

Africa Transport Policy Program



**SSATP Annual Meeting**

**2012**

December 11-12 | Addis Ababa, Ethiopia





# SSATP Annual Meeting 2012



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Addis Ababa, Ethiopia

*"Long-Term Strategy for Moving SSATP Forward"*

## Proceedings

January 2013





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

- 38 Sub-Saharan African countries
- 8 regional economic communities
- 2 African institutions: *UNECA and AUC*
- Current financing partners: *European Commission (main donor), Austria, France Norway, Sweden, United Kingdom, African Development Bank, Islamic Development Bank, African Development Bank and World Bank (host)*
- Many public and private national and regional organizations

\* \* \* \* \*

The SSATP gratefully acknowledges the financial contributions and support of its member countries and partners.

\* \* \* \* \*

More publications on the SSATP Web site:

[www.ssatp.org](http://www.ssatp.org)

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## ABBREVIATIONS

AFCAP	Africa Community Access Programme
AfDB	African Development Bank
AGEPAR	Association of African Road Managers and Partners
AICD	Africa Infrastructure Country Diagnostic
AIDCO	EuropeAid Co-operation Office
ALCO	Abidjan-Lagos Corridor Organization
ARMFA	African Road Maintenance Funds Association
ARTA	Africa Rural Transport Association
ASANRA	Association of Southern African National Road Agencies
AU	African Union
AUC	African Union Commission
CICOS	Commission Internationale du Bassin Congo-Oubangui-Sangha
COMESA	Common Market for Eastern and Southern Africa
COMETS	Corridor Medical Transfer System
CRM	commercialized road management
CRPI	country road performance index
DP2	SSATP Second Development Plan 2008-2011
DRC	Democratic Republic of Congo
EAC	East African Community
ECOWAS	Economic Community of West African States
ETS	emergency transport services
FABIO	First African Bicycle Information Organization
FESARTA	Federation of Eastern and Southern African Road Transport Associations
FIA	<i>Fédération internationale de l'automobile</i>
GHG	greenhouse gas
GRSF	Global Road Safety Facility
HIV/AIDS	Human immunodeficiency virus/acquired immune deficiency syndrome
ICA	Infrastructure Consortium for Africa
IFRTD	International Forum for Road Transport and Development
IRAP	International Road Assessment Program
ITDP	Institute for Transportation and Development Policy
LAMATA	Lagos Metropolitan Area Transport Authority
LTDP	SSATP Long-Term Development Plan 2004-2007

M&E	monitoring and evaluation
MDG	Millennium Development Goal
MRV	measurable, reportable, and verifiable
NAMA	nationally appropriate mitigation action
NEPAD	New Partnerships for Africa's Development
NMT	non-motorized transport
OSBP	one-stop border post
PGPTS	pro-growth, pro-poor transport strategy
PIDA	Programme for Infrastructure Development in Africa
PRSP	Poverty Reduction Strategy Paper
PRTSR	Poverty Reduction and Transport Strategy Review
REC	regional economic community
RMI	Road Management Initiative
RTI	rural transport infrastructure
SADC	Southern Africa Development Community
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee
TRL	Transport Research Laboratory
TSDMS	Transport Sector Data Management Systems
TTFA	Central Corridor Transit Transport Facilitation Agency
UNECA	United Nations Economic Commission for Africa
WAEMU	West African Economic and Monetary Union
WARSO	West African Road Safety Organization

## **EXECUTIVE SUMMARY**

The objectives of the annual meeting of SSATP were to review progress of the on-going Second Development Plan (2008-2013), agree to the proposed new institutional framework for the SSATP and identify priority areas for the proposed Third Development Plan (2014-2017).

The SSATP is an international partnership of African countries, Regional Economic Communities and development partners aimed at facilitating policy development and related capacity building in the transport sector in Africa. Since its inception in 1987, SSATP has become well recognized and respected as a key transport policy development forum. SSATP is financed by development partners' contributions to a trust fund administered by the World Bank. Current partners include the European Commission (EC), the United Nations Economic Commission for Africa (UNECA), the Islamic Development Bank (IsDB), the African Development Bank (AfDB), Austria, Norway, Sweden, the United Kingdom Department for International Development (DfID), the French Development Agency (AFD) and the World Bank (WB). SSATP is currently implementing its second Development Plan (DP2 2008-2013) which comprises three strategic themes: (i) Theme 1: Comprehensive pro-poor and pro-growth transport sector strategies; (ii) Theme 2: Sustainable institutional and financial arrangements for road infrastructure and rural and urban transport services; (iii) Theme 3: Improving transit transport along selected international corridors; and six cross-cutting issues: (i) governance; (ii) climate change; (iii) HIV AIDS; (iv) gender; (v) road safety and (vi) data management.

### **Progress on the Second Development Plan**

The meeting was the opportunity to present to stakeholders the progress in the implementation of the on-going Second Development Plan (DP2) since the last annual meeting in October 2010 in Uganda. Participants expressed overall satisfaction on the progress made. Comments were provided mainly on the overall framework of the SSATP, which was considered fundamental towards making the Program more successful. These comments are in line with the key findings of the mid-tem review, carried out at the end of 2011 and beginning of 2012. Comments covered three areas:

*Engagement of countries:* Countries reaffirmed their commitment towards a deeper engagement in the SSATP and requested that links between countries and SSATP be

rebuilt and strengthened. While the SSATP was created at the initiative of African countries, links between the Program and countries had weakened, resulting in diminishing ownership of the Program by countries. As a consequence the SSATP has not fully achieved its objectives. Further suggestions to increase ownership are discussed in the subsequent section on the proposed revised institutional framework for SSATP.

*Showing results:* Participants requested the SSATP to focus more on results. Due to the weak links between SSATP and countries, it has focused on outputs and has not been able to show actual results. Its capacity to deliver results is a requirement for the continuation of the Program beyond the current DP2.

*Focus areas of SSATP:* A number of suggestions were provided related to data management, road safety, transport policies, sustainable transport and corridor management. They provide guidance for the completion of the DP2 as well as inputs into the discussion on the proposed Third Development Plan.

### **Institutional framework for the SSATP**

The orientations for the new SSATP institutional framework were presented, in response to the findings and recommendations of the Mid-Term Review including redefining the mission of SSATP, establishing governance that allows the achievement of this mission, and solving the operational issues encountered during the on-going development plan:

**SSATP Mission to be an effective tool to foster sound policies.** Recommendations focused on making clearer the policy model offered by the SSATP to countries; increasing ownership of the program by stakeholders by making the development plan better responsive to demands and better coordinated with other initiatives such as the Program for Infrastructure Development in Africa (PIDA)<sup>1</sup>, the European Union-African Union Partnership or the Infrastructure Consortium for Africa<sup>2</sup>; and introducing flexibility into the development plan to better reflect emerging issues and

---

<sup>1</sup> The overall goal of PIDA is to promote socio-economic development and poverty reduction in Africa through improved access to integrated regional and continental infrastructure networks and services [www.afdb.org/en/topics-and-sectors/initiatives-partnerships/programme-for-infrastructure-development-in-africa-pida/](http://www.afdb.org/en/topics-and-sectors/initiatives-partnerships/programme-for-infrastructure-development-in-africa-pida/)

<sup>2</sup> Launched at the G8 Gleneagles Summit in 2005, the role of the Infrastructure Consortium for Africa (ICA) is to help improve the lives and economic well-being of Africa's people through encouraging, supporting and promoting increased investment in infrastructure in Africa, from both public and private sources. [www.icafrica.org/en/about-ica/](http://www.icafrica.org/en/about-ica/).

new challenges. In order to complement PIDA, which focuses mainly on infrastructure development, it is also proposed to create a coordination mechanism encompassing all policy development work in the transport sector in Africa, which could be led by the African Development Bank.

**SSATP Governance to provide SSATP with the enabling environment to achieve its mission.** Two main aspects of governance are proposed to be strengthened in the new institutional framework for SSATP. The first aspect is about clarifying the roles and responsibilities of the various arms governing the SSATP. The proposed institutional framework makes the distinction between the level of governance which provides the political leadership (Conference of African Ministers of Transport) and the technical level responsible for implementing the development plan. While there is agreement that the link between the two levels needs to be rebuilt as it was when SSATP was created, there is also agreement that SSATP should remain a technical body independent in its operation from the political level, which is often short-term driven only. The second aspect is about having a clear prioritization mechanism for strategic allocation of resources. This is even more important with the flexibility proposed to be introduced into the development plan to ensure that activities remain consistent with the objectives of the plan. One additional recommendation is about increasing the participation of stakeholders in the Board of the SSATP, which would in turn improve ownership.

**SSATP Operations to ensure that conditions are in place for a smooth operation of the Program.** Adequacy of resources, capacity and scope of work is a prerequisite for successful implementation of the development plan. Accountability in the use of resources also requires to report on results and not only on outputs. The SSATP also needs to increase its advocacy and outreach role to increase the use of its policy products by stakeholders. In particular the meeting emphasized the need to improve the SSATP website to make it more interactive. Decentralization of the SSATP team to Africa will also facilitate contacts between the team and the stakeholders of the program for better ownership and improved results.

### **Proposed Third Development Plan**

The meeting agreed to the priorities of the proposed Third Development Plan (DP3 2014-2017) structured along four major clusters:

- |                   |  |
|-------------------|--|
| <i>Cluster A:</i> | <i>Regional integration, connectivity and cohesion</i> |
| <i>Cluster B:</i> | <i>Urban mobility and accessibility</i>                |
| <i>Cluster C:</i> | <i>Road safety</i>                                     |
| <i>Cluster D:</i> | <i>Emerging issues and specific needs</i>              |

These priorities derive from previous SSATP plans and experiences and lessons learned under these plans as well as those from other similar or relevant programs and initiatives in Africa and beyond. The plan takes into account emerging needs and priorities as they have been identified by key stakeholders and its institutional bodies; and importantly follows the main policy directions and commitments of high level bodies at global, African and sub-regional levels.

Each cluster is built around objectives and strategic orientations covering all major African transport policy areas giving due attention to the program's sustainability. Cross-cutting issues such as pro-poor and pro-growth; climate change; gender and social equity; transport sustainability and financing; institutional and regulatory frameworks and governance are proposed to be addressed under each of the above four clusters, as necessary and appropriate. The Program also includes activities of a more general character, the implementation of which is considered essential for its successful development. These include activities related to the program sustainability and to capacity development and are to be implemented in a systematic manner to complement the program activities. The program is designed to remain flexible to encompass emerging issues and better reflect stakeholders' needs.

Finalization of the plan will follow a participative process including both top-down and bottom-up approach. This would be a continuation of the consultations which took place in 2012: the meetings of the Transport Coordination Committee of the Regional Economic Communities in Africa facilitated by the SSATP with the Abidjan-Lagos Corridor Organization (ALCO) in Cotonou, Benin, from October 15-19, 2012; the Northern Transport and Transit Corridor Authority (NCTTA) in Mombasa, Kenya, from , 2012; the SSATP workshop on urban transport issues and challenges in Africa, held back-to-back with the CODATU conference on urban transport in Addis Ababa, Ethiopia, on October 26, 2012; and the SSATP workshop on the Five Pillars of Road Safety organized jointly with UNECA in Addis Ababa, Ethiopia, on November 19-21, 2012. A survey on the policy agenda, initiated by the SSATP Management Team at the request of the SSATP Board, was also circulated to key African stakeholders with the aim of ensuring preparation of a demand driven SSATP DP3 reflecting stakeholders' priority needs.

## **Conclusions**

In conclusion, the participants confirmed having a good understanding of the SSATP DP2 and its added-value as well as of the SSATP DP3 including the capacity development strategy presented during the meeting. They agreed that the meeting achieved the objective of demonstrating the priorities of the proposed DP3 clusters and that they have found a common perspective to move SSATP forward. Finally,

they confirmed that the meeting helped participants to reach consensus on the need to prioritize the work of SSATP according to the resources.

All groups of stakeholders supported the proposed DP3 priority clusters, objectives and activities and stressed the necessity of activities relating to good governance, sustainable transport, inclusive and multidisciplinary approaches. They highlighted the important role of RECs in the implementation of SSATP policy recommendations and the need to incorporate into the national plans the policies promoted by SSATP. They also confirmed the need for prioritization of SSATP activities according to budget constraints.

Linked to the objective of better anchoring the program in Africa that emerged from the mid-term review, the stakeholders also emphasized the need for closer linkage of SSATP to the AU and its transport agenda through the African Union Commission and the Conference of African Ministers of Transport.

In their joint declaration “Declaration of SSATP Member Countries” (Annex 5.5) SSATP member countries: Reaffirmed their total support of the SSATP activities; confirmed their engagement to pursue through the involvement of the offices of the Permanent Secretaries/Secretary Generals of the transport sector ministries or other high level country officials in the field of transport the development of communication strategies ensuring the implementation of actions by different stakeholders; confirmed their engagement, with the support of SSATP, to pursue in a concerted manner at country level, the definition of the priorities of SSATP (DP3) and implement the action plan along the time plan of 2013 so that DP3 may start in 2014; encouraged SSATP to reinforce its dialogue with the African Union; and invited SSATP to promote best practices through publications and exchange of experiences.

Development partners confirmed their support of SSATP and their willingness to consider continuing contributing to the DP3 in cash or in kind. They stressed the need for complementarity between SSATP and their own programs and expect in the future more contribution from SSATP in the policy aspects of their programs. This complementarity added to their own efforts and those of governments and regional economic communities, is necessary to sustain the results of the program. Mention was also made of the added-value brought by the World Bank as host of SSATP.

The participants expressed their appreciation to SSATP Management for the excellent preparation and organization of the meeting and to the Ethiopian Government and the UNECA for hosting the meeting in Addis Ababa with excellent support.

## Next steps

SSATP was requested to communicate to the participants its work program on the DP2 and propose a work program on the DP3 for 2013. Participants to the annual meeting confirmed their commitment to support implementation of the DP2 and to contribute to the finalization and adoption of the DP3. SSATP will have to build on this commitment through regular communication on the activities of the DP2 as well as systematic consultation with and involvement of stakeholders during implementation of DP2 and preparation of DP3.

SSATP will invite African private sector organizations to express interest in representing the private sector in the SSATP Management Board. The selection will take into account the expected added value that each organization would bring into SSATP and its plans on how to interact with its members for the promotion of SSATP policies.

The 2013 annual meeting is proposed to take place in Côte d'Ivoire at the invitation of the Government of Côte d'Ivoire.

## 1. INTRODUCTION

### 1.1. Background and Objective

The objectives of the SSATP annual meeting were to review progress of the on-going DP2 (2008-2013), agree to the proposed new institutional framework for the SSATP and identify priority areas for the proposed DP3 (2014-2017).



SSATP is an international partnership of African countries, Regional Economic Communities and development partners aimed at facilitating policy development and related capacity building in the transport sector in Africa. Since its inception in 1987, SSATP has become well recognized and respected as a key transport policy

development forum. SSATP is financed by development partners' contributions to a trust fund administered by the World Bank. Current partners include the European Commission (EC), the United Nations Economic Commission for Africa (UNECA), the Islamic Development Bank (IsDB), the African Development Bank (AfDB), Austria, Norway, Sweden, the United Kingdom Department for International Development (DfID), the French Development Agency (AFD), the Trade Facilitation facility (TFF) and the World Bank (WB). SSATP is currently implementing its Second Development Plan (DP2) which comprises three strategic themes: (i) Theme 1: Comprehensive pro-poor and pro-growth transport sector strategies; (ii) Theme 2: Sustainable institutional and financial arrangements for road infrastructure and rural and urban transport services; (iii) Theme 3: Improving transit transport along selected international corridors; and six cross-cutting issues: (i) governance; (ii) climate change; (iii) HIV AIDS; (iv) gender; (v) road safety and (vi) data management. The annual meeting provided an update of progress on SSATP activities since the last annual meeting in October 2010 in Kampala.

The SSATP Mid-Term Review carried out in end 2011-early 2012 assessed the progress made to achieve the DP2, recommended improvements required to fully achieve the program objectives and provided guidance for future long term

development plans. From an operational point of view, the review concluded that the DP2 results were too ambitious; resources were inadequate and not adjusted to results, which were difficult to monitor; the Program remained focused on outputs without enough emphasis on results. In view of the above the results framework was revised to add advocacy and better link results to activities using a five pronged approach “Knowledge creation” – “Knowledge Dissemination” – “Knowledge Application” – “Advocacy” – “Support to implementation”. From an institutional point of view, the review recommended to increase ownership of the program by stakeholders and better anchor the program in Africa; make the program more responsive to the demand; and better align the SSATP with PIDA and other recent initiatives. The annual meeting was the opportunity to receive the feedback from the stakeholders on the findings and conclusions of the mid-term review as well as receive their guidance on the revised framework to address operational and institutional issues identified by the review.

The DP2 finishes in June 2013 with a possible extension until June 2014. A 3<sup>rd</sup> Development Program is envisaged for implementation from 2014 to 2017 with an enlarged geographical scope covering the whole of Africa. The annual meeting provided the opportunity to continue the consultation process on the content of the DP3 following workshops held with stakeholders on *regional integration, urban mobility* and *road safety* prior to the meeting.

## **1.2. Structure of the Meeting**

The meeting was structured around its three objectives with one session on progress with the DP2, one session on the institutional framework of SSATP and three sessions on the DP3 to agree to the broad areas of focus of the DP3, identify the priorities within each focus area and discuss the proposed capacity development strategy for the DP3. The meeting concluded with the General Assembly. The agenda of the meeting is provided in Annex 5.6.

## **1.3. Participation in the Meeting**

Participants were representatives from 27 countries, three regional economic communities, five regional organizations and nine development partners. Countries had been invited to be represented by the Permanent Secretaries (or their equivalents) in the Ministries in charge of transport to ensure representation at a level with a mandate to discuss and decided on policy issues in the transport sector. Where

Permanent Secretaries could not attend, countries were represented mostly at the level of Adviser to the Minister or Director, persons with broad knowledge and perspective of the transport sector. The list of participants is provided in Annex 5.7.





## 2. PROGRESS TOWARDS RESULTS

### 2.1. Progress on SSATP Second Development Plan (DP2)

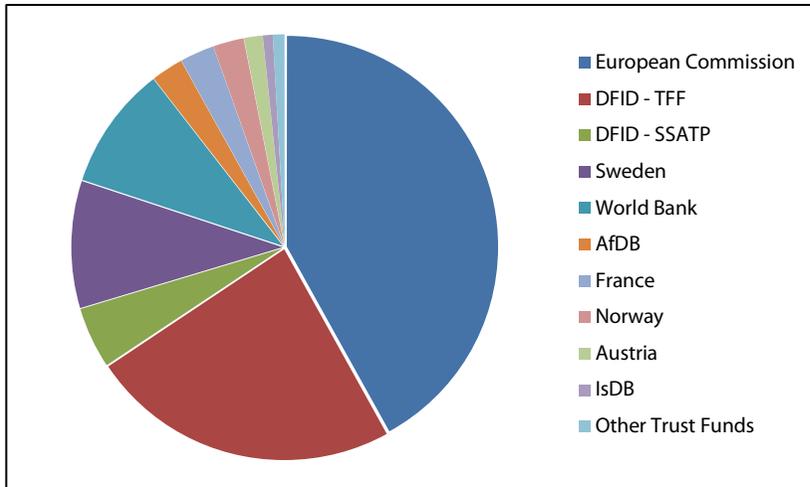
The session was chaired by Sylvester Kotchofa, President, African Road Maintenance Fund Association (ARMFA). Jean-Noel Guillosoou, Justin Runji, Camilla Lema, Olivier Hartman, and Roger Gorham (World Bank) of SSATP Management Team presented progress, results and show cases. The participants commented on these presentations and provided their feedback on the SSATP results. Presentations are provided in the attached CD.

The participants were reminded that SSATP **Mission** is to facilitate policy development and related capacity-building in the transport sector in Africa. Its **Goal** is to address the need for sound transport policies and strategies contributing to regional integration, poverty reduction and economic growth. SSATP is implanting its Second Development Plan (DP2 2009-2013) which comprises of three strategic themes:

- Theme 1: Comprehensive pro-poor and pro-growth transport sector strategies;
- Theme 2: Sustainable institutional and financial arrangements for road infrastructure and rural and urban transport services;
- Theme 3: Improving transit transport along selected international corridors;
- six cross-cutting issues (road safety and security; governance and integrity; transport and climate change; gender and inclusion; HIV & AIDS and data management).

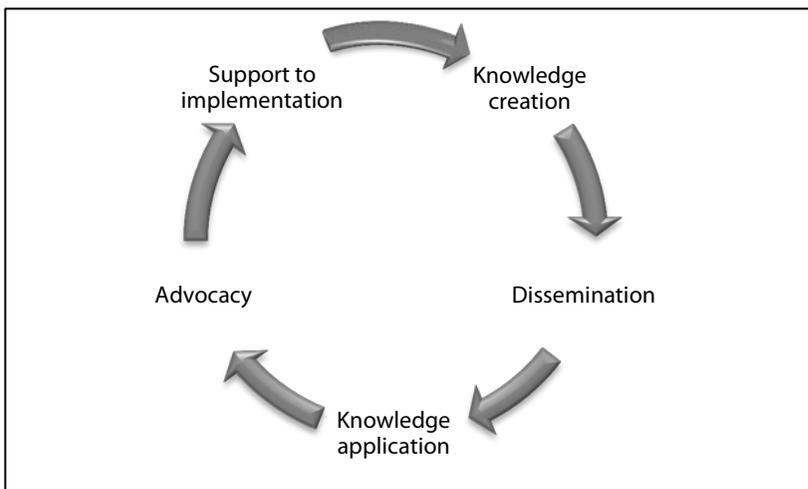
The SSATP is an international partnership of African countries, Regional Economic Communities and development partners financed by development partners' contributions to a trust fund administered by the World Bank. Current partners include the European Commission (EC), the United Nations Economic Commission for Africa (UNECA), the Islamic Development Bank (IsDB), the African Development Bank (AfDB), Austria, Norway, Sweden, the United Kingdom Department for International Development (DfID), the French Development Agency (AFD), the Trade Facilitation Facility (TFF) and the World Bank (WB).

**Figure 1: SSATP Source of Funds**



SSATP works using the five-step approach presented in the attached graph, to better link SSATP activities and results with a focus on the first four steps from knowledge creation to advocacy, seeking partnership that takes over for implementation.

**Figure 2: Five-Step Approach used in SSATP Work**



## **2.2. Progress under Theme 1**

### **Transport Strategies**

*Knowledge creation and dissemination* was pursued through application and impact reviews to assess the application and impact of SSATP Poverty Reduction Transport Strategy Reviews (PRTSR) in the formulation of the national transport strategies and 2nd Generation Poverty Reduction Strategies. The result of the policy review *process* was presented to SSATP stakeholders during the 2010 Annual Meeting. Policy performance reviews as part of *knowledge dissemination* effort are being conducted in Ethiopia, Ghana, Zambia, Benin, Gabon and Burkina Faso. *Knowledge application work* includes the contribution to the national poverty reduction strategy through the ongoing update of the transport sector strategy in Sierra Leone and the determination of investment needs for the transport sector in Burkina Faso, following the completion of the country's Transport Strategy in 2012. The use of the Transport Sector Strategy in Burkina Faso for the Donors' round table discussions was a good example of *support to implementation activities*.

## **2.3. Progress under Theme 2**

### **Rural Transport (RT)**

*Knowledge creation and dissemination* was pursued through identifying knowledge gaps, defining policies and strategies contributing to cohesion, rural growth and poverty reduction and promoting adoption of good practices, including RT training materials. *Knowledge application work* addresses four priority areas of knowledge gap, i.e. planning and prioritization, monitoring and evaluation, maintenance, and procurement of civil works; and elaboration of rural transport strategies in Uganda and Nigeria following requests by the governments for improved RT policy framework. *Advocacy work* will focus on the four priority areas, and pursuing agreement on *implementation* of RT strategies and action plans by governments through partnerships and cooperation with development partners.

### **Road Management and Financing**

*Knowledge creation* was pursued through analytical work on progress on commercialized road management practices in Sub-Saharan Africa countries, and will be followed by consolidation of good practices in road PPPs. Knowledge

dissemination focused on promotion of Road Network Evaluation Tool (RONET) through demand-driven training for SSA participants led by ARMFA. *Knowledge application* work included self-assessment of road management practices in nine countries as part of ASANRA (Association of Southern African National Road Agencies) peer review. *Advocacy* will be directed to seeking agreement on action plans on good practice road management extended to other regions and countries, and with road show on good practices of PPPs applicable to SSA countries.

### **Urban Transport**

Lessons from Bus Rapid Transit Systems (BRTs) and the Toolkit on Fare collection and Intelligent Transport System (ITS) were *disseminated* to stakeholders, including LAMATA to contribute in formulating the ToR for their ITS study. *Knowledge creation* is pursued through a study on access and mobility in urban areas of Sub-Saharan Africa intended to come up with policy framework and methodologies for analyzing related sector issues and options for addressing them. *Knowledge application* and *advocacy* will involve development of action plans in five cities and agreement for implementation by countries and cities.

### **Railways**

*Knowledge creation* has involved development of framework for improving performance of railways focusing on railway concessions in Sub-Saharan Africa. The framework publication has been *disseminated* to countries and stakeholders. *Knowledge application* and *advocacy* is ongoing through World Bank projects (e.g. Tanzania, Malawi, and Mozambique) and in preparation of AfDB diagnostic study of concessioned railways.

## **2.4. Progress under Theme 3**

### **Harmonization of Legislations**

*Knowledge application* includes support to the African Union Commission initiative on adoption of norms and intergovernmental agreement for the Trans-African Highways including road safety, environmental and social development aspects. Legal instruments on transport and transit facilitation are being reviewed to provide a set of references to countries developing similar instruments. *Support to implementation* is being expected on Trans-African Highways through PIDA.

## **Facilitation of Cross-Border Movements**

*Knowledge creation* efforts included the review of Maputo Corridor Logistics Initiative (MCLI); developing a baseline for three border posts in West Africa and options for managing One Stop Border Posts (OSBP) in partnership with the Economic Community of West African States (ECOWAS). *Knowledge application* work included the revision of the Mozambique Transit Regime; completion of the legal framework and operational manuals for one-stop border posts in West Africa; development of bilateral agreement between Nigeria and Benin regarding the haulage/trucking modalities. This will be followed by *advocacy* work, on development and implementation of communication and sensitization strategy and *support to implementation* through the development of training manuals and Training of Border Officials.

## **Corridor Performance Monitoring**

*Knowledge creation and dissemination* is pursued through the development of a harmonized methodology for Transport Observatories (definition of Core indicators, survey methodology, and inventory of data sources) under REC TCC. *Knowledge application* included Road industry surveys conducted in East Africa and set up of Pilot Transport Observatories along several corridors. *Advocacy* work includes policy papers on the findings of road industry surveys and an advocacy paper on the added value of transport observatories. *Support to implementation* is provided on several corridors and to Regional Economic communities (RECs) including the creation of a river transport observatory in partnership with the International Commission for the Congo–Oubangui–Sangha Basin (CICOS) and the European Commission.

## **2.5. Progress under Cross-Cutting Issues**

### **Governance**

*Knowledge creation and dissemination* was pursued by the development of Governance indicators in the transport sector, whilst *knowledge application* is sought through the use of those indicators by pilot countries.

### **Climate Change**

*Knowledge dissemination* is pursued by promoting the experience of Sustainable Transport Forum (STF). *Knowledge application* includes support to the Creation of

STF, Capacity development to prepare action plans and request for their financing, and the actual preparation of the plans and their financing requests.

### **Road Safety**

*Knowledge creation and dissemination* was pursued through assessment of good practices (global review and lessons from on-going SSATP activity on Central Corridor). *Knowledge application* work included the preparation of the Decade of Action for Africa in cooperation with the UN Economic Commission for Africa (UNECA), which resulted in the adoption by Heads of African States of the Decade of Action in January 2012; training of drivers and capacity building of road transport industry on the Central Corridor; agreement on action plan for high impact interventions in Ghana, Benin and Nigeria along the Abidjan Lagos Corridor; and the review of status of road safety strategies, institutional capacity, and financing arrangements for road safety and advisory services on the drafting of new strategies (in the case of Cameroon) and in the review of existing ones (Zambia and Ethiopia). *Advocacy work* included the way forward towards more effective road safety lead agencies (workshop in Addis on countries' experiences in partnership with the World Health Organization (WHO) and UNECA and workshop in Lusaka on road safety in cities in partnership with the Government of Zambia, the World Bank (WB) and the Global Road Safety Partnership (GRSP). *Support to implementation* is provided in partnership with the World Bank road project in Zambia.

### **Data Management**

*Knowledge creation* was pursued through the development of Guidelines for Transport Data Management Systems (TSDMS) for improved M&E; and on-going definition of the strategic direction for data management activities under DP3. *Knowledge application* and *advocacy* has involved institutional assessments of TSDMS in Uganda, Zambia, Swaziland and Burkina Faso; agreement on action plans for establishment/implementation of TSDMS; and development of strategic framework for partnership with the Africa Infrastructure Knowledge Program (AIKP) in AfDB for capacity building in data management Africa. Partnership is being sought with development partners to support countries to establish TSDMS. The World Bank is supporting Uganda and Zambia in the establishment of TSDMS.

### **Gender**

To follow up on the recommendations of the 2010 Kampala annual meeting, an approach paper on mainstreaming gender in the SSATP program was prepared

building on fact-finding missions in Uganda, Benin, Cameroon and Ghana as part of the knowledge creation effort in the gender area. Knowledge application and advocacy is conducted in Uganda through support to the Government to assess implementation of the national gender policy commitment in the transport sector and improve its monitoring.

### **HIV/AIDS**

As a result of the significant efforts made in the past to mainstream HIV AIDS in projects funded by development partners, the focus has shifted towards implementation by partners along regional corridors.

#### **2.6. Showcases**

The objective of the showcases presentations was to provide examples of activities where SSATP can make a difference and provides added value compared to other initiatives and to illustrate how countries can benefit from the SSATP.

### **Road Safety**

The thrust of the presentation was to demonstrate SSATP's comparative advantage in advancing Africa's Road Safety Agenda. Road Safety (RS) statistics show that SSA has the highest fatality rate per capita from all other regions in the world. With the expected economic development and growth, traffic volumes will expand and, vehicle operation speeds will increase. Furthermore, with the continued predominance of road transport in SSA, road safety would soon become a major health issue, exceeding the devastating impact of HIV AIDS. Only a few African countries have fully addressed the First Pillar of the "African Union Road Safety Decade of Action" regarding road safety management. However, there are success areas to build upon:

- a) Good collaboration among stakeholders: The adoption of the Decade of Action is the best example of collaboration providing the political leadership for taking action on road safety. Other examples are the "Road Safety in Cities Conference" in Lusaka in October 2012, a partnership between SSATP, GRSP, WB and the Zambia Road Transport Safety Agency (RTSA) and the "Data and UN Decade Pillars Conference" in Addis Ababa in November 2012, a cooperation of SSATP, WHO, UNECA and the AU. These two conferences provided the foundation to build a network of road safety peers for knowledge sharing and scaling up good practices at continental level.

- b) An African good practice exists in Nigeria, with the creation, high profiling and operationalization of the Federal Road Safety Corps. Although difficult to attain in many African countries, it had been observed that in Nigeria, there had been a tenfold increase in resources allocated to road safety during the past ten years.

New initiatives are emerging in Africa which include Road Safety funding frameworks; enhancement of enforcement capacity; mainstreaming of RS in projects from development partners; institutionalization of RS audits; and promotion of high impact interventions.

SSATP has a Road Safety strategy to build upon and enhance partnership with key development partners, and to work with RECs, regional corridor groups, countries and cities. SSATP supports and works within the framework of the UN Decade of Action and African Plan of Action, with a focus on policy and strategy development, capacity building and coordination. RS efforts and initiatives in Ethiopia, Zambia, Cameroon and along the Abidjan-Lagos corridor aim at strengthening policy formulation, strengthening road safety lead agencies, strengthening road safety strategies and promoting implementation of high impact interventions.

The consensus based on stakeholder consultations is that SSATP is in a good position to support and facilitate the attainment of the UN Decade of Action for road safety and the implementation of the Africa Plan of Action by: assisting in the formulation of RS strategies at country level; facilitating creation of strong lead agencies; facilitating the formation of regional associations of lead agencies; working with AU to promote better political profiling and convening powers of lead agencies; and to promote better funding for RS.

### **Regional Integration**

SSATP is supporting RECs and countries in strengthening policy setting organizations for trade facilitation along corridors through two main instruments: an institutional framework promoting an inclusive policy dialogue (corridor management authority); and a set of diagnosis and monitoring tools (transport observatories). The SSATP regional integration component comprises four pillars with activities on establishment and support to Corridor Observatories and Corridor Authorities; regional coordination among RECs, countries, corridors, regional organizations and donors on facilitation programs and activities; and identification of practical solutions to corridor performance and management issues. SSATP partners include: RECs, Corridor authorities, Development partners, Logistics operators and public agencies contributing operational data and participating to surveys.

The SSATP Corridor Observatories Program entails the establishment of monitoring mechanisms for volumes and time indicators in a series of countries (six countries in West Africa—Côte d’Ivoire, Ghana, Togo, Benin, Burkina Faso, and Niger; and eight countries in Eastern and Southern Africa—Namibia, Zambia, Tanzania, Kenya, Uganda, Rwanda, Burundi, and DRC); border crossing surveys (Kenya, Uganda, Rwanda, Benin, Nigeria, Niger, Togo, Ghana); prices and costs surveys and definition of methodologies for monitoring indicators (Logistics costs in West and Central Africa—Côte d’Ivoire, Ghana, Togo, Benin, Burkina Faso, Niger, Cameroun, Chad, CAR; and road transport costs and prices in East Africa—Kenya, Tanzania, Rwanda); and assessment of Infrastructure and Logistics services (Road industry surveys in East Africa—Kenya, Rwanda, Tanzania; and industry surveys in West and Central Africa— Côte d’Ivoire, Ghana, Togo, Benin, Burkina Faso, Niger, Cameroun, Chad, Central African Republic).

The objective of corridor observatories is to inform policy formulation. Several examples highlight the use and usefulness of the information produced through the transport observatories: linking shifting routing patterns in West Africa to the context and policies on the gateway corridors; impact of joint border posts in East Africa on reduction of border crossing time; comparison of inland transport delivery time for railways versus road on Abidjan – Burkina Faso corridor; identifying factors that can be changed through policy interventions to leverage reduction of road transport cost in West and Central Africa; identification of challenges faced by the East Africa road transport industry.

The next steps for the continuation of the work on corridor observatories are to reach an agreement between REC TCC partners on a set of Core Indicators at Continental level (Trade Volumes; Service levels; Time and delays) that will be collected by all RECs; and to compile the lessons of the corridor observatories program in guidelines for setting up corridor observatories to be published and then disseminated to stakeholders.

### **Sustainable Transport**

The concept of *sustainable transport* puts a renewed emphasis on human experience, beyond just efficiency and effectiveness of systems. It acknowledges a changing climate, impacts on natural and social environment, and deleterious effects on human health. It seeks to mitigate and adapt and to reflect realities of resource and energy constraints. It recognizes importance of four dimensions: financial, social, environmental, resource. Although SSATP work on sustainable transport has so far focused on climate change (CC), there is a need for broader framing of

environmental sustainability in transport. SSATP approach has four strategic priorities: strengthen regional cooperation; raise awareness; enhance knowledge base; and strengthen institutional capacity. So far transport investments have focused on building and expansion of roads and highways, increasing speed for cars and disengagement by government from public transport. However, parking & land-use has been left to the whim of the market; national government policies have not defined consistent policies for urban transport; subsidies have been misdirected (Motor fuel, Urban road projects, etc.); sporadic interventions in transport for the poor have been sporadic and created more problems than they solve (electioneering).

A new three-pronged paradigm (ASI) for transport suggests: Avoid (unnecessary travel by integrating land use and transport planning, developing density around public transport corridors, and improving telecommunications options); Shift (travel to more efficient modes and increase transit options); and Improve (fuel and vehicle technologies; operating conditions for high-occupancy vehicles).

Based on the experience of other continents, the proposed Environmentally Sustainable Transport Forum (EST) under development is a regional forum that: establishes an institutional platform to address transport as it impacts (and is impacted by) climate change, health and the built and natural environments; builds a support system for regional cooperation; stimulates policy dialogue in a systematic way; sends a unified message abroad for the need of appropriate support; enables local, national and regional stakeholders to improve knowledge and access to support for best practices.

The EST will enhance the transport sector contribution to sustainable economic growth in Africa. The region has entered a period of dynamic growth which is going to strain resources; substantial urbanization to occur over next 30 years. Worldwide experience suggests that urbanization is always accompanied by substantial motorization. The question is how the transport sector in Africa can contribute to sustain this growth. There is already tremendous dynamism in finding transport solutions around the continent. Examples include Rea Vaya Bus Rapid Transit in Johannesburg, Lagos Bus Rapid Transit, Dakar Bus Renewal Scheme, and National Land Transport Act 2009 (South Africa). And yet, transport is missing from sustainability discussions, and (environmental) sustainability is missing from transport discussions. The EST contribution will be to inject the concept of sustainable transport into the agenda(s) of African policy leaders at national and continental scales; position transport on the sustainability agenda and position sustainability on the transport agenda; and position Africa in global sustainable transport discussions. Remaining questions include: Which model to follow, top-

down (continent-wide led by national ministries); bottom-up (build regional understanding and competencies) or a mix? How to ensure funding for long-term sustainability? What are the priority key themes for early focus – e.g. urban transport, freight transport, poverty alleviation & vulnerability reduction, etc.?

SSATP is a key driver in promoting the creation of EST. It is partnering with the UN Department of Economic and Social Affairs (UNDESA) and the UN Centre for Regional Development (UNCRD) to link with other existing EST structure. SSATP is initiating an outreach campaign targeted at related initiatives and potential partners. The program is also developing the concept of the EST and the implementation plan with a targeted launching period of late 2013-early 2014.

## **2.7. Stakeholders' Feedback**

Stakeholders have in general expressed satisfaction with the progress of SSATP work and made valuable comments. Comments belong to three main categories and can be summarized as follows:

- A. Engagement of Countries:
  - a. How to communicate SSATP work with governments remains an issue. This communication should be two sides, from SSATP to Governments and from governments to SSATP. SSATP needs feedback also from governments on how best SSATP products are implemented.
  - b. SSATP should assist all countries to have transport policies.
  - c. Ownership of SSATP by countries should be strengthened. The private sector is not attending SSATP annual meetings but is also a stakeholder that should be actively involved in SSATP affairs. Country participation to the Annual meetings should increase and be further facilitated and encouraged.
  - d. Some countries have benefitted more from SSATP. SSATP should consider how more countries can benefit from its activities. Criteria for SSATP engagement with countries may be clarified.
  - e. African Ministers created SSATP. However nowadays the link between SSATP and the African Ministers has been lost. This link needs to be reestablished.

B. Showing Results:

- a. DP2 has produced tangible and useful results. There is still a lot of work to be done at both SSATP level and indeed at country level.
- b. SSATP needs a mechanism to assess how results are attained and how they are made known to stakeholders.
- c. DP2 results have not been well communicated. SSATP website has not been efficient. A new site has been developed and was presented during the meeting.

C. Focus Areas for SSATP:

- a. Transport policies: Integration of economic growth and poverty reduction aspects in African transport policies in view of the important role of transport in growth and economic development.
- b. Data management: National data banks in most African countries are either not robust or not existent. Lack of data is a major issue impeding taking the right decisions and working towards implementation of transport policies.
- c. Road Safety to implement the African plan of action.
- d. Standards for RS and EST: Establishment of standards widely harmonized in Africa will help adopt objectives that can be achieved in these areas.
- e. Corridor development and the one stop border crossing concept as part of the Free Trade Area agenda promoted by the African Union.

### **3. ORIENTATIONS FOR THE NEW SSATP INSTITUTIONAL FRAMEWORK**

The session was chaired by Aboubakari Baba-Moussa, Transport Director, African Union Commission. Jean-Noel Guilloso, SSATP Program Manager, presented the conclusions and recommendations of the Mid-Term Review including redefining the mission of SSATP, establishing a new governance framework that allows to achieve this mission, and addressing the operational issues encountered during the on-going Second Development Plan. The document on the “Institutional framework for the Third Development Plan” was distributed prior to the meeting to underpin the discussions and is provided in the attached CD-ROM as an Appendix.

The Mid-Term Review objective was to evaluate to which extent: SSATP addressed the needs of the transport sector in Africa; SSATP supported RECs and partner countries’ transport policy reforms; its governance system was supportive to achieve the best possible outputs for the volume of funding received; the development plan led to consistent policy reforms in partner countries, harmonized regionally; activities provided an added value in regional and national transport policy reforms; activities were coordinated with other partners’ interventions; and SSATP contributed to promote transport policy cross-cutting issues. Findings were grouped into following five areas: SSATP as a tool to foster sound policies; SSATP Governance; Delivering Results; SSATP Resources; and SSATP Management. These have been summarized below based on three fundamental considerations: Those impacting SSATP’s Mission as a tool for Policy development and capacity building; those related to SSATP’s Governance (enabling environment); those affecting SSATP’s Operations (delivery mechanism).

#### **3.1. Under SSATP Mission - SSATP as a tool to foster sound policies was not adequately effective**

- a. SSATP had a mission statement without a policy model to offer to governments.
- b. SSATP has been partially involved only in the policy development process in countries.
- c. The program has limited ownership.
- d. The development plan lacks flexibility to adjust to new challenges in the transport sector.

### **3.2. Under SSATP Governance**

- a. The definition of roles and responsibilities (Board, Annual General Meeting) is weak.
- b. Board had difficulties to act upon issues that prevented efficient program management.
- c. Stakeholders have a limited representation in the Board.
- d. There is no clear prioritization mechanism for strategic allocation of resources.
- e. Sectoral associations were expected to lead but took limited policy initiatives and had limited collaboration with SSATP.

### **3.3. Under SSATP Operations**

- a. The scope of work was broadened without proportional increase in capacity.
- b. SSATP has limited capacity for advocacy work.
- c. There is lack of synergy between SSATP and programs of development partners.
- d. SSATP has limited outreach through website or publications.
- e. The decentralization model applied by SSATP was inefficient.
- f. The program management team was understaffed.
- g. Reporting was insufficient and focused on process and not on results.

Based on the above findings, the meeting discussed the proposed integrated framework of recommendations to bring back the SSATP on its track, pave the way for a DP3 capable of contributing significantly to most needs for transport policy development and tackling the continental challenges ahead:

### **3.4. Recommendations on SSATP Mission**

- a. Increase ownership of the program by stakeholders by making the development plan better responsive to demands and better coordinated

with other initiatives such as the PIDA, the African Union-European Union Partnership or the Infrastructure consortium for Africa;

- b. Define realistic strategic framework responding to needs and available resources;
- c. Adjust the SSATP mission statement to emerging needs for sound policy dialogue;
- d. Anchor the SSATP in Africa;
- e. Promote cross-fertilization by extending SSATP coverage to North Africa;
- f. At the image of the PIDA for infrastructure development, it is also proposed to create a coordination mechanism encompassing all policy development work in the transport sector in Africa, which would be led by the African Development Bank.

### **3.5. Recommendations on Governance**

Participants noted that the legitimacy of the SSATP must come from the political continental level through African Union (Conference of African Ministers of Transport) and AUC and at Technical level from a group of experts and thematic Working Groups. Permanent Secretaries in charge of transport will be the interface between the political and technical levels.

The following governance structure is proposed for the SSATP:

- A. Political level
  - a. *Conference of African Ministers of Transport (CAMT)*: Adopt SSATP vision, mission statement, outcomes and strategic political orientations and approve governance framework, development plans and monitoring outcomes.
  - b. *African Union Commission*: Integrate the input from General Assembly into the agenda of the CAMT.
  - c. *General Assembly as interface with Political Level*: Comment on development plan for approval of CAMT, on the agenda of CAMT relating to SSATP, on annual work plans and on reporting focusing on outcomes.

## B. Technical level

- a. *Country Representatives*: Report to Ministers, submit national policy document to SSATP, lead the policy dialogue platforms.
- b. *General Assembly as Interface with Technical Level*: Designate members of working groups approve designation of high level experts' group.
- c. *Board with Support from Expert Group*: Prepare development plan ensuring consistency between annual work-plans, activities and development plans and oversee Program Management Team.
- d. *Thematic Working Groups*: Control quality of SSATP work, integrate policy work in country programs and advocacy work, provide inputs on annual work plans, and constitute the channel for emerging issues and specific needs.

### 3.6. Recommendations on Operations

The mid-term review recommended to: Ensure extensive reporting on SSATP outputs and outcomes; Tackle emerging challenges combined to a demand-driven approach; Ensure sustainability of program activities; Mutualize knowledge generation among development partners; Match resources and expectations for results; Diversify SSATP resource base to embody the African partnership and allow a long term perspective.

The discussions during the annual meeting focused on the following aspects: mission/role of SSATP; facilitation role of SSATP versus implementation support role; knowledge creation/sharing versus knowledge application; wholesaling approach (more conceptual role of SSATP with implementation through partnerships) versus retailing (deeper involvement of SSATP in a limited number of countries going as far as support to implementation); governance structure; Board members; continuation of SSATP member country; decentralization of SSATP; rolling program versus fixed-date program; financial contribution from countries to SSATP.

#### Stakeholders' Feedback

Participants noted that because institutional changes are complex and would require further consideration by SSATP key stakeholders, thus it was not possible to take decisions at this Annual Meeting. They agreed that facilitation and monitoring of implementation should be among the key objectives of SSATP in the future but that implementation should be left to countries. The creation of a group to deal with

SSATP institutional aspects was deemed necessary to arrive at a decision on the aspects discussed during the meeting.

The comments from the participants are summarized below by area of recommendation:

- A. SSATP mission
  - a. Continuation of SSATP with improved functions is a must for Africa.
  - b. SSATP strategies should be aligned with the Program for Infrastructure Development in Africa (PIDA).
  - c. SSATP should be the facilitator of policy development in the transport sector at continental level and should be in the position to report how countries have used its products and applied its policies.
  - d. Development of harmonized African transport policy framework is essential.
- B. SSATP governance
  - a. Full support of the recommendations and closer links between SSATP and AU.
  - b. The role of the donors should be clearly defined.
  - c. SSATP should not work only with Transport Ministries. At government level often transport issues are managed by different Agencies/Ministries.
  - d. SSATP should better coordinate with the many decision making centers on transport issues in Africa (States, RECs, AU).
- C. SSATP operations
  - a. Cross fertilization and interaction with other key players within or is a must.
  - b. Facilitation goes together with monitoring of implementation and should continue and further strengthened.
  - c. May be difficult for all African countries to provide in cash contribution to cover SSATP operations.
  - d. Some countries have not experienced much SSATP activities in their territories.

- e. More SSATP presence on the ground would allow better respond on the needs.
- f. Sustainability of policies is important. The meeting made a specific point in this regard related to road funds which are still in a fragile situation and need support from SSATP to ensure the sustainability of the reform that lead to their creation.

#### **4. PRIORITIES FOR THE THIRD DEVELOPMENT PLAN**

##### **4.1. Session on Focus Areas for the DP3 (DP3 2014-2017)**

The session was held under the Chairmanship of Mr. Amadou Oumarou, Transport Division Manager, African Development Bank. A framework to identify priorities for the Third Development Plan (DP3 2014-2017) and Emerging Issues consisting of three thematic clusters and one cluster on emerging issues was presented together with the results from a survey of stakeholders and from discussions during thematic workshops with stakeholders prior to the annual meeting. The objective of the session was to reach consensus on the focus areas where SSATP could provide support in a constrained budget. Moreover, participants were also asked to provide guidance on how SSATP can handle cross cutting issues i.e. governance, sustainable transport, etc within these focus areas.

Mr. Jean-Noel Guillossou, SSATP Program Manager, presented the framework for the DP3 followed by more detailed presentations from other members of SSATP Management team on the three thematic clusters. The following rationale was presented to justify the need to identify priorities for the DP3:

- a. A focused programme is a sign of good governance as this makes it easier to define objectives and monitor their achievement. This also facilitates accountability.
- b. SSATP has resource constraints and needs to prioritize accordingly.
- c. Priorities should be identified where SSATPP has comparative advantages.
- d. Based on lessons learned during the DP2, the focus should be on identifying strategic orientations rather than priority activities. The latter can be handled during program implementation.
- e. Flexibility should be embedded in the program design to respond to emerging issues and specific needs.
- f. Priorities should be defined to optimize resources and maximize impact.
- g. Strategic orientations should be accompanied by measurable outcomes/results.
- h. Strategic orientations should be chosen when sustainability of SSATP results beyond its lifetime can be guaranteed.

- i. While the thematic clusters aim at addressing the policy issues from the community point of view, emerging issues reflect more the point of view of the individual.

The DP3 is envisaged for implementation from 2014 to 2017 with an enlarged scope covering the whole of Africa. The first attempt towards defining the policy agenda of DP3 for further consideration by the stakeholders in the transport sector in Africa is contained in the document entitled “Towards defining the policy agenda for the Third Development Program (DP3 2014-2017), December 2012”. This document was circulated to participants well ahead of the meeting and is provided in the attached CD-ROM.

The proposed DP3 policy agenda builds on SSATP results, experiences and lessons learned and those deriving from other similar or relevant programs and initiatives in Africa and beyond. It takes into account emerging needs and priorities as they have been identified by SSATP key stakeholders and its institutional bodies. It follows the main policy directions and commitments at high political and institutional level either global, African or sub-regional.

The proposed SSATP DP3 policy agenda is structured along four major clusters:

- Cluster A: Regional integration, connectivity and cohesion*
- Cluster B: Urban mobility and accessibility*
- Cluster C: Road safety*
- Cluster D: Emerging issues and specific needs*

**The Following Table presents the Overall Coherence of the DP3**

Domains		Thematic Clusters and Cross-Cutting Issues				
Movement of Goods	Regional	Integration Connectivity Cohesion	Road Safety	HIV/AIDS	Governance	Data Management
	Rural			Governance		
Movement of People	Urban	Urban Mobility Accessibility		Gender		
			Environmental Sustainability (including Climate Change)			

Each cluster is built around objectives and activities covering all major African transport policy areas giving due attention to the program’s sustainability aspects. Cross-cutting issues such as pro-poor and pro-growth; climate change; gender and social equity; transport sustainability and financing; institutional and regulatory frameworks and governance are proposed to be addressed under each of the above four clusters, as necessary and appropriate. The program also includes activities of a more general character, the implementation of which is considered essential for its successful development. These include activities related to the program sustainability and to capacity development and are to be implemented in a systematic manner to complement the program activities. The program is designed to remain flexible to encompass emerging issues and better reflect stakeholders’ needs.

The definition of the SSATP DP3 policy agenda follows a participative process including both top-down and bottom-up approach. In addition to taking due account of the major political orientations/commitment at highest political and institutional levels, it encompasses the views of key stakeholders at government and private sectors as well as academia. The articulation of each thematic cluster has been considered respectively by the participants at two meetings of the Transport Coordination Committee of the Regional Economic Communities in Africa facilitated by SSATP and partner corridor authorities - the first in Mombasa, Kenya, with the Northern Transport and Transit Corridor Authority (NTTCA) in March 2012, and the second in Cotonou, Benin, with the Abidjan-Lagos Corridor Organization (ALCO) in October 2012, - at the SSATP workshop on urban transport

issues and challenges in Africa, held back-to-back with the CODATU conference on urban mobility in Addis Ababa, Ethiopia, on October 26, 2012, and at the SSATP workshop on the Five Pillars of Road Safety organized jointly with UNECA in Addis Ababa, Ethiopia, on November 19-21, 2012. The respective meetings amended and confirmed the priorities and actions proposed for the SSATP DP3.

A survey on the policy agenda, initiated by the SSATP Management Team at the request of the SSATP Board, was circulated to key African stakeholders with the aim of ensuring preparation of a demand driven SSATP DP3 reflecting stakeholders' priority needs. SSATP DP3 aims at coherent demand driven and results oriented approach. The survey amongst key African stakeholders initiated by SSATP Management Team showed also full support to the proposed priorities and actions. The document on the "Results of the stakeholders' survey" is provided in the attached CD-ROM.

#### **4.2. Stakeholders' Feedback**

The discussions under this session led to full support of participants to the proposed SSATP DP3 policy agenda and priorities as defined in the above mentioned four clusters. Participants' comments included the importance of gender, rural, river and air transport. Participants duly noted that SSATP budget constraints and lack of comparative advantages in all aspects of the transport sector, do not allow SSATP to do all. It was also stressed that while SSATP should indeed follow country priorities, at the same time SSATP should remain innovative, pay attention to new developments in the sector and keep a long-term perspective, thus should strike the right balance between country needs and opening new doors.

##### **Session on Priority Strategic Orientations within the Thematic Clusters**

After the discussion on focus areas which took place in plenary session, the participants were split into three groups on a random basis to discuss priorities within each thematic cluster. All groups discussed the same topics in three one-hour parallel sessions. The sessions were introduced by more detailed presentations on the proposed priorities within the thematic cluster and were followed by discussions. Each group designated one single Chairman for the three sessions and one rapporteur per session. The sessions were facilitated by members of the SSATP management team accompanied by one volunteer participant specialized in the thematic area subject of the session. At the end of the three sessions, the facilitator for each cluster, his/her "volunteer participant" and the rapporteurs in charge of the cluster for each group met together and the five of them prepared a wrap up presentation.

Following a presentation by the facilitators on the general outline of the strategic priorities contained in each cluster proposed, the groups were requested to consider the following questions:

- Is there something not belonging to this cluster?
- Is there something critical missing in this cluster?
- Which partners may potentially be associated to the cluster?
- How far should go along priorities?
- How should we continue consultations?

In general, all groups supported the proposed clusters and activities and provided useful feedback on the objectives and activities contained therein. They also identified the partners with whom SSATP should seek to cooperate and provided more insights on the proposed priorities. Finally they suggested that further consultation should be held with governments and development partners.

The conclusions per cluster are as follows:

#### **Road Safety (Facilitator: Justin Runji, SSATP)**

The groups stressed the need for policy enhancements to better align country initiatives to UN Decade of Action, for better coordination among AU, UNECA, RECs and countries to identify policy gaps and priorities, to harmonize approaches and to avoid duplication and for the role of SSATP in providing strategic guidance. Moreover, they stressed the need for monitoring, reviewing and advising on the implementation of global and regional declarations on road safety and creation of lead agencies (at country level) where they do not exist. Participants also emphasized the need to give priority to national issues before regional issues. More precisely:

#### **Under Capacity Building for Effective Road Safety Management:**

- *At Regional Level:* Participants stressed the need for: enhanced collaboration with regional transport associations (ASANRA, ARMFA, AGEPAR, etc.); creation of RS sub-regional organizations; and sharing of information and good practices.
- *At National Level:* Participants stressed the need for capacity building in the following three areas: developing road safety lead agency operational guidelines; conducting road safety audits; and strengthening policy compliance and enforcement.

## **Under Policy Issues based on the Five Pillars of the UN Decade of Action**

The participants identified the following priority strategic orientations where the SSATP could provide support under the DP3:

*Under Pillar 1 - Road Safety Management:* Raise the profile of lead agencies with high level political officials; promote effective road safety management; develop road safety strategies; develop framework for financing road safety; better articulate the roles and responsibilities of insurance companies; promote corporate social responsibility on road safety (alcohol manufacturers and car manufacturers); enhance traffic accident data management; and standardize and harmonize data.

*Under Pillar 2 - Safer Roads and Mobility:* Road safety audits as a requirement for road funding; axle load control; axle load harmonization; standardization of road standards and signals; emphasis on road maintenance rather than new construction; dedication of a pre-identified proportion of construction cost to road safety; and user friendly design – “a total road” approach.

*Under Pillar 3 - Safer Vehicles:* Importation, licensing and inspection of vehicles; certification of vehicle mechanics on road safety; control of usage of motor cycles.

*Under Pillar 4 - Safer Road Users:* training and licensing of drivers; education curriculum on road safety; enforcement of existing laws and regulations.

*Under Pillar 5 - Post-Crash Response:* Better post-crash management.

### **Urban Mobility & Accessibility (Facilitator: Roger Gorham & Camilla Lema, World Bank and SSATP)**

Identification of priorities was organized around three main areas identified during the October 2012 consultation with stakeholders: institutional framework (governance and legal frameworks), capacity development and financing. However, there are needs for policy, planning and linkages between policy and planning. Moreover, there is a need to emphasize the importance and incorporate urban transport to national and regional priorities as well as enhance understanding of role of national government, where advocacy work would be essential.

**At international level there is a need for more visibility (UNECA, AU and RECs)**

Ideas that emerged include: Provide guidance to countries to develop regulatory frameworks with associated capacity building; how to organize the industry as it currently exists; provide guidance to countries and cities to do diagnostics; Suggest appropriate steps and Terms of Reference; provide guidance on role of national governments; focus on policies that cities have developed and nexus with national

policies; what national governments can do to encourage / direct cities to carry out more effective transport management and integrated urban planning, and more emphasis on private sector.

**More precise comments included:**

- Follow-up and evaluation of past capacity development efforts with all present parties;
- Share good practice from Africa and elsewhere (comment made specifically about institutional development, but applies to other themes);
- Put in focus the link between urban transport, urban development, social inclusion, and economic development of the country;
- Capacity development efforts specifically on tariff setting / policy in urban transport;
- Capacity development on finance – flexibility of local governments in raising their own funds;
- Stocktaking of national urban policies in different countries;
- Emphasize need for land-use planning, to correct imbalances in transport flows;
- SSATP should play a role in sensitizing RECs to understand the need for and define urban transport policies in totality;
- Address policy related to relationship of infrastructure construction and maintenance;
- Need to help develop regulatory frameworks at national and sub-national levels;
- Encourage and help to organize private (informal) sector and help professionalize to access finance;
- Organize exchange of experience among city leaders across Africa in urban transport;
- Develop methodologies and harmonized approaches to diagnostic studies (and possibly implement 1 or 2 as demonstrations) to encourage comprehensive assessments;
- Involve private sector in those studies and implementation of transport (mobility) policies;

- Share good (and bad) practices in urban transport across continent; and
- Take into account environment in implementation of mobility policies.

**Integration, Connectivity and Cohesion (Facilitator: Olivier Hartman, SSATP)**

Inputs from the participants were grouped under four categories:

- SSATP role to provide guidance on what SSATP should focus on and how SSATP should fit in other partners' programs.
- Scope of the thematic cluster.
- Priority areas within that scope.
- Partners relevant for the cluster.

**On the role of SSATP, the participants clarified that:**

- The core business of SSATP is knowledge creation and knowledge sharing, not knowledge application, for which other programs (from development partners, RECs and countries) have comparative advantages.
- Knowledge creation and sharing needs to serve a purpose: It is an input for implementation by other partners. This is a requirement to sustain SSATP results.
- Accordingly, SSATP needs to identify partners and programs in order to determine areas of intervention that are likely to be picked for implementation by existing programs.

On the **scope** of the cluster, the participants discussed the relevance of including rural networks in the cluster. On the exclusion side, rural networks present a different set of problems and challenges that requires important resources that are needed for the work on regional corridors. In this scenario, SSATP support to rural networks could be included in the cluster of emerging issues and specific needs which will provide resources to respond to specific demands. On the inclusion side, corridors are defined as links between economic centers of activity. Rural networks fit into this definition as rural areas are important production areas that need to be linked to the trunk corridors. As an input for further discussions, the suggestion was made to adopt a rural trade perspective. SSATP was requested to propose a revised scope of the cluster for decision.

The participants confirmed that corridor transport policies need to articulate the role

of rail transport. SSATP will explore its potential role in promoting development of railways in a corridor perspective.

SSATP support on institutional framework for corridor management should maintain its focus on corridor authorities and corridor performance monitoring.

On the **priorities** within the scope of the cluster, the following needs were stressed:

- Highlight linkages between trade, economic development and transport;
- Clarify policy priorities as instruments for regional integration;
- Enhance coordination between RECs' vision of corridor and work done by the African Union Commission on the Trans-African Highways;
- Develop transport policy framework for regional integration and expand the REC and country articulation in the current DP2 to the African Union;
- Harmonize norms and standards; and
- Sensitize on non-transport issues (for instance travel documents).

Capacity building remains an important activity in the cluster to enable RECs and also countries to take an active role in regional integration.

The participants suggested expanding the work on the regulatory framework for efficient logistics to also include quantifying the cost of non-tariff barriers for logistics operators to identify components of costs where regulatory actions could be leveraged to reduce costs. The issue of axle load and compliance remains a unfinished agenda for SSATP as part of this work on the regulatory framework. Integrated Border management was identified as the third priority of this work.

On **partners**, the discussion emphasized the need for coherence among existing programs from RECs, countries and development partners; involvement of the private sector; and support to continental programs such as PIDA.

#### **4.3. Plenary Discussion on the Feedback from the Sub-Groups**

The session was chaired by Paolo Ciccarelli, European Commission, Head of Unit DEVCO - Infrastructure, Networks. After a few clarifications were provided for the benefit of participants, the meeting endorsed the output of the sub-groups. During the general discussion participants provided additional comments which will be considered by the SSATP during the preparation of the revised development plan.

## Capacity Development (CD) Strategy

The session was chaired by Paolo Ciccarelli, European Commission, and the presentation was made by Michalis Adamantiadis - SSATP. The participants were introduced to the proposed CD strategy for the DP3 aiming at strengthening stakeholders' ability to achieve specific objectives, tasks or purposes.

Participants noted that, as a starting point, SSATP support to implementation of the proposed CD strategy requires the definition of clear CD objectives that are aligned with the program activities and based on specific capacity requirements. Moreover, it was made clear that ensuring that existing capacities and knowledge on the ground of stakeholders are fully mobilized and explored is an essential element of that strategy. Once these preliminary requirements are met, the proposed approach suggests the following steps:

*Step 1:* Ensure selectivity following clear and transparent criteria, due to scarcity of resources, large number of countries and huge needs. Criteria could include the readiness to implement actions for which CD is requested. Other criteria may be added in consultation with stakeholders

*Step 2:* Explore partnership to share the CD load. This will help extend the scope and support to as many countries as possible. Partnership refers to joint and/or complementary activities (Dev. Agencies, technical partners) and progressive transfer of activities to local and regional partners ensuring wide spread and sustainability.

*Step 3:* Identify actors for partial or full engagement of local expertise determining the level of engagement on case to case basis. Actors could be of any kind: Policy makers, implementers, operators, NGOs, local institutions, Community-based organizations, authorities, opinion leaders

*Step 4:* Assess CD needs and gaps. Gaps may refer to a variety of critical obstacles to successful implementation and are not limited to individual strengths and weaknesses or lack of professional skills only. They also cover critical elements of institutional environment within obstacles are found and affect performance negatively. Institutions may refer to rules, procedures and practices that either provide incentives for action or produce constraints preventing actions.

*Step 5:* Identify remedial action plan. Concerned actors discuss and propose best possible solutions to address their capacity weaknesses. They know better than anyone else the way of improving frameworks and promoting solutions. They can identify the exact content of workshops, training.

*Step 6:* Identify possible capacity builders and training facilitators with the

involvement of development actors playing an important role. Facilitators' role is particularly important when actors involved form a heterogeneous group. Facilitators should be selected locally for their familiarity with the actors.

*Step 7:* Benchmark and evaluate results in a qualitative way. Benchmarks should be well identified ahead of starting CD. Evaluate results requires similarly to identify outcomes and define how results will be measured.

Proposed CD activities would include:

- Analyze problem areas and propose solutions;
- Assist translate political commitment to action;
- Workshops, training, training of trainers;
- Enhance coordination and partnerships;
- Disseminate results and best practices;
- Develop and use diagnostic tools;
- Monitor progress;
- Share experience;
- Promote enforcement; and
- Develop models of training.

The proposed implementation agenda suggests that the strategy will be finalized after completing consultations with member countries and development partners and that in the meantime, SSATP will proceed with the first CD needs assessment (in the area of Road Safety) with a view to further inform key aspects of the strategy.

Strategic Options requiring guidance from the Meeting included:

- Wholesaling and knowledge brokering or retailing?
- If wholesaling what role for technical partners?
- Who would be those partners?
- What policy and steps need to be taken for building those partnerships?
- How far the focus on results can be pushed?
- At what level will be the evaluation of results?
- Is official ranking of African countries policy implementation performance an option for the SSATP?

Comments from Participants focused on two areas:

- Participants considered that CD is part of implementation and recommended that SSATP focus on policy development and not implementation which is the responsibility of countries or RECs. The SSATP responded that CD is in the mission of SSATP but that the CD strategy as proposed is very comprehensive and as a result requires resources that are not available to the SSATP for large scale implementation. The objective is to demonstrate the effectiveness of the proposed strategy which could then be scaled up with resources from other partners, RECs and countries.
- Participants requested the SSATP to put in place a mechanism to evaluate the use of its work.

#### **4.4. Stakeholder's Perspectives**

The session was chaired by Supee Teravaninthorn, Sector Manager, World Bank. Each group of stakeholders presented its perspective on the SSTAP. As a conclusion, all groups supported the proposed SSATP DP3 priority clusters, objectives and activities and stressed the necessity of activities relating to good governance, sustainable transport, inclusive and multidisciplinary approaches. They highlighted the important role of RECs for the implementation of SSATP policy recommendations and the need to incorporate into the national plans the policies promoted by SSATP. They also confirmed the need for prioritization of SSATP activities according to budget constraints with one participant stressing that, for some African countries, rural roads represents about 70% of their road networks and yet not enough attention is placed to them by the national authorities. More precisely:

- In their joint declaration (Annex X), the SSATP Member States: Reaffirmed their total support of the SSATP activities; confirmed their engagement to pursue through the involvement of Permanent Secretaries or other high level country officials in the field of transport the development of communication strategies ensuring the implementation by stakeholders of actions promoted under the SSATP; confirmed their engagement, with the support of SSATP, to pursue in a concerted manner at country level, the definition of the priorities of SSATP (DP3) and implement the action plan along its time line in 2013 so that DP3 may start in 2014; encouraged SSATP to reinforce the dialogue with the African Union; and invited SSATP to continue promoting best practices through publications and exchange of experiences.

- RECs representatives noted that countries and RECs should seriously consider that they are the owners of SSATP Program.
- FESARTA representative suggested that the responsibility of the development of all clusters and related policies should be moved to AUC and AfDB.
- The representative of the African Road Maintenance Fund Association (ARMFA) reminded the meeting that the existence and success of road funds is entirely thanks to SSATP, which inspired, promoted and supported the development of the road funds concept in Africa with enormous success and tangible results, which are regarded among the best achievements of the program. ARMFA supports the continuation of SSATP in a new cycle and has full trust in the WB to continue hosting and managing SSATP.
- The representative of the French Development Agency (Afd) expressed satisfaction and support to the proposed SSATP DP3 policy orientations and action plan prepared by the SSATP Management team. He highlighted the important role of SSATP as policy generator and policy promoter and that of the WB in the SSATP management, being the guarantor for its success. He underscored that for Afd any other option for the SSATP without WB involvement would weaken the program and its capacity to achieve its mission.
- The representative of the Swiss State Secretariat of Economic Affairs (SECO) expressed its appreciation and support to the proposed SSATP DP3 priorities and stressed its particular interest in the cluster of urban mobility and accessibility to address important challenges facing Africa and the world, such as growth and development and particularly urban development that is a topical issue nowadays and in future. He stressed that the SSATP should remain distant from national political issues and should continue policy generation advocacy, dissemination and application since its aim should be the delivery of concrete, measurable and tangible results on the ground in five years-time. SECO also considers that WB involvement in the SSATP is important for the success of the program.
- JICA confirmed its support of SSATP. While JICA does not provide a direct financial contribution, its projects interact with various SSATP activities, such as support to Corridor observatories, studies, etc. JICA also supports the proposed SSATP DP3 priorities and is ready to cooperate with SSATP, RECs and countries for their implementation.

In their evaluation of the meeting detailed in Annex X, participants confirmed having

good or excellent understanding of SSATP's Second Development Plan (DP2) and its added-value as well as of the SSATP DP3 capacity development strategy presented during the meeting. They also agreed that the meeting achieved the objective of validating the priorities of the proposed SSATP DP3 clusters and that they found a common perspective to move SSATP forward. Finally, they confirmed that the meeting helped participants to reach a consensus on the need to prioritize the work of SSATP according to the resources.

### **Annual General Assembly**

The session was chaired by Stephen Karingi, Director Regional Integration, Infrastructure and Trade Division, UNECA, Chairman of the SSATP Board.

#### **The General Assembly**

- Hold one minute of silence in the memory of Hamallah Kaba Diakite, former representative of the private sector in the SSATP Board, who passed away in March 2012.
- Welcomed and approved the membership of South Sudan and Comoros to SSATP.
- Agreed that SSATP Project Management would invite African private sector organizations to express interest to represent the private sector in the SSATP Management Board, to be considered by it at its next meeting in March 2013. It also agreed that the selection would take into account the expected added value that each organization would bring into SSATP and its plans on how to interact with its members for the promotion of SSATP policies in support of SSATP.
- Thanked and congratulated the SSATP Management for the organization of a very successful Annual Meeting and for the quality of the background documents and presentations.
- Thanked UNECA and the Ethiopian Government for hosting the event in the UN Conference Center in Addis Ababa
- Welcomed the kind offer of the Government of Côte d'Ivoire to host the 2013 SSATP Annual Meeting.

#### **Closing Statements**

H.E. Tekiletsadik Reba, State Minister of Transport, Ethiopia, in his closing statement expressed his appreciation for the results achieved during the meeting in identifying

the long-term strategy for moving SSATP forward through the involvement of stakeholders in a participative process including both top-down and bottom-up approach. He underscored the importance of the SSATP DP3 proposals to support and facilitate the attainment of the UN Decade of Action for Africa. He thanked the participants for their contribution and the SSATP management and meeting organizers for the preparation of necessary documents and the organization of such a successful annual meeting.

Mr. Paolo Ciccarelli, European Commission, and representative of the development partners, expressed its appreciation for having seen how seriously the Mid-term review comments were taken on board by SSATP and his confidence that this would improve the efficiency of SSATP DP2 and prepare for the development of a successful DP3. He underscored his satisfaction for the increasing importance given by SSATP to urban transport issues along with the other identified priority issues for DP3 and expressed his conviction that SSATP and its DP3 are going into the right direction.

Ms. Supee Teravaninthorn, Host of SSATP, World Bank, stressed how proud and honored the WB is for the trust conveyed to it by SSATP partners in asking the World Bank to host the SSATP. She reiterated the WB commitment to deliver what is expected from DP2 and to support the development of DP3. She stressed the WB competitive advantage, being free of political interference and highly committed to efficiency, transparency and economy. She informed the participants that in case WB is trusted by SSATP stakeholders and donors, the WB would be very happy to continue hosting SSATP DP3 in close cooperation, coordination and interaction with key African partners.



5. ANNEXES

5.1. Annex A. Opening and Closing Speeches

\* \* \* \* \*

*Opening Statement by H.E Tekletsadik Reba, State Minister, Ministry of Transport, Ethiopia*

\* \* \* \* \*

Distinguished Guests, Ministers  
Members of the SSATP Board,  
Representatives of Development Partners,  
Ladies and Gentlemen,



I am extremely pleased to have been with you and address you today on behalf of the ministry of transport of the federal democratic republic of Ethiopia and I very much look forward to a productive two days.

We in Ethiopia especially in the last two decades very much realize that putting and sustaining the Ethiopian economy on to a higher growth path is dependent on making more efficient use of transport facilities and system. With recognition of the critical state of the sector, the government has designed and implementing

a comprehensive road sector development program since 1997. Today, after implementing the program for the last fifteen years, we take immense pride in our accomplishments and achievements, as the road network has been growing annually by 15 percent with close to 65 percent is now in good condition.

It is worth noting that the road network is designed to increase by a minimum of 30 percent annually for the next 3 years through implementing a newly launched universal rural road access program. Side by side, a whole series of policy and institutional reforms mostly initiated and championed by SSTP have been realized. These reforms bring with them improved efficiency and effectiveness to the sector.

We are looking forward and building on gains made in all sectors of the economy, the on-

going growth and transformation plan aims at transforming the economy, and involving the creation of strong foundation for the industrial sector to start playing a leading position in the national economy. The road sector development program, a construction of about 2500 km of railway line in next five years, the grand Ethiopian renaissance dam with close to 6000 megawatt – the largest hydroelectric power plant in Africa when completed, and the massive sugar development projects are some of the strategic programs and pillars of the growth and transformation plan, which are being implemented across the nation between 2010 – 2015.

In order to reach the targets of the expanded development programs, local contractors have been encouraged in all sectors of the economy. As some of you might be aware that 70 percent of the major road works in Ethiopia are handled by local contractors and we hope knowledge from SSATP will contribute to our effort in improving the skills of these actors.

Coming back to SSATP with the change in management and focus, we hope it will continue to be more visible and responsive to the demand of the transport sector in Africa. at this point, i want to confirm that the SSATP is a relevant tool for facilitating, sharpening and refining our policy development and enhancing the achievements we made in areas of road management, financing, rural access and mobility.

Finally, I would like to take this opportunity to thank our development partners for their continued support of the Ethiopian transport sector and activities of the SSATP.

I hope that during the coming two days we shall have frank discussions and exchange of views in identifying priorities for the next development plan.

Once again, I wish you very fruitful discussions and a very pleasant and happy stay in our country particularly for those coming out of Ethiopia.

In declaring the meeting open, I thank you for your very kind attention.

\* \* \* \* \*

*Closing Statement by H.E Tekletsadik Reba, State Minister, Ministry of Transport, Ethiopia*

\* \* \* \* \*

Distinguished Guests,  
Dear Participants,

It is again a great pleasure for me to be here to address you at the closing ceremony of the Annual Meeting of the Africa Transport Policy Program. I hope the theme of the meeting **“Towards a Long-Term Strategy for Moving SSATP Forward”** has helped the participants to focus on strategic priorities and sketch out the framework that will be followed by the Board of SSATP. I believe that your findings enable the Board to speed up and consolidate the implementation of the Second Development Plan (DP2) and identify priorities for the Third Development Plan (DP3).

I am glad to note that as usual preparation of the future Development Plan follows involvement of stakeholders in a participative process including both top-down and bottom-up approach. The major clusters proposed by the management of SSATP such as Regional Integration, Urban Transport and Mobility, road Safety and the framework designed to encompass emerging issues as they arise can further facilitate policy development and related capacity building to address Africa’s major development challenges in the transport sector. This coupled with ideas and suggestions forwarded by the participants on related issues provide guidance on areas where SSATP can concentrate in a constrained budget and limited capacity.

Dear Delegates,

Among all areas covered in this meeting allow me to single out the recommendation made in regards to Road Safety that SSATP committed to support and facilitate the attainment of the UN Decade of Action. Facilitating the formulation of Road Safety strategies and raising political profile and convening powers of lead agencies should deserve attention in reducing fatality rates in our perspective countries.

It is not my intention to keep you any longer as we have approached the end of the meeting. However, I would like to take a minute to sincerely thank all of you for participating in the meeting by sacrificing your valuable time. Special thanks will go to the SSATP Management and meeting organizers who have made their outmost effort to prepare the necessary documents and organize such a meeting where they have played a wonderful role in coordination and facilitation.

I once again thank you all!

**5.2. Annex B. Message from the Secretary General of the Ministry of Transport of Cameroon**

\* \* \* \* \*

Mr. Jean Pierre Soh, Secretary General of the Ministry of Transport of Cameroon

\* \* \* \* \*

Chairman of the Board of the Africa Transport Policy Program (SSATP);

Representative of the Development Partners;

Manager of the SSATP Program;

Ladies and Gentlemen, in your respective grades and positions;

Dear participants;



On behalf of the Delegation of Cameroon, which I head, I would like to express my country's gratitude for the invitation it received to take part in the work of this SSATP Annual Meeting, dedicated to the consideration of a long-term strategy to prepare the future of the SSATP.

But first of all I would like to offer the congratulations of the Cameroonian Delegation to the organizers of this Meeting for the quality of the very timely documents made available to us, which gave us a clear understanding of the challenges currently facing the SSATP. Our congratulations also go to the Ethiopian authorities for the warm, brotherly welcome extended to us since our arrival here in Addis Ababa.

Next, and most especially, I would like to carry out the assignment given me by the Government of Cameroon, through its Minister of Transport, Mr. Robert Nkili. Indeed,

Dear Sir, Manager of the SSATP Program,

You will recall that following several consultations, as well as meetings with Cameroon during various SSATP missions, it was decided in principle that this Annual Meeting would be held in Yaoundé.

Scheduling constraints on both sides prevented reaching a timely agreement on the date.

Consequently, my country's Government, through its Minister of Transport, has asked me to

express its sincere regrets for any inconvenience this may have caused.

I am also asked to reaffirm Cameroon's availability, should the need arise, to host a future SSATP Annual Meeting.

This meeting also serves as an opportunity for the Cameroonian Delegation to express the sincere appreciation of its Government for the many SSATP programs it benefits from.

More than anyone else, then, the Government is committed to ensuring implementation of the main recommendations issuing from this event.

Thank you for your kind attention.



**5.3. Annex C. Message from the Director of the Federal Ministry of Transport of Nigeria**

\* \* \* \* \*

*Message from Mr. Iorwuese Viashima, Director of the Federal Ministry of Transport of Nigeria*

\* \* \* \* \*



I would like to thank the SSATP Program Management for fast support particularly in the area of Rural Accessibility and Mobility Program (RAMP) and look forward to further policy support and capacity building in the same area under RAMP II which, for the record we have already requested and to which SSATP management has already indicated its willingness.

We attach great importance to the RAMP considering the fact that about 70% of Nigerian roads are the rural roads of the third tier of Government. If we get these roads going well, it will go to a long way in our development efforts particularly in the areas of poverty reduction, agricultural productivity, food security and economic empowerment. We therefore look forward to continued collaboration with SSATP in this regard. Nigeria looks forward to DP3 and pledges active participation and constructive engagement with the program.

We thank the organizers for a well-organized program and the Government and people of Ethiopia for their warm hospitality.



#### 5.4. Annex D. Message from H.E. Colonel Abdoulaye Koumare, Minister of Transport and Road Infrastructure of Mali

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Message from H.E. Colonel Abdoulaye Koumare, Minister of Transport and Road Infrastructure of Mali, presented by Issa Hassimi Diallo

\* \* \* \* \*



Mali has been a member of SSATP since 2004 and is among the countries that have completed the process of analyzing transport strategies in relation to poverty reduction strategies. Mali has also put in place a Steering Committee comprising civil society, the Government, elected officials (National Assembly, municipalities), the security forces, and the press.

The process of analyzing the connection between the poverty reduction strategy and the transport strategy led to the drafting of the transport sector policy letter within the framework of the second sectoral transport project. In that connection, the Government requested and obtained financing from the European Union, through the Tenth European Development Fund (EDF), for a study of the national transport and transport infrastructure policy, which is nearing completion.

The aim of the study is to unify all sectoral transport policies and ensure consistency and complementarity between the various strategies, action plans and short-, medium- and long-term investment programs, with a view to facilitating dialogue with the country's technical and financial partners.

I would like to take this opportunity to thank the SSATP for the support provided Mali in the areas of capacity building and implementing good practices, which has had a visible positive impact on the transport sector. In addition, to build on our gains, we are requesting institutional support from the SSATP.

We are also pleased that the Second Development Plan (DP-2), currently being implemented, encompasses three strategic topics: (i) integrated transport strategies favorable both to the poor and to growth, (ii) sustainable management of institutional and financial arrangements for road infrastructures as well as rural and urban transport services,

and (iii) improvement of transit traffic along certain international corridors.

As a landlocked country, Mali has adopted this program, which is in line with its priorities in the transport and transport infrastructure sectors, and will take all necessary steps to participate effectively in its implementation.

My attendance at this annual meeting attests to the importance our country attaches to the SSATP.

I would also like to reaffirm Mali's willingness to participate in the implementation of the DP-2 and to identify priority areas for the new 2014-2017 development plan.

Thank you for your kind attention

## 5.5. Declaration of SSATP Member Countries

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Message presented by Serge Bela, from Burkina Faso

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### **Preamble**

Considering that SSATP is an international partnership made to facilitate policy development and capacity building in the area of transportation in Africa.



Considering that SSATP is presently implementing its DP2 through the three following strategic themes: Theme 1 - Integrated transportation strategies beneficial to the poor and to growth Theme 2 - Sustainable management of institutional and financial arrangements for road infrastructures as well as transportation services in rural and urban areas, and Theme 3 - Improvement of transportation hubs along some corridors.

Considering the mid-term review conclusions which assessed progresses made to reach SSATP DP2 results.

*Having taken note of strategic priorities of SSATP DP3 (2014 – 2017),*

### **Participating Countries:**

1. Reaffirm their full support to SSATP actions and activities.
2. Thank SSATP development partners for their technical and financial contributions towards DP2 implementation and encourage them to maintain their unflinching support to attain DP3 strategic objectives.
3. Commit to pursue institutional anchoring of National Coordination at General Secretaries level or to senior officials level with a large visibility of the sector and to develop communication strategies to ensure SSATP actions ownership by different actors.
4. Commit with SSATP support to (i) continue consultation at countries level to define SSATP's DP3 and (ii) implement action plans with a matching 2013 timetable prepared by SSATP to initiate DP3 implementation in 2014.

5. Invite SSATP to provide an activities timetable for DP2 and DP3 to National Coordinators in 2013.
6. Encourage SSATP to strengthen dialogue with the African Union.
7. Invite SSATP to pursue best practices outreach actions by facilitating experience sharing programs in addition to publications.

5.6. Annex E. SSATP 2012 Annual Meeting Agenda

<b>TUESDAY 11 DECEMBER 2012</b>		
<b>Time</b>	<b>Subject</b>	<b>Speakers</b>
<b>8:15-9:00</b>	<i>Registration</i>	
<b>9:00-10:15</b>	<p><i>Opening session:</i></p> <ul style="list-style-type: none"> <li>▪ <i>Introductory Remarks</i></li> <li>▪ <i>Opening Remarks</i></li> <li>▪ <i>Opening Statement</i></li> <li>▪ <i>Program of the Meeting</i></li> </ul>	<p><i>Facilitator: Justin Runji (SSATP)</i></p> <p><i>Stephen Karingi (Chairman - SSATP Board)</i></p> <p><i>Paolo Ciccarelli (European Union, Representative of Development Partners)</i></p> <p><i>Supee Teravaninthorn (SSATP Host, World Bank)</i></p> <p><i>H.E. Tekiletsadik Reba, State Minister, Ministry of Transport - Ethiopia</i></p> <p><i>Jean-Noel Guillosoou (Program Manager SSATP)</i></p>
<b>10:15-11:00</b>	<p><i>Group Photograph</i></p> <p><i>Coffee Break</i></p>	
<b>11:00-13:00</b>	<p><i>SSATP Second Development Plan (DP2)</i></p> <p><i>Progress towards Results</i></p> <p><i>DP2 showcase: examples of how SSATP can provide added value</i></p> <ul style="list-style-type: none"> <li>▪ <i>Road Safety</i></li> <li>▪ <i>Corridor Observatories</i></li> <li>▪ <i>Sustainable Transport Forum</i></li> </ul> <p><i>Questions and Answers</i></p>	<p><i>Chaired by Sylvestre Kotchofa, President, African Road Maintenance Fund Association</i></p> <p><i>Jean-Noel Guillosoou (SSATP Program Manager), SSATP team</i></p> <p><i>Justin Runji (SSATP)</i></p> <p><i>Olivier Hartman (SSATP)</i></p> <p><i>Roger Gorham (World Bank)</i></p>
<b>13:00-14:00</b>	<i>Lunch</i>	
<b>14:00-15:30</b>	<p><i>Orientations for the new SSATP Institutional Framework</i></p> <p><i>Presentation based on mid-term review &amp; analysis of options for location of SSATP</i></p> <p><i>Discussion</i></p>	<p><i>Chaired by Mr. Aboubakari Baba African Union</i></p> <p><i>Jean-Noel Guillosoou (SSATP Program Manager)</i></p>
<b>15:30</b>	<i>Coffee Break</i>	

<b>16:00-17:30</b>	<i>Priorities for Third Development Plan (DP3 2014-2017) and Emerging Issues</i>	<p>Chaired by African Development Bank Three Parallel Groups (Chairman, Rapporteur)</p> <ul style="list-style-type: none"> <li>▪ Countries/Regional Economic Communities (RECs) to express their broad priorities and the approach to select priorities within a constrained budget</li> <li>▪ Private Sector Agenda</li> <li>▪ Emerging Issues (Governance, Sustainable Transport including Climate Change)</li> <li>▪ Generic areas where SSATP can provide support</li> </ul>
<b>17:30-18:00</b>	<i>Wrap-up of Sessions on DP3 Priorities</i>	Justin Runji (SSATP)
	<i>Introduction Dec. 12<sup>th</sup> Agenda</i>	
<b>18:00-19:00</b>	<i>Country Delegates only Meeting</i>	
<b>19:00-21:00</b>	<i>Cocktail Reception</i>	

<b>WEDNESDAY 12 DECEMBER 2012</b>		
<b>Time</b>	<b>Subject</b>	<b>Speakers</b>
<b>8:30-10:30</b>	<p>Three groups will have three one-hour parallel sessions, which will be introduced by presentations on the results of the DP3 survey and thematic workshops with stakeholders held in October and November (CODATU Urban Mobility in Addis, GRSP/UNECA/WHO/AUC Road Safety in Zambia and Addis and REC Transport Coordination Committee in Cotonou). Chairman and rapporteur designated among participants to parallel sessions</p> <ul style="list-style-type: none"> <li>▪ Road Safety (Facilitator: Justin Runji-SSatp)</li> <li>▪ Urban Mobility and Accessibility (Facilitator: Roger Gorham-SSATP)</li> <li>▪ Integration, Connectivity and Cohesion (Facilitator: Olivier Hartmann/Camilla Lema - SSATP)</li> </ul>	<p>Chaired by Paolo Ciccarelli (Representative of Development Partners-SSATP, European Commission) Presentation by Michalis Adamantiadis (SSATP)</p>
<b>10:30-11:00 (Coffee Break)</b>		
<b>11:00-12:00</b>		
<b>12:00-12:30</b>	<i>Capacity Development Strategy</i>	<p>Rapporteurs</p>
<b>12:30-13:30</b>	<i>Wrap-up of Parallel Sessions</i>	
<b>13:30-14:30</b>	<i>Lunch</i>	
<b>14:30-15:00</b>	<i>Private Sector/Transport Associations Perspective</i>	<p>Chaired by Supee Teravaninthorn (World Bank)</p>
<b>15:00-15:30</b>	<i>Perspective from Countries/RECs</i>	
<b>15:30-16:00</b>	<i>Perspective from Development Partners</i>	

<b>16:00-16:30</b>	<i>Coffee Break</i>	
<b>16:30-18:00</b>	<p><i>General Assembly</i></p> <ul style="list-style-type: none"> <li>▪ <i>Meeting Wrap-up</i></li> <li>▪ <i>Approval of Membership of South Sudan and Comoros</i></li> <li>▪ <i>Designation of Private Sector Representative replacing the late Mr. Kaba</i></li> <li>▪ <i>Closing Remarks</i></li> </ul> <ul style="list-style-type: none"> <li>▪ <i>Closing Statement</i></li> </ul>	<p><i>Chaired by Stephen Karingi (Chairman SSATP, UNECA)</i></p> <p><i>Stephen Karingi (Chairman SSATP, UNECA)</i>  <i>Paolo Ciccarelli (Representative of Development Partners-SSATP, European Commission)</i>  <i>Supee Teravaninthorn (SSATP Host, World Bank)</i></p> <p><i>H.E. Tekiletsadik Reba, State Minister, Ministry of Transport – Ethiopia</i></p>



## 5.7. Annex F. SSATP 2012 Annual Meeting List of Participants

<b>Country</b>	<b>Name</b>	<b>Title/Organization</b>
<b>Belgium</b>	Paolo Ciccarelli	Head of Unit Infrastructure and Networks-European Commission-EuropeAid
<b>Belgium</b>	Adolf Riehm	Programme Manager-European Commission EuropeAid
<b>Benin</b>	Hahasiah Elie Alokpo	Secrétaire General Adjoint-Ministère des Travaux Publics et des Transports
<b>Benin</b>	Anatole Kouzonde	Directeur Planification-Ministère des Travaux Publics et des Transports
<b>Benin</b>	Sylvestre Kotchofa	Chairman-ARMFA
<b>Burkina Faso</b>	Serge Peghwende Bela	Coordinateur du Programme Sectoriel des Transport (PST)
<b>Burkina Faso</b>	Hiroyuki Miyakawa	Chief Advisor for Customs Project-JICA
<b>Burkina Faso</b>	Tomomi Tokuori	Advisor for Infrastructure Development-JICA
<b>Burkina Faso</b>	Motohiro Fujimitsu	Technical Advisor-JICA
<b>Burkina Faso</b>	Adebayo Samson Balogoun	Chef de la Division des Transports Maritimes-UEMOA
<b>Burundi</b>	Edouard Nyandwi	Conseiller du Ministre- Ministère des Transports, des Travaux Publics et de l'Equipement
<b>Burundi</b>	Jean Claude Nduwayo	Assistant du Ministre-Ministère des Transports, des Travaux Publics et de l'Equipement
<b>Cameroon</b>	Jean Pierre Soh	Secrétaire General-Ministère des Transports
<b>Cameroon</b>	Zacharie Ngoumbe	Directeur des Transports Routiers-Ministère des Transports
<b>Cameroon</b>	Odile Ngo Mbilla	International Consultant on Gender
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