million. The funds are disbursed annually on February 1. Disbursement in the early part of the year is helpful in committing funds for activities executed throughout the year.

Denmark's overall contribution to the MDTF is DKK 9,850,000. Commitments of DKK 2,462,500 are released annually, always stabilizing the flow of funds to the program.

Norway's contribution comes from a broad TF facility established between Norway and the World Bank, a facility used by a number of programs. The use of the funds is the same as for the MDTF. The annual allocation of US\$400,000 is released in two tranches of US\$200,000. Norway has announced that its contribution will continue at the same level all the way through 2008.

Ireland is one of the prominent financiers of the SSATP. Ireland's first contribution of €350,000 to the LTDP was received in 2004. Subject to finalization of the administration agreement which is expected to be accomplished by the third quarter of 2006 CY, the second contribution may be made in 2006.

France continues to support the Urban Mobility and Poverty actions of the WP, but can only address funding proposals on an annual basis.

The UK funds applied to the LTDP are the residue of a TF established in May 2003, which allows the proceeds to be used for this purpose. This fund was fully utilized during 2005. The UK will be able to review its position regarding financing of transport programs following the promise of the G8 and the increased focus on financing infrastructure, particularly in Africa, on the way to achieving the MDG.

The support of the **Islamic Development Bank** is maturing. As a result of a discussion between the SSATP team, the SSATP board and the representative of the IDB during the Bamako annual meeting, a proposal for US\$250,000 has been submitted. This is an amount to be released in early 2006 out of the expected US\$1million. The fund will be used in countries eligible for IDB financing mainly for PRTSR with a possible application for road safety.

In addition to the direct financial support to the Program, both Sweden and Norway are providing much needed technical assistance to the PMT in the shape of full-time specialists. The Norwegian expert, Mr. Olav Elleveset, has been posted as an RMF team member since early April 2005, and Jonas Hermanson, a road safety expert seconded by SIDA, resumed duty during the second quarter of 2005.

Denmark's contribution to the MDTF for 2004 was released in January 2005 after an agreement was reached with regards to the investment income. The replenishment for 2005 has been received.

The World Bank contribution for FY 06 (July 05—July 06) is US\$350,000. This money is reserved for World Bank staff's time and travel contributions to the PMT and this allows for Bank operational staff to contribute about 62 staff weeks to the SSATP.

2005 RECEIPTS AND EXPENDITURES

The expenditure for the 2005 WP stands at US\$3.2 Million (not including World Bank in-kind contribution) compared to US\$2.4 Million in 2004, an increase of about 30 percent. The cash balance at end-2004 was US\$2.8 Million. The 2005 WP was launched on a good financial base inherited from trust fund receipts of the preceding year and WP activities were not constrained by finance shortage. The following tables provide a detailed account of expenditure and trust fund receipts generated from the MS Excel based financial reporting system adopted in 2004 by the PMT.

INCOME RECEIPTS AND EXPENDITURE FOR 2005

Income/Receipts and Expenditure For 2005 in USD								
Item No.	Source	Receipt 2004	Balance as at 12/31/04	Receipt 2005	Disbursement 2005 WP	Admin Fee*	Committed as at 12/31/05	Cash Balance as at 12/31/05
1	MDTF		2,459,507	821,944	2,750,092	278,242	906,000	1,240,547
1.1	EU	4,889,800						
1.2	Sweden	548,621		348,769				
1.3	Denmark	443,175		443,175				
1.4	Ireland	466,127		-				
2	NTF (Norway)	200,000	133,029	400,000	326,628			
3	FTF (France)	300,000	303,461	0	142,674			
	Sub Total	6,847,723		1,221,944	3,219,394	278,242	906,000	1,240,547
4	WB**	340,000	0	342,000	335,000			
	Grand Total	7,187,723	2,895,997	1,563,944	3,554,394	111,835	906,000	1,240,547
**WB contribution reserved for Staff Time								
*Admin Fees are the basic administration charges made by the World bank and set in the Trust Fund agreement								

2005 EXPENDITURE BY COST ELEMENTS

COST ELEMENT	TOTALS	ATS	PGM	PMT	PUB	RIT	RMF	RTS
Agency Temporaries	\$2,559.20			\$2,559.20				
Client Training Svcs	\$10,093.14							\$10,093.14
Consultants Contract	\$800,880.45	\$150,946.15	\$185,108.15	\$16,955.34		\$30,013.12	\$154,254.00	\$263,603.69
ETT Ben TFI:TRS*	\$5,096.80			\$5,096.80				
ETT Fees TFI:TRS**	\$16,992.40			\$16,992.40				
Food Services-UserCB	\$294.70			\$294.70				
Freight	\$3,319.71			\$3,319.71				
General Supplies	\$952.05					\$952.05		
Honorarium & Royalty	\$700.00			\$700.00				
Interpret*Serv-UsrCB	\$2,800.00			\$2,800.00				
Local Transport Cost	\$395.06							\$395.06
Lump Sum Consultant	\$14,494.62						\$2,016.66	\$12,477.96
Miscellaneous Svc	\$2,371.00						\$2,371.00	
OH Charged to TFI***	\$178,269.29			\$178,269.29				
Office Equip Purch	\$4,405.15					\$4,405.15		
Other Benefits to TF	\$237,566.44			\$237,566.44				
Other Publish Costs	\$47,803.70			\$26,689.50	\$21,114.20			
Overtime to TFI	\$83.94			\$83.94				
Press Conf/Meetings	\$157,473.28		\$142,329.18	\$7,644.99		\$7,499.11		
Printing Serv-UserCB	\$6,734.60				\$6,734.60			
Representation	\$55.56							\$55.56
Salary Chg TFI:TRS	\$475,129.58			\$475,129.58				
Short Term Consultnt	\$519,761.99			\$148,054.00	\$24,620.00	\$85,605.60	\$159,160.25	\$102,322.14
Telephone	\$3,929.48			\$2,532.05		\$102.96	\$1,173.84	\$120.63
Training External	\$12,756.98							\$12,756.98
Transl Serv-UserCB	\$16,368.00				\$16,368.00			
Travel Airfare	\$477,388.82		\$150,162.39	\$150,933.00		\$51,935.25	\$64,417.65	\$59,940.53
Travel Other	\$19,701.37		\$1,505.10	\$8,360.12		\$2,514.26	\$3,397.78	\$3,924.11
Travel Subsistence	\$245,160.80		\$65,986.14	\$79,515.59		\$28,669.50	\$39,761.55	\$31,228.02
UntOwn Sftw Purc/Mnt	\$268.26					(\$65.23)	\$333.49	
Video Confrnc-UserCB	\$3,245.00			\$3,245.00				
Total by theme :	\$3,267,051.37	\$150,946.15	\$545,090.96	\$ 1,366,741.65	\$68,771.57	\$212,030.49	\$426,552.73	\$496,917.82
* ETT Ben TFI:TRS= Extended Term Temporary Staff Benefit Trust Fund:Time Recording System								
** ETT Fees TFI:TRS= Extended Term Temporary Staff Fees Trust Fund:Time Recording System								
*** OH Charges to TFI - Overhead charge to Trust Fund (coterminous) staff (office space, computer, etc).								
TFI is a terminology used in the system(SAP), when a staff enters her/his time to charge against Trust Fund								

2005 WP BUDGET ESTIMATE VS. ACTUAL EXPENDITURE

2005 WP	RTS	RMF	ATS	RIT	PM	Total
Budget Estimate (US\$)	1,834,000	980,000	475,000	1,090,000	2,175,000	6,554,000
Actual Expenditure (US\$)	496,917	426,552	150,946	212,030	1, 980,602	3, 267,015

COUNTRY PAGES

This section portrays major policy development activities and notable achievements in the transport sector of member countries, in particular, those supporting growth and poverty reduction.

SNAPSHOT OF POLICY DEVELOPMENT ACTIVITIES AND RESULTS IN MEMBER COUNTRIES

IT No.	Thematic/Result area	Activities and Results
1	Transport strategies	
	1.1. Poverty reduction and transport strategy review (PRTSR)	1. Review completed in 11 countries 2. 18 countries are implementing their reviews or undertaking preparatory steps
	1.2. Indicators	1. First cycle, 16 countries completed 2. Designation of institution managing transport indicators (Côte D'Ivoire, Niger-in progress)
	1.3 Transport sector policy and strategy	1. Drafting Transport Sector Strategy using participatory approach (Tanzania) 2. Integrated transport policy (Lesotho)
	1.4 Transport master plan/ sector program	1. Drafting Transport Sector Investment Program (Tanzania)
2	Road management and financing	
	2.1 Management	1. Road Authority establishment bill submitted to parliament, to be operational by March 2006 (Uganda) 2. Preparatory activities for the establishment of a road authority underway. Establishment is expected to be completed by end of 2006 (Swaziland) 3. Directorate of Roads with operational autonomy (within the Ministry of Works and Transport) established (Lesotho) 4. Utilized PAM & RED in preparing estimates of road maintenance requirements (Uganda) 5. Support Construction Industry Council (Zimbabwe) 6. Improved quality of the road network 7. Participating in the Sector-Wide Approach spearheaded by the EU and information dissemination to stakeholders (Malawi)
	2.2 Financing	1. Draft Road Fund establishment study report submitted (Uganda) 2. Preparatory activities for the establishment of a Road Fund underway. Establishment is expected to be completed by end-2006 (Swaziland)
3	Transport services	
	3.1 Urban mobility	1. Follow up large cities institutional, financing and normalization study (Cameroon) 2. Planning exercise to address the issues of urban mobility is underway (Swaziland)
	3.2 Rural mobility	1. Preparation of National Rural Transport Strategy (Côte d'Ivoire) 2. Developing rural transport services strategy in progress (Cameroon) 3. Preparation and approval of strategy (Uganda) 4. Preparation of ten-year District Road investment Plan (Uganda) 5. IMT (bicycle trailer, bicycle ambulance, bicycle pannier and ox-cart manufactured (Uganda); 6. 500 km of community access roads improved under various programs (Uganda) 7. Improvement of community access roads (Swaziland) 8. Enhancing the capacity of local governments at village, ward, and district levels to effectively coordinate rural transport infrastructure and services (Tanzania)

IT No.	Thematic/Result area	Activities and Results
4	Regional transport	
	4.1 Interstate corridors	<ol style="list-style-type: none"> 1. The Customs union (CU) protocol signed in March 2004 by EAC member states. 2. Credit for the proposed East Africa trade and transport facilitation project to be negotiated by November 4, 2005 3. Fixed and mobile weighbridges operational along the Northern Corridor 4. Kenya-Uganda railways concessioning in progress 5. Facilitation of interstate traffic (Swaziland) 6. Coordinating Regional Workshops at National level (Malawi)
	4.2 Transit corridors	<ol style="list-style-type: none"> 1. Review of NCTTA Agreement 2. Coordinate country engagement in corridor management (Zimbabwe, Zambia) 3. Follow up transit corridor activities (Cameroon)
5	Cross-cutting issues	
	5.1 Gender	<ol style="list-style-type: none"> 1. A gender policy statement and guidelines for mainstreaming gender into the road subsector prepared (Uganda, Zambia) 2. Addressing gender issues in transport through the PRTSR (Swaziland) 3. i) Enhancing women's capacity in transport related matters through training; ii) Giving priority to women when recruiting people for transport related works e.g. road maintenance works and other lower level cadres; and iii) participation of women at both managerial and operational levels in the transport sector, e.g. planners, engineers, economists, drivers of transport equipment like buses and trucks(Tanzania)
	5.2 Employment generation	<ol style="list-style-type: none"> 1. labor-based contracts let out on both main and district roads (Uganda) 2. Implementation of transport projects basing on labor intensive method e.g. road maintenance works in rural areas (Uganda) 3. Labor and employment act in place (Zambia)
	5.3 Road safety	<ol style="list-style-type: none"> 1. 5-year Safety improvement program and a 3-year Road safety action plan being implemented (Uganda) 2. Workshop, following PRTSR format conducted and report submitted (Zimbabwe) 3. Road safety snapshot survey (all member countries) 4. Surface and Marine Transport Regulatory Authority (SUMATRA) established (Tanzania) 5. Road Traffic and Safety Agency established(Zambia)
	5.4 HIV/AIDS	<ol style="list-style-type: none"> 1. Draft HIV/AIDS policy developed (Uganda, Tanzania, Swaziland-draft, Cameroon-in Progress, Zambia) 2. Awareness is increasing among transport sector stakeholders (Niger, Tanzania)
	5.5 Environment	<ol style="list-style-type: none"> 1. EIA Guidelines for the road sub-sector (Uganda) 2. Environment monitoring unit established and all projects adhere to outcomes of the Environmental Impact Assessments studies prepared (Niger, Uganda).
	5.6 Donor coordination	<ol style="list-style-type: none"> 1. Transport sector review held(Uganda) 2. Coordination between government, development partners and other stakeholders(Uganda) 3. Seminars and consultative forums in the process of policy formulation, and programs and projects development involve donors.(Tanzania) 4. Participating mainly in EU and World Bank initiatives at country level.(Malawi)
	5.7 Information dissemination	<ol style="list-style-type: none"> 1. Transport bulletins regularly printed and disseminated to stakeholders; transport sector statistics document printed annually (Tanzania) 2. Website created (Niger)

ROADWORK ACTIVITIES AND POVERTY ALLEVIATION IN ZAMBIA²

Zambia is a member of the SSATP and one of the countries reaping the benefits of road sector reforms consistent with the SSATP principles on road management and financing.



In 1997 Zambia launched a five-year program (1997-2002) called the Road Sector Investment Program (ROADSIP), with a total budget of US\$500 m to bring about total quality management of the road sector. By 2002 the paved road network in good condition had improved from 20 percent in 1994 to 60 percent, surpassing the original target of 50 percent. The other significant output of the program was a new Transport Policy which provided for sector reforms leading to the creation of three new agencies, the National Road Fund Agency (NRFA), Road Development Agency,

and the Road Transport and Safety Agency. All three agencies were established in 2004, and their capacity building is due to be completed in 2006.

The NRFA has since developed a new ROADSIP program, (2004-2013) which envisages resources amounting to US\$1.6 billion being invested in roads. The resources are to come from local sources and foreign aid partners. The execution of the program is already on course and it is expected to accelerate after the completion of the reform process.



The road sector reforms have had two positive impacts. The first relates to poverty alleviation. The NRFA considers 2005 as a year of take-off when over 20,000 jobs were created through involvement of private contractors in road development throughout the country. ROADSIP beneficiaries include rural women and as such the program is an integral part of rural poverty alleviation efforts. Women have equal chances to work as men. Strict emphasis is given to contractors to ensure that women are included when recruiting workers.

The second impact relates to the establishment of viable road sector funding arrangements. Remittances of fuel taxes to the Road Fund increased by 42 percent in 2005 (US\$44 million) compared to 2004 (US\$28 million). Road management and financing will therefore increasingly rely on locally generated resources. The reforms in Zambia have laid a solid foundation for improved road sector performance in 2006 and beyond.

² Zambia National Road Fund Agency's Website: www.nrfa.org.zm

LEARNING AND KNOWLEDGE SHARING

Among several knowledge development and dissemination activities in the transport sector, this year's report presents an overview on Transport, Growth & Poverty Reduction and Low-Volume Sealed Roads.

TRANSPORT, GROWTH AND POVERTY REDUCTION

Improvements in transport facilitate economic growth and poverty reduction by allowing efficient movement of goods and people. Affordable transport infrastructure and services are demanded by all and for all purposes. Availability of efficient and safe transport services improves mobility of rural and urban poor to access economic opportunities and social services, and lowers the cost of doing business. Likewise efficient interstate/regional transport services improve trade competitiveness.

African countries are in the process of formulating and in some cases implementing Second Generation Poverty Reduction Strategies (SGPRS) that are inclusive, sufficiently growth-oriented, and firmly based on the MDG.

Transport's contributions to growth and poverty reduction may be expressed in several ways. This section aims to show the priority areas—pillars—for transport and their linkages with Africa's SGPRSs (growth and poverty reduction).

Initiatives undertaken to anchor transport in poverty reduction (PRTSR) and MDG reviews (African transport and the MDG initiative, and the millennium project, 2005) have analyzed the transport demands of the priority economic and social sectors and provided priorities for transport to respond to SGPRS growth and poverty reduction.

The priorities of these initiatives converge towards three areas forming the pillars for transport to respond to SGPRS:

- Increasing rural access
- Lowering Africa's high transport cost
- Improving regional interconnectivity and trade facilitation.

However, realizing these pillars depends on good governance, preserving the transport asset, and investing in transport activities contributing to poverty reduction financing.

How do these pillars facilitate growth and poverty reduction? What are the benefits? Why are governance, asset management, and financing the factors of success? These are the main points the following sections turn on.

RURAL ACCESS

To unleash Africa's rural population from subsistence production transport, priorities should shift towards rural access. Investment in roads reduces rural poverty through increased productivity and creating access to economic opportunities, including increases in nonagricultural employment leading to higher wages. Rural roads play a critical role in the distribution of the gains of rural growth. Even though access is not the sole factor, its improvement can reduce vulnerability to conflict by reducing isolation.



Picture by Christina Malmberg Calvo

What is the evidence? Case studies carried out by five African countries have shown that in areas where local roads are improved agricultural productivity has increased (doubled or more) and sales have quadrupled. In Guinea, as a result of improvement in rural roads, over a five-year period, area sown doubled and output sold almost quadrupled, while travel time had halved, and freight transport costs had fallen 25 percent. An economic appraisal report of Combolch-Gundowein road, Ethiopia, pointed out linkages between agricultural productivity and location. From the regression analysis of data collected from 17 districts the yield of all crops are shown to decline with increasing distance to the main road, and the outcome indicates that accessibility alone explain over 50 percent of the variation in yield between districts. The case studies from the other countries show similar impacts of transport on growth. The case studies also indicated positive impacts of opening up of rural access on reaching health services and school, in particular for women in labor and girls' education.

Likewise studies in Asian and Latin American countries showed that improvement of rural roads reduced travel time and transport cost to a fifth, leading to increased production of goods for market, particularly perishables. Improvement in transport encourages the introduction of agricultural mechanization, the use of chemical fertilizers and high yield varieties, and increase access to institutional credit. Investment in roads generates great increases in rural non farm GDP (more than five-fold in the case of China).

The rural transport initiative of SSATP, which started as the rural travel and transport program, has advocated for the improvement of rural access and mobility. Some African countries, like Malawi, Ethiopia, etc, have built on this initiative by developing and implementing country-specific rural access improvement programs, improving the livelihood of the rural poor. The current studies on rural transport services and promotion of Intermediate Mode of Transport contribute to the process of provision of affordable transport to the rural and urban poor.

Increasing rural access! More than 66 percent of Africa's rural population live beyond 2 km of an all weather road (World Bank, IDA 14, 2004), a distance restricting the movement of the aged and children. This compares with 57 percent for all developing countries and 6 percent for middle income countries. Cognizant of these figures, all initiatives attach high importance to increasing rural access.

LOWERING TRANSPORT COSTS

High cost of transport wipes out the gains from sales and obliges the poor to rely on head loading. Unit costs of transport in Africa are typically three to five times higher than those of developing countries and make up about 10 to 30 percent of final agricultural prices.



Walking to work in Nairobi in 1994

Studies carried out in developing cities indicate that transport consumes a significant proportion of the income of the poor. In Conakry and Douala, poor households spend 25 to 30 percent of their income on urban transport (SITRASS network, 2004). In Mumbai, poor households spend 17 to 19 percent of their income on urban transport (*Urban Poverty and Transport, The Case of Mumbai*, 2004).

What are the options? This needs further research and policy dialogue. However, studies indicate that improved roads lower vehicle operating costs and, combined with increased competition from an increasing number of providers, lead to reduced transport cost. Availability of reliable scheduled transport services increases the use and demand for transport, encouraging more providers and competition. In urban areas, provision of affordable mass bus transport services and improved pedestrian walkways has been shown to improve the mobility of the poor.

Water (river and lake) transport has been known for providing affordable transport for the poor. However in Africa, except in the Congo River, water transport potential is not properly assessed and exploited.

REGIONAL INTERCONNECTIVITY AND TRADE FACILITATION

Trade and poverty reduction can be linked through the distribution of gains from economic growth. International trade promotes economic growth and, in tandem with other policies, can help reduce poverty. However, trade within Africa and export of African products to the world market are extremely low, accounting for about 10 and 2 percent of the import and export trade volumes respectively.

What are the transport-related factors constraining Africa's trade competitiveness? The major obstacles to transit traffic flow appear to be: inadequacy and inefficiency of regional transport infrastructure and services; road blocks in the transport corridors, which are a breeding ground for bribery and needless increases in the spread of HIV/AIDS; inefficiencies in customs clearance, and delays in payments.



Beit Bridge border Crossing

This problem is more pronounced in the case of landlocked countries. Trade associated transport costs for landlocked countries are about 50 percent higher than in coastal countries and the volume of trade is 60 percent less (Arvis 2005). A considerable part of the transit cost to landlocked countries is associated with border crossings. In Africa, for example, it is estimated to be equivalent to 1,000 miles of inland road transport (Wilson 2003).

How could these aspects be improved? Improving Africa's trade competitiveness and enabling countries within regions to function better as a regional entity depends on interconnectivity of the region, which is a priority of NEPAD's short term plan of action. The African transport and MDG initiative, facilitated by SSATP, has recommended improving the existing transport infrastructure and closing gaps in the Trans African Highway network. Improving railway connections is also suggested as a focus. These initiatives are consistent with the transport infrastructure development plans or concepts of the Regional Economic Communities in Africa. The strong part of Africa's interconnectivity initiative is that it is increasingly gaining support among Africa's development partners such as the European Commission through its EC-African partnership.

The greatest challenge in improving Africa's trade competitiveness and efficiency of transit traffic is the removal of barriers along transit corridors. SSATP partners are aware of this and have initiated massive trade facilitation initiatives in major African regional transit corridors.

SSATP RECs partners have established a coordinating organ, known as The Regional Economic Communities Transport Coordination Committee (REC-TCC/SSATP), to drive the trade facilitation and integration initiatives of SSATP. The REC-TCC is promoting trade facilitation initiatives through establishing a stakeholder-driven multi-modal transport corridor management group and monitoring performance of transit traffic movement (observatories) to address the root causes of delays. The REC-TCC/SSATP action plan is currently focused on 8 priority corridors serving most of the landlocked countries in Africa. All the action plan corridors are currently involved in the trade facilitation initiatives successfully moving towards establishing corridor management groups. Some are quite advanced in establishing observatories and initiating the establishment of one-stop border posts.

The corridor management groups composed mostly of key public and private stakeholders from all corridor member states are principal change agents coordinating monitoring activities, sensitizing key stakeholders and initiating policy and legal reforms that allow smooth transport operation along transit corridors. The observatories likewise identify bottlenecks, and specific characteristics and causes of problems, which are decisive factors for increasing awareness and making reforms.

SSATP is supporting the Northern Corridor Authority (serving Kenya, Uganda, Rwanda, Burundi and Eastern DRC), which is the pioneer corridor management group in Africa. The group/authority has undertaken monitoring of the performance of the corridor, and the outcomes were very helpful in improving the performance of the Port of Mombasa and transport operation

along the corridor. The move towards establishing a one-stop border post (border of Kenya & Uganda) is an encouraging result of the group. The West African Corridors and the North-South corridor (linking DRC, Zambia, Zimbabwe, Malawi and Botswana to the port of Durban) have also started replicating the good practices of SSATP trade facilitation initiatives.

GOOD GOVERNANCE

How does good governance influence transport efficiency? Good governance ensures accountability of all stakeholders and is the foundation for creating an enabling environment for improved transport performance. It also ensures the well-being of citizens.

i) **Competition and Regulation.** Limiting transport regulation and creating an enabling environment for competition increase the number of service providers, leading to lower transport cost. Improving the transport network and incentives (tax relief for IMTs, concessionary financing, etc.) would increase competition. A competitive transport market combined with targeted incentives would ensure the provision of affordable transport and address the transport demands of disadvantaged groups. In the African context, there is a growing presumption that competition in transport services is more advantageous when it comes to regional transport (transport operators, freight forwarders, rail and road, and ports). Competition has several dimensions. The focus here is on shedding light on the principal role of government and the private sector.

Role of the public sector. The balance of public and private sector roles in transport varies from country to country. To provide a broader framework, the key public sector functions may include policy maker; custodian of public assets; economic regulator: determining conditions of entry to the various parts of the transport industry, and sometimes determining or influencing level of service, prices and other economic attributes, safety/security regulator; customer: purchasing transport services on behalf of particular community groups (for example, by subsidizing transport for commuters, or students, or for poor areas and poor people).

Involving the private sector. Transport services are more straightforward areas for private sector involvement. The arguments for public or private provision of transport infrastructure are more complex. In the African context, low traffic volume and weak financial and capital markets adds to the problem. However, the emerging experience in India's concessioning of transport infrastructure by providing government grants (partial financing) is an option for addressing the thinness of the African transport market.

Private sector participation—direct and public private partnership (PPP)—can help strengthen management skills and improve efficiency. It can impose market discipline and contribute to new financing sources. There are numerous models for increasing private sector participation in transport infrastructure and services. These can include management contracts, lease contracts, franchises and concessions, and full privatization, including construction of infrastructure and/or its operation and/or its financing. They can relate to existing facilities or to new “green field” facilities. Each needs to be considered in light of the particular circumstances.

From its inception, SSATP has promoted the participation of the private sector in maintenance of roads, encouraging road agencies to be more of service buyers. Local contractor development, in particular small and medium enterprises, was a good start in increasing the involvement of Africa-based private entrepreneurs in road maintenance and construction. This initiative not only brought private contractors into play: it also created a mechanism whereby the private sector and road user take an important role in the management of road funds and road agencies, through active participation in the boards directing these entities, even to the extent of taking the leading role.

The railway concessioning and ports administration reforms initiated by SSATP also provided good opportunity for the promotion of public-private partnership in Africa. The major railways in Africa were under concession or they are on their way to concessioning. Some ports are concessioned or reestablished as autonomous agencies, a process which made a significant contribution to improving their efficiency.

ii) Removing non-physical barriers is not a question of finance. Governments and key stakeholders are responsible for “getting rid of road blocks”, liberalizing transport operation, establishing stakeholder-owned corridor management arrangements, and improving customs, banking and insurance operations. Governments also need to harmonize laws and regulations facilitating trade.

In the corridors where the SSATP trade facilitation principles are practiced or preparatory activities for establishing the principle are in progress, governments and other key stakeholders are keenly participating in initiatives of removing barriers. The increased awareness has created changes in attitudes and actions; at least the reduction in the number of road blocks has started. Preliminary efforts to modernize customs operations and to establish one-stop border posts are top on the agenda of cross-border transport facilitation.

iii) Fighting corruption. In many countries the transport industry is a particular victim of corruption. For example, road haulers often have to pay a variety of bribes to vehicle inspectors, traffic police, customs agents and others in order to keep their businesses running—which adds significantly to transport cost for their users.

Development projects may involve large infrastructure and/or equipment supply contracts that are likely targets for corrupt procurement practices. Identifying abnormal patterns and carrying out corruption risk analysis on projects, based on “red-flagging” specific points of vulnerability or exposure to corruption, will help mitigate this risk.

Accountability and ownership were the stumbling blocks of the Road Maintenance Initiative of SSATP, demanding a strong participation of the private sector in road funds and road agencies governance. These practices have created confidence in road users and governments and the principles are increasingly entrenched in the management of road funds and agencies.

The main focus of the trade facilitation initiative of SSATP—removing road blocks—not only results in faster movement of traffic, it also reduces corrupt practices.

iv) **Social and economic responsibilities.** Transport infrastructure and services can have some adverse consequences, such as road traffic accidents, urban air pollution and spread of HIV/AIDS. Recently SSATP has started to look into ways of reducing the high levels of accidents in Africa and is also intensifying integration of cross-cutting issues of gender and HIV/AIDS into all its themes.

The amount of employment the transport sector generates is an indicator which captures a direct economic contribution that the transport sector makes to poverty reduction. When improvement of roads is integrated into complementary development activities—multi-sectoral programs—it will have a compounded impact on poverty reduction.

While mainstreaming cross-cutting issues can in some cases be attached to specific projects, the initiatives to address these responsibilities can be most effective by also working through partnerships that include a broad range of stakeholders who can influence national policies in these matters.

v) **Creating participatory policy dialogue mechanism.** Experience shows that unless key stakeholders are involved in shaping how transport policies meet their demands the outcome will be an unrealistic policy. SSATP has developed a participatory process called Poverty Reduction & Transport Strategy Review (PRTSR) that ensures coherence between transport and PRSPs. The reviews are coordinated and undertaken by key local stakeholders. One of the lessons drawn from this process is the need to develop a sustainable policy dialogue mechanism—establishing a transport policy advisory group to support ministries responsible for transport policy development in the process of formulation, implementation and monitoring of national strategies.

PRESERVING THE TRANSPORT ASSET

As a result of the shortage of and competition for meager public resources, there was no sufficient fund for transport infrastructure maintenance. This coupled with management inefficiencies made road asset management a particular problem. As a result over the last 40 years many African countries have lost around half of their road networks (especially rural roads). Due to the absence of maintenance and rehabilitation, coupled with destruction related to civil unrest and natural calamities, the railway network of Africa has collapsed.

What are the solutions to these problems? SSATP has designed some well-tested solutions to road maintenance problems—through its road maintenance/management initiative—by working with all stakeholders. Improving road conditions through sound maintenance policies and associated reforms has been SSATP’s core business since its inception. Dedicated Road Maintenance Funds have increased the predictability of finance and the extent of the road network under maintenance. Much has yet to be done in many countries for Road Fund revenue to fully meet the road network needs. Institutional reforms that led to the creation of semi-autonomous Road Agencies are instilling a commercial approach to management of the road network, the most expensive public resource and ensuring “value for money.”

In certain circumstances, road maintenance constraints can be partially eased by handing over the management and part of the financing responsibility for secondary and tertiary road networks to

sub-national governments (regions, provinces, and municipalities), and to the extent possible engaging the community in cost sharing/owning tertiary roads, in particular rural access roads. However, it is critical that the financial and technical capacity of local/regional governments to assume such responsibilities be assessed. Fiscal decentralization reforms often need to go hand-in-hand with decentralization of transport responsibilities.

INVESTING IN TRANSPORT ACTIVITIES CONTRIBUTING TO POVERTY REDUCTION

The realization of the transport pillars depends on the availability of financing. Many African countries are unable to build the minimum infrastructure platform—rural access. Improving transport services may require concessionary financing (e.g. seed money, credit for NMTs and transport vehicles, etc.). The cost of improving Africa's interconnectivity is estimated at about US\$20 billion (the WB Development Research Group, preliminary finding, 2006).

Over the last five years, public expenditure for infrastructure has been stagnating at an average of less than US\$3 billion. At the same time, Africa's transport sector remains weak and unable to fill the gap. However, there are emerging opportunities in support of Africa's infrastructure development: the European Commission, EU-African partnership providing more resources for Africa's interconnectivity; the World Bank African initiative, focusing on rural access and partnership; and the intention of other multilateral and bilateral donors to support Africa's effort to achieve the MDG, may narrow the gap.

What are the options? African policymakers need to strive for long-term economic self sufficiency by utilizing Official Development Assistance (ODA) more productively and efficiently, and by embarking on robust and sustainable domestic resource mobilization initiatives. Road Funds based on user charges are increasingly becoming the most reliable sources of maintenance funding. African countries should explore possibilities of broadening the financial base for maintenance and development of their transport network. Africa should develop its culture of community-based development by engaging rural communities in sharing the cost of access road development and maintenance. It is worth learning from the experience of community owned/shared access roads in many developed countries.

The biggest challenge is increasing Africa's implementation capacity and aid effectiveness. SSATP has addressed the capacity issue from its inception by promoting sound institutional reforms, introducing management systems, and concessioning railways and ports. Sector reform is not a discrete event. It develops over time and SSATP provides continual support to improve the development of newly created transport agencies and systems. To ensure performance of the sector and aid effectiveness an agreed upon monitoring mechanism has to be in place. To this effect SSATP's progress indicator initiative is laying the ground for setting up the right performance monitoring framework.

Africa has to evaluate the effectiveness of existing capacity building initiatives in nurturing and retaining capacity while adopting and implementing capacity building strategies that: i) integrate capacity building initiatives into sector development programs; ii) improve and sustain public sector

capacity and expedite ongoing public sector reforms; iii) increase the involvement of the private sector in program implementation; and iv) improve capacity retention in Africa by developing appropriate incentive systems for public institutions and by enhancing the overall environment of professionalism.

With respect to improving the effectiveness of aid, as suggested by the African Plenary Meeting on National Poverty Reduction Strategies and the implementation of the Millennium Development Goals (Cairo, March 26-28, 2006), jointly organized by UNECA and AU in collaboration with UNDP, African policymakers and donors have to continue the dialogue to: i) improve aid predictability by moving to longer-term commitments; ii) encourage donors to coordinate and harmonize their aid delivery processes to minimize transaction costs and to improve alignment of aid, including technical cooperation, with national priorities as articulated in national and sector development programs; and iii) use sector support as the preferred aid delivery modality and, in parallel, to improve national systems of governance and accountability in the use of aid resources.

Transport financing in Africa has to be better aligned with the growth and poverty reduction programs leading to the achievement of the Millennium Development Goals. Financing has to target transport pillars contributing to growth and poverty reduction. Transport policies must have a proper share of national budgets. Such budgetary allocation can be primarily secured by ensuring that transport is properly reflected in the PRPSP and including transport sector in Public Expenditure Reviews and Financial Assessments.

LOW-VOLUME SEALED ROADS (LVSR)

Why low volume sealed roads?



Unpaved roads: Require continuous use of a non-renewable resource – gravel. This is inherently unsustainable and environmentally damaging. Is this sustainable? NO!



Unpaved roads: dusty, health hazard, pedestrian/vehicle safety, crop, natural habitat and vehicle damage. Is this sustainable? NO!

Approx. 175 million cu.m "consumed" annually in SADC region for graveling purposes

The majority of rural roads and a significant proportion of the main roads in Sub-Saharan Africa are currently unpaved and relatively lightly trafficked. These low-volume roads are important as they impact significantly on the livelihood of the rural population, and are central to sustained socio-economic growth and development. Unfortunately, the poor condition of these roads has acted as a brake on economic development and hindered poverty alleviation efforts.

Unpaved roads generate a continuous cycle of deterioration which requires substantial amounts of replacement gravel—a sacrificial “wasting” layer which is rapidly being depleted in a number of countries, in the process raising serious environmental concerns. Fortunately, there are a number of proven, low-cost bituminous surfacing options that offer economical and sustainable solutions to the gravel road option. In this regard, there is a need to depart from the conventional practice of ‘fitting the materials to the specifications’ which often renders potentially useful locally available materials unutilized. A new approach of ‘fitting the specifications to the materials’ will apply a more customized and tailored design corresponding to the local climate, natural materials available in the area, volume and load of the traffic and, in many cases, will economically justify sealing gravel at traffic thresholds of less than 100 vehicles per day as opposed to the conventional approaches that require levels in excess of 200 vehicles per day.

Sehiwa - Shakawe Highway, Botswana



In the northern part a sand track of 45 km was upgraded to gravel road from 1980-1982 using the only available material, calcified sand. However, the road deteriorated quickly even with only 20 vehicles per day.



By using these materials in the pavement layers and protecting them with a bituminous surface treatment, using alluvial gravel (Otta seal) from a nearby ancient lake, the total length of 250 km were completed in the late 80-ties as seen to the right.

This is the philosophy behind SADC's Guideline for Low-Volume Sealed Roads, developed to capture best regional and international practices in all aspects of provision of Low-Volume Sealed

Roads. We should move away from the rigidity of design manuals and specifications that apply to “ideal materials” and adopt and institutionalize guidelines that embrace the use of locally available materials.



Otta Seal in Botswana 16 years old



LVSR (Otta Seal) in Kenya 25 years old

Such roads also have a black surface like any bitumen surfaced road. Typically, life-cycle cost savings would be on the order of 30-50 percent over 20 years compared with traditional surface treatments. The reduced cost of construction is achieved through reduced earthworks, reduced haulage distances for construction materials, reduced need for material processing and reduced surfacing costs due to use of locally available materials. Pavement life is also increased due to reduced pavement deflection as pavement layers are compacted to the utmost.

The Guideline was developed for SADC by a team of key professionals headed by TRL, and was funded by DfID, Sida and Norad. During SSATP’s 2004 Annual meeting in Addis Ababa, member

states requested that promotion of LVSR philosophy and dissemination of the Guideline should become a part of the RMF’s future work programs. CDs with the Guideline in French, Portuguese and English were distributed in large numbers by the program, and were also available at SSATP’s website. Regional workshops targeting officials, consultants and contractors were being prepared for 2006, and particular emphasis has been given to expanding the documentation of experiences with such innovative and cost-effective designs.