

Sub-Saharan Africa Transport Policy Program

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SSATP HIGH LEVEL STRATEGIC WORKSHOP REPORT

July 2006



**REPORT OF SSATP HIGH-LEVEL STRATEGIC
WORKSHOP**

Irish Aid, Dublin, Ireland

June 28-29, 2006

Report by Mary Braithwaite, July 2006

ACRONYMS

AGM	Annual General Meeting (of the SSATP)
AU	African Union
DANIDA	Danish international development administration
DCI	Development Cooperation Ireland – Irish Aid
DFID	Department for International Development (UK)
EC	European Commission
ECA	Economic Commission of Africa
EU	European Union
GTZ	German Technical Cooperation
KfW	German development financing
LTDP	Long Term Development Plan
MDG	Millennium Development Goals
NEPAD	New Partnership for African Development
NORAD	Norwegian Development Assistance
PRS	Poverty Reduction Strategy
PRSP	Poverty Reduction Strategy Paper
PRTSR	Poverty Reduction and Transport Strategy Review
REC	Regional Economic Community
REC-TCC	Regional Economic Community Transport Coordination Committee
Sida	Swedish international development administration
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TOR	Terms of Reference
UNECA	United Nations Economic Commission for Africa
WB	World Bank
WP	Work Program

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The high-level strategic meeting, held in Dublin on June 28-29 2006, largely achieved its principal objectives of deepening the engagement of donors with key results of the Long Term Development Plan, particularly with the outputs of the Poverty Reduction Transport Strategy Review process, and of defining the key results to be achieved by the 2006 Annual Meeting, including the identification of preparatory actions to be taken by donors and stakeholders in advance of the Maseru Meeting.

1. Introduction

1.1 Background

Following the 2005 Annual Meeting, donors and members of the SSATP Board and PMT expressed a desire to build on the successes of the meeting (especially the participation of Ministers of Transport and Infrastructure and [“The Bamako Declaration”](#)) and to address some important outstanding issues, in particular:

- strengthening the engagement of donors with SSATP and with key results of the [Long-Term Development Program \(LTDP\)](#); and
- the role of SSATP in facilitating effective use of increased ODA to achieve poverty reduction in line with African needs.

The benefits of the strategic planning of the 2005 meeting had been noted by all (the consultation of partners, the planning retreat at St Gérard in September, the pre-meeting workshops), and there was agreement to undertake the planning and preparations of the 2006 Annual Meeting in an equally strategic and timely manner. This would be particularly appropriate given some of the additional challenges for the Annual Meeting, such as consideration of the results of the “output to purpose” review and decisions about improving LTDP results, and the need to engage with a wider group of African stakeholders (Ministers of Planning and Finance responsible for PRSPs and national budgets, transport service stakeholders).

A two step approach was agreed: (i) a high-level strategic meeting to immediately precede a regular meeting of the EC-EU transport experts’ group, and (ii) a 2006 planning retreat.

This report covers the first step, the high-level strategic meeting convened in the offices of Irish Aid in Dublin on June 28th and 29th 2006. Participants, consisting of a group of donors and African stakeholders, focused on: (i) strengthening the engagement of donors with SSATP in support of LTDP results – particularly the outputs of the PRTSR; (ii) the role of SSATP in facilitating the effective use of donor resources to reduce poverty in sub-Saharan Africa; and (iii) how these issues will be addressed at the Annual Meeting and what some of the priority outcomes should be. This led to identification of the actions needed to prepare for the Annual Meeting, to be held in Maseru from October 28th – November 3rd, and will promote high-level participation by donors and partners at the Maseru event. Recommendations made at the Dublin meeting will be followed up by the EC-EU donors’ transport network, SSATP Board/PMT and partners.

The second step, the planning retreat to be held in September, will establish the results, process and program of the Annual Meeting, taking into account the decisions of the Dublin meeting,

as well as the priorities emerging from the thematic work and emerging results of the “Output to Purpose Review”.

Planning of the Dublin meeting commenced in late February 2006 with the circulation and adoption of a concept note, on the basis of which the process and programme (Annex 1) was designed.

1.2 Purpose of the meeting

The objectives of the meeting were to reach agreement on:

1. How to strengthen the engagement of donors with SSATP, particularly in support of transport strategies anchored in poverty reduction (Session 1)
2. The role of SSATP in facilitating the increased use of ODA for transport in SSA to achieve the goals of poverty reduction / pro-poor growth and to meet agreed principles on aid effectiveness (Session 2)
3. How issues 1. and 2. should be addressed at the 2006 Annual Meeting, and the people who should be involved (Session 3).
4. The follow-up actions to be taken, including advance preparations for the 2006 Annual Meeting (Session 4).

These objectives were important, and the meeting was very timely. Firstly, the coordinated efforts of SSATP countries, partners and donors are required in order to achieve, in 18 months time, the objectives and results of the LTDP. Amongst other actions, PRTSR recommendations must be implemented, along with the findings emerging from other SSATP work linking transport to poverty reduction, including the definition of MDG transport targets and indicators adopted by transport Ministers and the AU in 2005. Secondly, the operational frameworks for increased ODA are being finalized (notably the EU-Africa Infrastructure Partnership, which foresees a role for SSATP in harmonizing transport policies, and the Africa Action Plan), which need to be implemented in line with commitments on poverty reduction and aid effectiveness (“the Paris Agreement”).

In the event, time constraints prevented participants from addressing some specific issues planned for sessions 3 & 4, notably questions concerning participation in the Annual meeting. However, the feeling of the Dublin meeting on this matter emerged during various discussions, and provided sufficient guidance for the PMT and Board to develop proposals in advance of the Planning Retreat.

1.3 Participants

The meeting participants included:

- Senior donor representatives with excellent knowledge of plans for transport sector investment in SSA and of how aid effectiveness and poverty reduction/MDG commitments will be implemented.
- Senior SSA stakeholders at regional and national levels with excellent knowledge of the modalities of current donor support to the transport sector and to PRSPs, and of national and regional priorities concerning pro-poor transport investment.

SSATP Board members were included amongst meeting participants, representing their constituencies, and key members of the SSATP Program Management Team attended as resource persons.

The original meeting concept note had envisaged a relatively small group of around 18 participants, with a good balance between donors and African stakeholders (including strong representation of women's civil society organizations). In the event, African stakeholder representation was significantly diminished. Only four countries were able to participate out of the seven invited – due to difficulties in obtaining visas and other factors. Regrettably, the visa problem prevented the participation of a key woman stakeholder. Conversely donor representation was high, so that the total number of participants (excluding the PMT, facilitator, and resource persons) was 29. There were 3 women amongst donor representatives and none in the African stakeholder group. For the full list of participants see Annex 2.

1.4 Process

The meeting took the form of a participatory workshop, facilitated by a professional moderator and supported by simultaneous interpretation in English and French. Although the large size of the group made the promotion of genuine dialogue problematical, well thought out seating arrangements and an adaptable, pleasant room did much to overcome potential difficulties. (The unobtrusive and highly effective work of the excellent “roaming” interpreters contributed greatly to encouraging an ‘inclusive’ atmosphere).

Session arrangements had been planned in line with the programme/process document which had set out clear tasks and outputs. A constructive mix of facilitated ‘plenary’ discussions and group work (donors and stakeholders separately addressing specific topics) was employed. Highly effective visualization techniques were used along with the capture of key discussion points on flip-charts.

Irish Aid generously hosted a welcome cocktail party the evening before the meeting commenced, and a very agreeable dinner on Wednesday night. Both these occasions contributed to the markedly amicable atmosphere of the workshop.

2. Meeting Opening

The meeting was opened with a brief address by Mr. Hachim Koumare, SSATP Board Chairman and UNECA Director for West and Central Africa. He welcomed participants expressing gratitude for their attendance and gave particular thanks to those who had made arduous journeys in order to participate in the event. Mr. Koumare traced the strategic path which had led to the Dublin meeting, and highlighted the importance of the dialogue which was expected. He concluded by thanking Irish Aid, the meeting hosts.

Participants then introduced themselves, and were followed by Mr. Tesfamichael Nahusenay, the SSATP Deputy Programme Manager, who gave a brief address on the current status of SSATP's LTDP.

Dr. Mary Braithwaite, the meeting facilitator, brought the opening session to a close with an account of the meeting purpose, agenda, and process.

3. Strengthening the engagement of donors with SSATP in support of LTDP results, particularly the anchoring of transport strategies in poverty reduction (Session 1)

The meeting discussed in some detail the Poverty Reduction-Transport Strategy Reviews (PRTSR) being undertaken by SSATP member countries, including the experiences of the four countries present. The meeting re-affirmed the importance of the PRTSR process, for countries and donors alike. It provides key inputs into the revision of national poverty reduction and transport strategies, leading to greater coherence between overarching PRSPs and transport sector strategies as well as to improvements in the treatment of transport in PRSPs and of poverty reduction in transport sector strategies. It establishes a method and mechanism for cross-sector dialogue (between transport and finance/planning and economic and social sectors, and between public, private and civil society). The Steering and Stakeholder Groups are a particularly important resource for cross-sector consultation and participation on other issues connecting transport to national development strategies. The support and participation of the Ministry of Finance and/ or Planning in the review process was noted as essential, along with adoption by the Government of the review recommendations.

In view of the importance of the PRTSR process and results, the meeting highlighted the need for strengthened efforts by SSATP and donors to engage all partner countries actively in the review process and to ensure implementation of the recommendations of the national reviews. **The actions agreed by the meeting participants to reinforce implementation of PRTSR recommendations** are as follows.

1. At the beginning of the PRTSR review process, donors should be informed about the review, using lead donor / donor coordination mechanisms. This is a task for the SSATP national coordinator / PRTSR Steering Group.
2. Immediately following completion of the PRTSR review process, PRTSR Steering Groups / SSATP national coordinators present the results and recommendations to donors in the country.
3. During processes of developing country and sector support strategies/programs, donors ensure that PRTSR results are raised and taken into account.
4. During reviews/monitoring, donors check on implementation of PRTSR recommendations. A question on this should be added to donor checklists for country reviews/monitoring.
5. SSATP to disseminate PRTSR results and good practices to partners and donors.

4. The role of SSATP in facilitating the effective use of donor resources to reduce poverty in Sub-Saharan Africa (Session 2)

The session started with a brief account of the overarching framework for discussion, highlighting the need to develop coherence between three key elements (see diagram in Annex 5):

- Increased aid to Africa – in particular to transport;
- Achievement of poverty reduction targets and the Millennium Development Goals – the transport targets and indicators adopted by African Ministers of Transport and the African Union;
- The March 2005 Paris Agreement on Aid effectiveness.

Important characteristics of the SSATP which could be brought into play include:

- The poverty reduction focus of the LTDP;
- The strong ownership and convening power of the Programme;
- The development of cross-sector stakeholder mechanisms for policy development;
- Arrangements for harmonisation of programmes and activities at regional level.

Mr. Rolf Hennes (KfW) made a brief presentation of the main points of the Paris Agreement, reminding participants of its key development principles relating to:

- Country ownership of development strategies;
- Harmonization of donor support;
- Alignment with country development strategies;

The current proposals for new aid to Africa by the multilateral and bilateral donors present were briefly outlined, focusing in particular on how the resources will be allocated and how poverty reduction will be taken into account. The discussions focused particularly on the EU-

Africa Infrastructure Partnership, which foresees a role for SSATP in harmonizing transport policies, as well as on current plans for sector support by the bilateral donors and the World Bank.

Following a “tour de table” of the new arrangements, the meeting participants identified the opportunities and risks of the new aid arrangements. Examination of the full list of opportunities and risks (Annex 3) highlights some striking perceptions – for example more than half of the risks identified are donor related (15 out of 28).

Summary of Opportunities and Risks

Opportunities of new aid arrangements	Risks of new aid arrangements
<ul style="list-style-type: none"> • PRSP, PRTSR and MDGs provide opportunities for maintaining country ownership and a focus on poverty reduction • Promotion of pro-poor growth, including local employment and private sector development • Increased resources, particularly for regional integration and national capacity-building • Expanded global potential for financing, e.g. China, foundations 	<ul style="list-style-type: none"> • Maintaining the focus on poverty reduction/MDGs, particularly if funding goes to mega-projects • Lack of country ownership, particularly if country and regional stakeholders are not involved in decision-making • The slow or non-application of the Paris Declaration on aid effectiveness, in particular the risk of uncoordinated donor support, with duplication and too many frameworks • Conditionality constraints are not addressed, such as absorption capacity and governance • Possible consequences, such as increased debt

Participants then considered the potential role of SSATP in facilitating the effective use of donor resources for transport in Africa, taking into account the opportunities and risks, as well as poverty reduction goals and country and regional priorities. The main recommendations of the two working groups (one of African partners, one of donors) on the potential role of SSATP in facilitating the effective use of donor resources for transport in Africa are as follows:

1. Increased visibility of SSATP at all levels – country, regional, amongst donors – and strengthened role of SSATP coordination at national and regional levels.
2. A coherent approach to transport sector planning and monitoring across the program and partnership
3. Extend the use of the PRTSR cross-sector method and mechanisms (in particular the Steering and Stakeholder Groups) for policy and strategy development, including at regional level
4. Assist countries to achieve country-led donor coordination.
5. Support countries to lever donor resources for investment and capacity-building, advocating for the equal treatment of countries by donors. Pay special attention to the needs of land-locked countries (Almaty Declaration) and to the role of the private sector and civil society.
6. Maintain SSATP's focus on priority themes, e.g. road maintenance and finance, transport services in rural and urban areas, transport and regional integration.
7. Strong engagement of EC and World Bank task team leaders with SSATP, focusing on supporting SSATP's role in country leadership and dialogue.
8. Promote the use of the OECD-DAC Guidelines on “Promoting Pro-Poor Growth: Infrastructure”, to clarify “pro-poor transport planning” and as a quality check on sector program design.
9. Maseru meeting to be the forum for agreeing principles for increased aid.

5. How key issues should be addressed at the 2006 Annual Meeting in Maseru, so as to ensure timely preparations, including invitations to key stakeholders (Sessions 3-4)

The final sessions of the meeting addressed the expected achievements of the 2006 Annual Meeting at Maseru. Firstly the participants individually identified the results that the Maseru meeting should achieve concerning the issues previously addressed at the meeting, and presented these in a “tour de table”. These were then clustered into eight groups. In two working groups (one of African partners, one of donors), participants identified the preparatory actions to be taken by partners and donors prior to the Maseru meeting, for each of the eight results. These preparatory actions are presented in the table below (for a full list of responses see Annex 4). Tasks to be undertaken by the SSATP Program Management Team (PMT) will be identified immediately following the meeting.

Although the meeting did not agree the specific participants who should be invited to the Maseru meeting, the discussions highlighted the importance of engaging not only with high-level stakeholders across the transport sector (public, private and civil society) but also with top-level stakeholders from:

- Ministries of Finance and Planning
- Important economic and social sectors, such as agriculture, health and education
- Civil society associations that represent important target groups, notably women, youth, HIV/AIDS and people with disabilities.

**Expected Results of Maseru meeting and preparatory actions to be taken
by donors and partners**

	Expected Results of Maseru meeting	Preparatory actions by donors	Preparatory actions by partners
1.	Shared understanding and approach by donors and partners concerning sector programmes and support, taking full account of poverty reduction goals, country ownership and cross-sector stakeholder participation, donor coordination, sustainability, and cross-cutting issues.	Prepare outline guiding principles for sector-wide support backed by two country case studies (EC)	National focal points / coordinators to report on how sector programmes and support currently address the key issues
2.	Agreement on the roles to be played by SSATP in facilitating sector programmes to ensure alignment with the Paris Declaration and country and regional poverty reduction goals, taking into account broad stakeholder involvement and participatory principles.	No specific preparation by donors or partners. PMT to propose how to address this result at Annual Meeting.	
3.	Agreement on approaches and processes for effective cross-sector dialogue in the planning of transport investments and services. Participants must include Ministers of Finance/Planning, Ministers of economic and social sectors, civil society, private sector interests and women.	Prepare draft generic principles on cross-sector engagement, including case study (Sida)	Identify key stakeholders from PRSP/PRTSR teams to be invited to Maseru. Identify and present good practices in cross-sector dialogue.
4.	Agreement on concrete measures to strengthen the role and functioning of SSATP coordination at country and regional levels, ensuring representation of cross-sectoral interests.	Establish links with SSATP coordinators by resident donor representatives and by visiting missions	Review the role and functioning of country and regional coordination, including cross-sector and donor engagement.
5.	Agreement on how to strengthen regional trade and transport facilitation in the context of transport corridor development, including coordination and harmonisation of donor support and investments	Provide information on regional and corridor projects to PMT. Write note on donor support for Annual meeting.	REC coordination to report on current status of regional trade and transport facilitation, including corridor management/observatories, donor coordination and harmonisation
6.	Identify progress and good practice in implementing the Bamako and Paris Declarations, and agreement on how to extend adoption of the Bamako Declaration by all SSATP countries	Provide information on implementation of Paris Declaration for compilation by PMT	Provide information on implementation of Bamako Declaration and examples of good practices
7.	Based on the findings of the OPR, agree concrete measures to strengthen the achievement of LTDP results in 2007, including an increased role for women. Agree post-LTDP planning priorities.	Insist on completion of OPR on time. Donor Board members to follow up.	Undertake OPR actions in timely manner.
8.	Address important issues, e.g. transport and rural development, road safety, responses to climate change, etc.	Provide inputs to themes, e.g. documentation, case studies, good practices, etc	Provide inputs to themes, e.g. documentation, case studies, good practices, etc

6. Meeting Closure

Before formally closing the meeting the SSATP Board Chairman invited Mrs. Plessis-Fraissard (outgoing SSATP Board member) to address participants. Mrs. Plessis-Fraissard announced that she was relinquishing her place on the SSATP Board. She believed that she could not do justice to the responsibilities from her position in the World Bank, which did not have a specific Africa focus. Mrs. Plessis-Fraissard said that with the agreement of the African Development Bank, Mr. Sanjivi Rajasingham, the World Bank's Africa Transport Unit Manager, would take her place. She noted the changes in Programme Management, and welcomed the incoming SSATP Programme Manager, Mr. Zaza Ramandimbarison, with some words of advice regarding the need for a business-like approach.

Mr. Hachim Koumare then closed the meeting with a tribute to Mrs. Plessis-Fraissard, quoting from a message he and Mr. Bruce Thompson had jointly sent her.

ANNEX 1 – MEETING PROGRAMME

Wednesday March 28	
9.00-10.30	<ul style="list-style-type: none"> • Welcome to the meeting by SSATP Board Chair • Introductions by participants • Brief background presentation: SSATP/LTDP, the PRTSR and key outcomes of the 2005 meeting in Bamako • Explanation of the purpose, agenda and process of the meeting by facilitator • Comments and questions
10.30-11.00	<i>Tea/coffee break</i>
11.00-13.00	<p><u>Session 1: Donor engagement with SSATP LTDP: anchoring transport strategies in poverty reduction</u></p> <ul style="list-style-type: none"> • How donors can support implementation of PRTSR recommendations at country level
13.00-14.00	<i>Lunch</i>
14.00-16.00	<p><u>Session 1 continued:</u></p> <ul style="list-style-type: none"> • Other support by donors to achieve LTDP results and to anchor transport strategies in poverty reduction
16.00-16.30	<i>Tea/coffee break</i>
16.30-18.00	<p><u>Session 2: Facilitating the effective use of ODA to improve transport and reduce poverty: the role of SSATP</u></p> <ul style="list-style-type: none"> • Increased ODA for transport in SSA: how country and regional priorities will be met and poverty reduction goals and aid effectiveness achieved.
19.30-	Dinner

Thursday March 29	
9.00-10.30	<p><u>Session 2 continued:</u></p> <ul style="list-style-type: none"> • SSATP's role in facilitating the effective, pro-poor use of ODA
10.30-11.00	<i>Tea/coffee break</i>
11.00-13.00	<p><u>Session 3: The 2006 Annual Meeting</u></p> <ul style="list-style-type: none"> • How donor engagement in LTDP results and the effective, pro-poor use of ODA should be addressed at the 2006 Annual Meeting • The people who should be involved
13.00-14.00	<i>Lunch</i>
14.00-15.30	<p><u>Session 4: Follow-up actions and preparations for the Annual Meeting</u></p> <ul style="list-style-type: none"> • Who, how/what, when
15.30-16.00	<i>Tea/coffee break</i>
16.00-16.30	<ul style="list-style-type: none"> • Review and closing of the meeting

ANNEX 2 – LIST OF PARTICIPANTS

		Name	Institution
1.	Hon.	D. Daissala	Minister of Transport, Cameroon
2.	Mr.	Mr. M. Dombu	Ministry of Transport, Cameroon
3.	Mr.	Mr. V. Lissom	SSATP Coordinator, Ministry of Transport, Cameroon
4.	Mr.	P. Melong	Ministry of Transport, Cameroon
5.	Hon.	P. Lebesa	Minister of Public Works and Transport, Lesotho
6.	Mr.	K. Marite	Ministry of Public Works and Transport
7.	Mr.	M. Mathibeli	Ministry of Public Works and Transport
8.	Mr.	A. Marawa	Director of Infrastructure, COMESA and REC-TCC
9.	Mr.	J. Chagunda	SSATP Coordinator, Ministry of Transport, Malawi
10.	Mr.	M. B. Sow	SSATP Coordinator, Ministry of Transport, Guinea
11.	Mr.	H. K. Diakit�	Private sector (transporters) representative, SSATP Board
12.	Mr.	H. Koumar�	SSATP Board Chairman & UNECA
13.	Mr.	S. Rajasingham	Sector Manager, Transport Africa Region, World Bank + in-coming SSATP Board member
14.	Ms.	M. Plessis-Fraissard	Sector Director, Transport, World Bank & outgoing SSATP Board member
15.	Mr.	J. B. Thompson	Head of Transport Sector, EC + SSATP Board
16.	Mr.	M. Breithaupt	GTZ, Germany
17.	Mr.	S. Opitz	GTZ, Germany
18.	Mr.	F. Weiler	KfW, Germany
19.	Mr.	R. Hennes	KfW, Germany
20.	Mr.	G. Cunningham	Irish Aid
21.	Mr.	J. E. Rasmussen	Director Infrastructure, DANIDA, Denmark
22.	Ms.	A. Boyen	Senior Infrastructure Specialist, DANIDA, Denmark
23.	Ms.	A-C. Malm	Head, Division for Infrastructure and Financing, Sida, Sweden
24.	Mr.	G. Werner	Transport Specialist, Sida
25.	Mr.	L. Karlsson	Transport Specialist, Sida
26.	Mr.	O. Strom	NORAD, Norway
27.	Mr.	I. Curtis	Senior Advisor, DfID, UK
28.	Mr.	P. O'Neill	Research Management, DfID
29.	Mr.	T. Greening	DfID (TRL, Zimbabwe)
30.	Mr.	Z. Ramandimbiarison	Incoming Program Manager, Program Management Team
31.	Mr.	Y. Adzigbey	Regional Coordinator, SSATP Program Management Team
32.	Mr.	C. Kunaka	Regional Coordinator, SSATP Program Management Team
33.	Mr.	T. Nahusenay	Deputy Program Manager, Program Management Team
34.	Ms.	M. Braithwaite	Facilitator
35.	Mr.	N. Ings	Resource person
36.	Ms.	I. Claeys	Interpreter
37.	Ms.	B. Du Champs-Ramboux	Interpreter

ANNEX 3 – RISKS AND OPPORTUNITIES (CONTENTS OF CARDS ARE REPRODUCED AS WRITTEN)

Session 2 Outputs: opportunities and risks in ensuring that increased ODA is allocated to transport at regional and national levels to achieve poverty reduction and aid effectiveness.

Opportunities

PRSP/DSRP & PRTSR	Countries having sense of ownership of PRTSR
	Les bailleurs de fonds peuvent se référer au plan d'action de l'analyse stratégique transport/réduction de la pauvreté.
	In line with the MDGs & PRTSR.
	Transport is reflected in PRSP.
	Greater prioritization & cross-sectoral demand in PRSPs.
	A new understanding of poverty reduction & a central transport financing approach.
	Meilleure gestion de l'aide par le DSRP.
Transport – growth/poverty reduction links Liens – transport – croissance/réduction de la pauvreté	Local employment opportunities.
	Reduction of transport costs.
	Increased opportunity for poverty alleviation.
	Transport with increased resources can increase its contribution to poverty reduction and growth.
	Donors recognize the need for growth + transport.
	Soutien du SSATP pour secteur privé (route transports); créateur de richesse pour la lutte contre la pauvreté.
Closing of infrastructure gap.	
Increased aid effectiveness. Accroissement et efficacité de l'aide	Increased resources.
	Accroissement de l'aide.
	Appreciation of the need to harmonise and align with the needs of individual countries based on the ownership aspect.
Regional integration. Intégration régionale	Increased opportunities for integration.
	Well functioning transport systems reducing costs for productive sectors – increased economic growth and regional integration as a result.

Capacity. Capacités	Capacity building needs in countries.
	Resources for capacity building.
Funding. Financement	Increased use of partner governments' own revenue – eg. Increased road fund revenue.
	Competitive financing conditions lead to high demand.
	Increased financing may widen scope.
	African Development Bank should be brought in as an active member; bring in other potential partners – China, private sector, foundations

Sector support. Appui sectoriel	OECD-DAC evaluation of general budget support calls for continued use of sectoral support (as well as GBS).
	Transport sector SWAPs developed.

Risks

Country ownership and poverty reduction priorities.	Risk of “megaprojects” and not necessarily poverty reduction orientated projects.
	Lack of country ownership.
	Lack of ownership.
	Appropriate country policies in the process – support, policy, capacity, absorption capacity.
Appropriation et priorites au niveau des pays	Continued application of the “rate of return” in deciding application of finances, thus undermining the poverty reduction element that is embedded in the SSATP approach.
	Withdrawal of bilateral donors from transport programmes as they reposition themselves.
	Assessing feasibility of infrastructure projects on an individual basis rather than as parts of larger networks.

Donor coordination and coherency.	No equitable spread of donor funds to members.
	No commitment to harmonise and align with individual countries' needs as the Paris Declaration is not a signed commitment.
Coordination et cohérence entre bailleurs de fonds	Uncoordinated donor support.
	That general budget support will be increasingly used by donors without improving transport sector dialogue.
	Country level opportunities being eclipsed by regional considerations.
	Too many uncoordinated initiatives.
	Uncoordination of interventions at country and sub/regional levels.
	Duplication of donor efforts. Lack of coordination thru too many frameworks.

Aid effectiveness.	La non application de la Déclaration de Paris
	Bilateral donors will apply Paris Declaration on a unilateral basis, and stay in “popular” sectors and continue to abandon transport
Efficacité de l'Aide	Slow progress by donors in changing to use country procedures (alignment).
	Donors not keeping their promises.

Conditionalities.	Lack of national budget support of the PRSP within the public sector funding.
	Difficultés à remplir les conditionnalités.
Conditionnalités	Imbalance new projects/capacity to maintain; aid dependence, reduced national resources; insufficient absorption capacity; corruption.
	Lost focus on national resource mobilization with over investment and unsustainable maintenance funding.
	Will sector governance improve quickly enough to use sector budget support?
	Pre-condition: political and economic stability.
	Absorption capacity.
	Are there enough implementing capacities?
	Turn-over of engineers and other professions.

Other issues.	Ensure linkage with energy and material costs; climate change; pollution.
	Urban transport needs more attention (fastest urbanizing continent).
Autres risques	Maintaining technical, modal, sub-sectoral knowledge.
	Private sector and gender not well articulated (losing hope).
	Augmentation du prix du carburant.
	Augmentation de l'endettement publique.

ANNEX 4 – EXPECTED OUTPUTS OF THE 2006 ANNUAL MEETING (CONTENTS OF CARDS ARE REPRODUCED EXACTLY AS WRITTEN)

Sessions 3 & 4 outputs: expected results of the 2006 Maseru Meeting

<p>Sector programmes, Paris Declaration, growth & poverty reduction, sustainability.</p> <p>Programmes sectoriel, Déclaration de Paris, croissance et réduction de la pauvreté, durabilité.</p>	An approach how partner countries will exercise ownership on reform and investment programmes.
	A common understanding which conditions will have to be met for sector budget funding arrangements.
	Principles agreed linking ODA to transport – to sector wide programmes (Paris Declaration, poverty reduction & growth) at country levels.
	Clear identification of the factors and criteria to be applied in projects (transport networks) for selection and financing decisions with emphasis on poverty reduction and social upliftment in mind.
	Need to agree a clear road map to follow in order to actively engage SSATP and donors in identifying and financing of country and regional projects.
	Faire du fonctionnement du SSATP local une exigence des bailleurs de fonds pour le financement des projets.
	Clear action plan to stream cross-cutting issues beyond good words.
	Concrete arrangements for SSATP facilitation of national & regional review/validation of pro-poor content of investment/support programmes based on representative stakeholder and participatory principles.
	Maseru declaration on sector governance.
	Guidelines on actions needed to secure a sustainable framework for increased investments.
Increase donor activity in the sector utilizing power of harmonization influencing quality/sustainability.	
Clear commitment of all stakeholders concerning sustainable sector policies and improved coordination.	
<p>SSATP Coordination</p>	Définition des orientations permettant aux coordinateurs nationales SSATP de concrétiser les missions du SSATP par rapports aux états et bailleurs.
	Financement de fonctionnement de la coordination SSATP.
	Evidence based sustainable approach programmes advocated by national coordinators.
	Better understanding of role and support of partners in the context of initiatives.
	Renforcement de la compréhension de l'approche programme du SSATP.
	Increase the visibility of national coordinators & the REC TCC in coordinating the meeting management.
	Having enhanced the role of SSATP, increase its visibility in Africa by encouraging more countries to join.

SSATP's facilitation role. Rôle du SSATP	Framework on ways and means to increase the role of SSATP in harmonisation, coordination, brokering.
	Increased donor promotion/implementation of SSATP at country and regional levels.
	Improved alignment and consistency by donors; enhanced recognition and visibility of SSATP.
	Agreement to continue PRTSR teams to monitor progress, to champion inter-sectoral country-led donor harmonization and alignment.

Regional	Deepening engagement and support to regional programmes – policy, trade and transport facilities, corridor development.
	Increased emphasis at regional level on trade and transport facilitation to complement and ensure sustainability of corridor development.
	Links to infrastructure consortium for Africa.

Output to purpose review, LTDP. Evaluation, PDLT	Conclusions in the output to purpose review.
	OPR discussed & agreed on with follow-up actions
	Bring up issues to include in 2007 work plan, eg. Capacity building
	Set the framework for the implementation of the recommendations of the OPR.
	Aligning the priority activities of the ATS and RMF themes with the results of the PRTSR
	Clear priorities for remaining resources of LTDP and planning stages for next phase.
	Evidence of impacts of LTDP activities and proposals/actions to enhance speed of realizing LTDP objectives.
	Thematic work – deepening and broadening, PRTSR mainstreaming and national recognition, country responsibilities to SSATP, donor responsibilities in SSATP support and coordination.
Consolidate women's participation in LTDP implementation – ensure unambiguous approaches to addressing needs of women in policy development. Measures to correct gender imbalance in PMT and on the SSATP Board.	

Data and indicators.	Give more commitment to transport indicators initiative/development.
	Reaching a comprehensive consensus by the donors and stakeholders on the way forward agreeing and setting up indicators.
Données et indicateurs	Indicators of donor support to the programme.
	Renforcement des capacités pour la collecte des données et le calcul des indicateurs.

Cross-sectoral commitments.	A joint commitment with other sector ministers, civil society & private sector to promote an inter-sectoral demand and monitoring of transport for poverty reduction and growth.
Engagements inter-sectoriels	Joint commitment with other ministers for the role of SSATP as facilitator and catalyst for the efficiency of transport sector.
	Plaidoyer sur le rôle des transports dans la lutte contre la pauvreté. Accroissements des financements.
	Crisp action plan to achieve extended branching out to other partners & sectors in member countries.
	Increased participation and commitment from: new members to SSATP; more/better commitment by current members; awareness/visibility – planning & finance.
	Engagement with youth, civil society, and private sector associations.
	Commitment to encourage and support national cross-sectoral stakeholder groups to participate.
Results of commitments.	Endorsement of the Bamako Declaration by other stakeholders, in particular MoF, donors, etc.
Suivi des engagements	Declaration of Bamako – Commitment not lip service – partnership, member countries/donors
	Present best practices from member countries – follow-up activities to outputs.
Themes	Promotion des MIT en milieu rural
	Un atelier sur le financement du secteur avec les donateurs du SSATP, les banques d'investissements nord-sud, (Sfi, BEI, BAD, BOAD, BIDC), le secteur privé Africain, le secteur civil-microcredit.
	Sécurité routière.
	Achieve the goals of donor/stakeholder cooperation through SSATP coordination of the links between transport and rural development.
	Raising awareness of climate change impacts on transport infrastructure (design life of roads/bridges).

ANNEX 5

Framework of Meeting Discussions - Overarching Issues and SSATP Characteristics

