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2018 Annual Report

Paving the way for Sustainable Transport in Africa
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SSATP Third Development Plan – DP3 2015-2019
A Program for efficient, safe, and sustainable transport

Mission: to facilitate policy development and related capacity building in Africa's transport sector
FOCUS ON RESULTS – Engagement with Stakeholders

- Advocating for new donors: ISDB & BADEA
- Mapping Initiatives
- Echoing Africa’s Concerns at Conference “Transforming Transportation”
- Collaborating with Mobilize Your City MYC
- Supporting the African Corridor Management Alliance (ACMA)
- Collaborating with Leaders in Urban Transport Planning (LUTP)
- Partnering with Safer Africa.

- Advocacy through practitioners and policy makers.
- Mainstreaming: managers in development partners for good practices and lessons learned.
- Dissemination: workshops, seminars, communities of practice, conferences, website, videos and local news.
- Recruitment of Communications Officer.

- Collaboration with the African Union Commission (AUC)
- Joint Africa–European Union Strategy (JAES)
- AUC Specialized Technical Committee (STC) Advocating for New Memberships: Mauritania and South Africa
- New In-country Engagements: The Gambia and Mauritania
FOCUS ON RESULTS - Pillar A

Integration, Connectivity, and Cohesion
Integration, Connectivity, and Cohesion

FOCUS ON RESULTS - Pillar A

Concept framework’s outcomes and activities:

Promotion of effective policy, strategy formulation and implementation for corridor development at the country and regional level

- Support the review and adoption of a Memorandum of Understanding (MoU) and a strategic plan for the Maputo Development Corridor
- Development of a 5-year strategic plan for the Central Corridor Transit Transport Facilitation Agency (CCTTFA)
- East Africa Community (EAC) Joint Corridor Forum
- Feasibility study of the MCLI Transport Observatory.
FOCUS ON RESULTS - Pillar A

**Concept framework’s outcomes and activities:**

Development of the institutional capacity for an inclusive policy dialogue on regional integration.

- Support the REC-TCC
- Road map for efficient transit regimes
- Support to the Northern Corridor Transport Observatory

**Promotion of efficient logistics services**

- Develop a Trucking Monitoring System (TMS) for Eastern and Southern Africa
- Develop guidelines on container terminal concessions in African ports
- Develop Regional Guidelines for Roadside Stations and Rest Stops (RSS) for Tripartite (COMESA- EAC- SADC) Member States
- Regional High-Level Dissemination Workshop on Port Container Terminal Concession Guidelines
FOCUS ON RESULTS - Pillar B

Urban Transport and Mobility
OUTCOMES OF THE SSATP UTM INTEGRATED STUDIES IN 8 PILOT COUNTRIES
Urban Transport and Mobility

Six thematic areas

1. Institutional Framework
2. Funding
3. Civil Society Participation
4. Multimodal planning and operations for city centers
5. Support to secondary cities
6. Public transport performance
**SSATP Urban Transport and Mobility (UTM) Pillar Activities**

**Focus Areas for the Activities**

<table>
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<th>Activity</th>
<th>Progress</th>
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| **Fostering knowledge and Institutional strengthening for Sustainable Urban Transport and Mobility in cities** | Integrated UTM study launched in eight (8) countries  
  - Lot 1: Cote d’Ivoire, Guinea, Senegal;  
  - Lot 2: Ethiopia, Kenya, Rwanda;  
  - Lot 3: Nigeria, Ghana;  
| **LUTP Training:** | The SSATP conducted a 5-day LUTP training for 12 Anglophone countries in Nairobi from April 24-28, 2017;  
| **Capacity Building:** | LUTP Abidjan for Francophone countries in March, 2018 country based  
| **Collaboration with LUTP** | Country based LUTP training in Ethiopia, Nov, 2017;  
| **UON/IDS Partnership:** | A platform for collaborating with African universities |

**Key indicators for the 8 countries**

[Table and graph showing key indicators for the 8 countries]
Lessons of experience and best practices of relevance for African countries

- Short, highly readable summaries of key lessons of experience have been prepared on the most important issues concerning urban mobility in African countries.

- Illustrations of some of these lessons/best practices:
  - Examples of metropolitan urban transport agencies in Africa
  - International examples of financing of urban transport systems
  - The challenges of urban public transport pricing policies
  - Lessons learned from the implementation of BRT systems across the world
  - Experience concerning the contracting out of public transport services in emerging countries
  - International examples of the professionalization of informal public transport operators
  - Monitoring and management of traffic in Ouagadougou
  - Parking policies in Casablanca
  - Communication campaign on road safety in Bogota
FOCUS ON RESULTS - Pillar C

Road Safety
Concept framework’s outcomes:

• Improved capacity for African countries to manage and monitor performance in road safety

• Promotion of effective policy and strategy formulation and implementation at city, country and regional levels

• Stimulation of good practices in road safety management

• Better integration of road safety policy and interventions in locally and externally funded road developments

• Strengthening Lead Agencies
FOCUS ON RESULTS - Pillar C

Results/Outputs:

• Development of set of minimum indicators/ARSO

• Creation/Strengthening of Lead Agencies: WARSO, Senegal, Kenya, Ghana

• City/Country strategies: Addis-Ababa, Accra, Cote d’Ivoire, the Gambia, Sierra Leone

• Review of Road Safety implementation in government and donor funded road projects

• Implementation of Road Safety Leadership course
Financial Status
MDTF Disbursements by SSATP Pillar & Activity (as of December 2018)
West and Central Africa Trucking Competitiveness. Landlocked countries in West and Central Africa (WCA) are characterized by large trade imbalances, with export-import ratios below 30 percent, and an overwhelming reliance on road transport. While further improvements in infrastructure are still very much needed, policy reforms that reduce costs and increase competition in transport and logistics services are more critical than ever. However, the political economy of the necessary reforms is complex and not well understood.
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