



**Defining the Strategic Priorities for the 3rd Africa Transport Policy
Development Plan (DP3, 2014-2017)**

Results of the Stakeholders' Survey

The on-going 2nd Development Plan (SSATP DP2) finishes in June 2013. A 3rd Development Plan is envisaged for implementation from 2014 to 2017 with an enlarged scope covering the whole Africa, called the Africa Transport Policy Development Plan 3 (ATP DP3).

The SSATP Management Team initiated a survey at the request of the SSATP Board with the aim of preparing a demand driven ATP DP3 reflecting stakeholders' priority needs.

The survey aims at rating the importance of the strategic elements listed in the questionnaire for achieving the associated objectives. It also indicates whether ATP DP3 can provide added value in this area and whether African countries may seek support from SSATP.

The questionnaire is divided according to four clusters:

- A. Transport for trade: regional integration, connectivity and cohesion (regional corridors, national networks, rural networks)
- B. Urban transport and mobility
- C. Road Safety
- D. Emerging issues and specific needs

Each cluster is divided into several objectives. Strategic elements are proposed for each objective and are rated from 0 to 5. 0 is the less important, 5 the most important. Among all the strategic elements related to a specific objective, it was allowed to rank 5 only three of them to avoid over rating. The added value was a yes/no question as well as the question related to the support of SSATP. An example is following. After each objective, the stakeholders had the possibility to write some comments.

The questionnaire was disseminated through three means. In the REC-TCC Meeting hold in Cotonou on October 15-19, the participants were asked to answer the part on cluster A. During the SSATP day after the CODATU Conference hold in Addis Ababa on October 26, participants were asked to answer the part relative

cluster B. Eventually, an online version of the questionnaire was sent to the distribution list used for the SSATP newsletter and some organizations in Africa. More than 250 people opened the link which is more than the newsletter. Around 150 answers were gathered.

All the strategic elements were rated 3, 4 or 5 by more than 65 % of the participants to the questionnaire and most of them by more than 80 %. It is a clear recognition of the relevance of the strategic orientations proposed for DP3. The SSATP added value is acknowledged by more than 70% of the participants almost all the times. When it comes to development of policy guidelines, the relevant strategic elements receive the highest scores, probably because of the work SSATP conducts. Overall, the ranking is better, especially regarding the added value when SSATP carried out some activities in the past. Once SSATP showed its capacity to provide added value in a specific area, stakeholders are keen on trusting the programme. However, the strategic elements dealing with climate change, gender issues or subjects that are quite new for the SSATP are most of the time not considered as priorities and participants don't see the added value of SSATP. There will be a need for advocacy, on the one hand to convince stakeholders to take into account these elements into their transport policies and on the other hand to pledge the added value of SSTATP regarding these issues.

For each objective, in order to analyse priorities, two graphs are used. One ranked the strategic elements according to the percentage of scores 4 and 5. The other one ranked the strategic elements according to the percentage of 3, 4, 5. Indeed sometimes the score 3 changes the order of priorities and can flag the hesitation of some participants or the misunderstanding of the question.

QUESTION 3. On a scale of 1-5 to which extent do you consider that *“Support improvement of road safety performance of professional drivers”* is a priority objective for the ATP?

Not at all 1 2 3 4 5 Very Much

QUESTION 4. As applicable, please indicate which of the below strategic elements do you consider important for achieving the goal indicated in above question 3?

		Importance for your country/region	Added value of SSATP	Support sought from SSATP
1	Analyse the system of granting driver licenses to professional drivers, existing challenges and propose harmonized and efficient solutions	0 1 2 3 4 5	Yes/No	Yes/No
2	Promote the accession to and implementation of the UNECE Agreement on Driving and Rest Times of Professional Drivers Engaged in International Transport (AETR)	0 1 2 3 4 5	Yes/No	Yes/No
3	Study, promote and support the development of an Africa-wide harmonized international agreement on driving and rest times for professional drivers to be used for international transport of passengers and goods and as model for developing national legislations	0 1 2 3 4 5	Yes/No	Yes/No
4	Develop an Africa-wide training program for drivers in partnership with stakeholders and training capacity	0 1 2 3 4 5	Yes/No	Yes/No

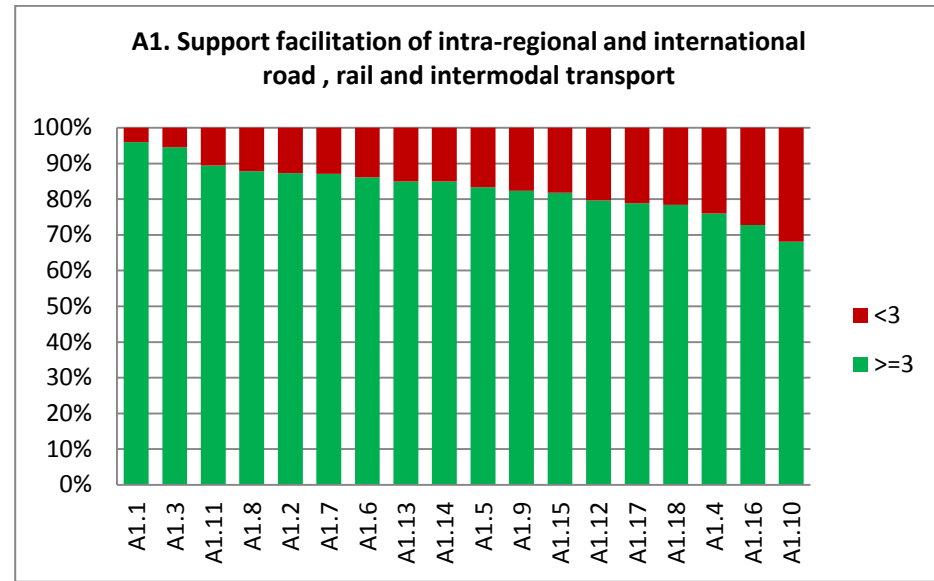
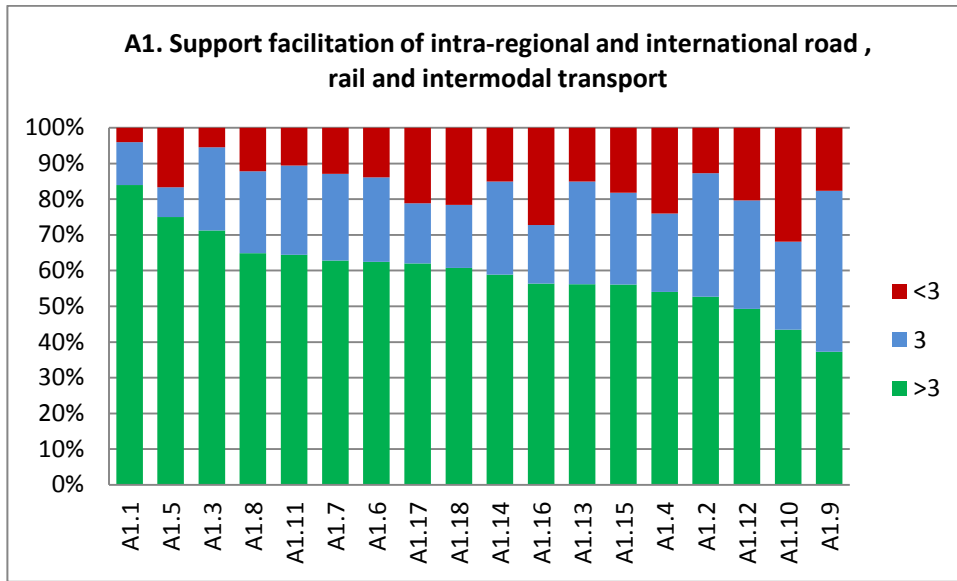
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Cluster A: Transport for Trade: Regional Integration, Connectivity and Cohesion

Objective 1: Support Facilitation of Intra-Regional and International Road, Rail and Intermodal Transport

A1. Support facilitation of intra-regional and international road , rail and intermodal transport	A1.1: Support harmonizing legislation and simplifying transit procedures and removing non-physical barriers to intra-regional and international transport and trade
	A1.2: Complete the Customs Union agenda through support to customs and other border management agencies in IT and capacity building areas and assistance to countries to transcript into national legislation and implement the community regulations
	A1.3: Support implementation of harmonized national road transport legislations relevant to intra-regional and international transport
	A1.4: Assess and monitor implementation of international, regional and national agreements and regulations
	A1.5: Analyse Africa landlocked countries transport and border crossing challenges and support concrete remedial actions
	A1.6: Support enhancing institutional role and capacity for intra-regional transport in Regional Economic Communities
	A1.7: Enhance existing or help establishing institutional frameworks for efficient corridor operation and managements such as corridor management committees/authorities
	A1.8: Promote and strengthen Transport Observatories
	A1.9: Continue expansion and refinement of the transport observatory toolbox developed under the DP2 and consolidate metrics across corridors to monitor the progress of the trade growth agenda of the African Union
	A1.10: Examine development of multilateral transport agreements as models for developing national legislation
	A1.11: Promote the efficiency of transport nodes (maritime gateways, intermodal platforms, hinterland dry ports, border posts)
	A1.12: Improve the efficiency of modes through promotion of intermodality including river and lake transport, as well as railways
	A1.13: Enhance efficiency of rail transport along corridors
	A1.14: Support private sector role in advocating efficiency and facilitation of national, intra-regional and international land transport
	A1.15: Enhance professionalism and capacity of intra-regional transport and transit auxiliaries
	A1.16: Carry out analytical work on emerging trends and issues in the trade facilitation area and draw lessons from emerging trends in trade facilitation (for instance, what can be learnt from the spread of Single Windows, of GPS Tracking, etc...)
	A1.17: Facilitate coordination and partnerships, focusing on exchange of experience, valuing African expertise, and support the emergence of a coherent program across development partners, RECs, countries and corridor authorities
	A1.18: Facilitate “diffuse” logistics (consolidation of loads for better logistics, capacity building for traders’ associations (access to information, security concerns, etc.; and special regimes (simplified regimes for small scale trade or specific commodities, notably regional produces)



Two strategic elements receive a very high priority; more than 90 % of the people rated them above 3. They are related to the harmonization of the legislations.

- A1.1: Support harmonizing legislation and simplifying transit procedures and removing non-physical barriers to intra-regional and international transport and trade
- A1.3: Support implementation of harmonized national road transport legislations relevant to intra-regional and international transport

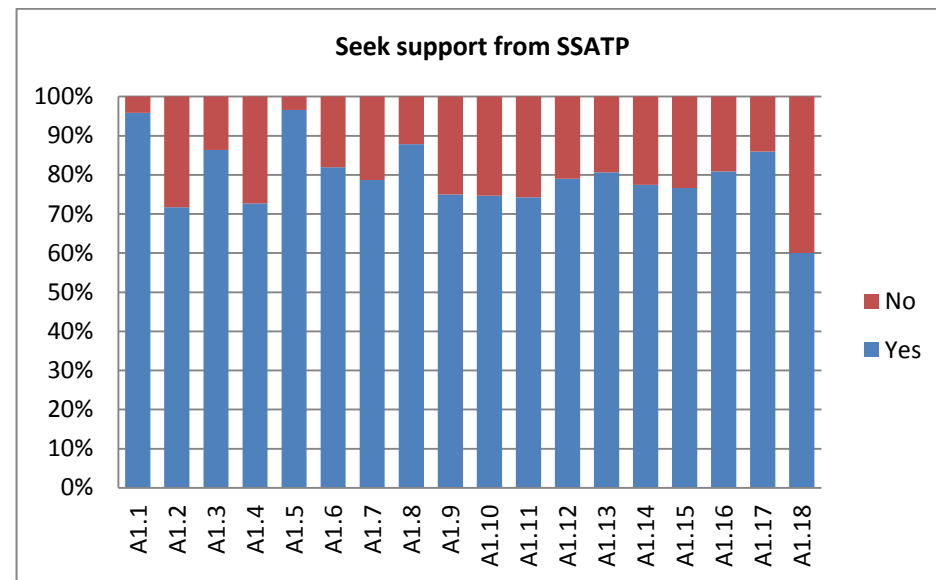
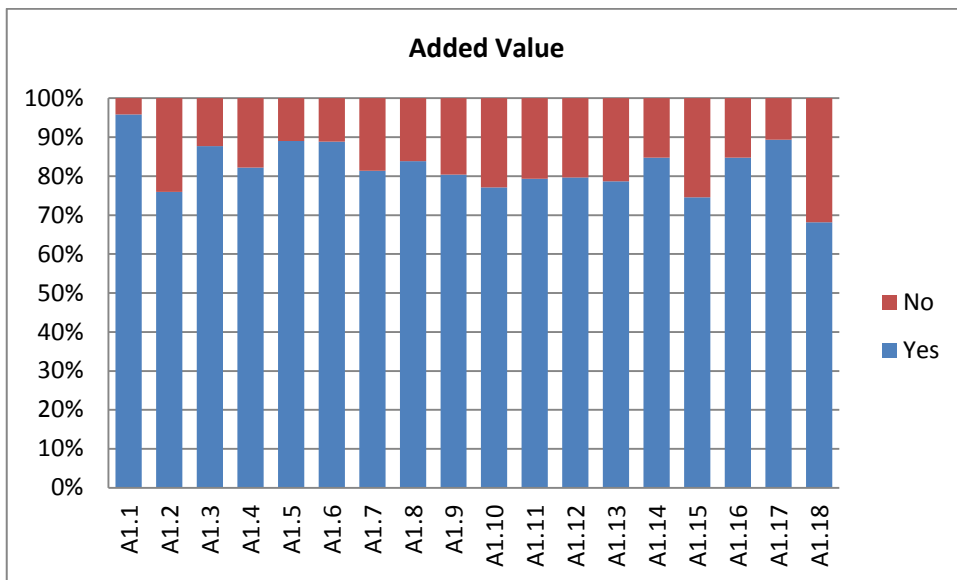
Three other objectives are considered as priorities:

- A1.5: Analyze Africa landlocked countries transport and border crossing challenges and support concrete remedial actions
- A1.8: Promote and strengthen Transport Observatories
- A1.11: Promote the efficiency of transport nodes (maritime gateways, intermodal platforms, hinterland dry ports, border posts)

Three strategic elements receive an average rating below 3:

- A1.9: Continue expansion and refinement of the transport observatory toolbox developed under the DP2 and consolidate metrics across corridors to monitor the progress of the trade growth agenda of the African Union
- A1.10: Examine development of multilateral transport agreements as models for developing national legislation
- A1.12: Improve the efficiency of modes through promotion of intermodality including river and lake transport, as well as railways

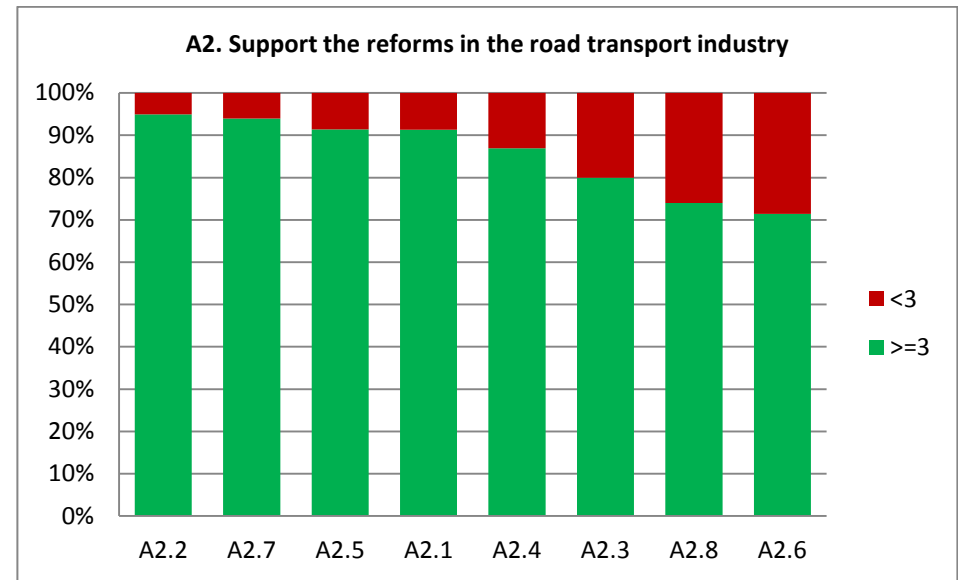
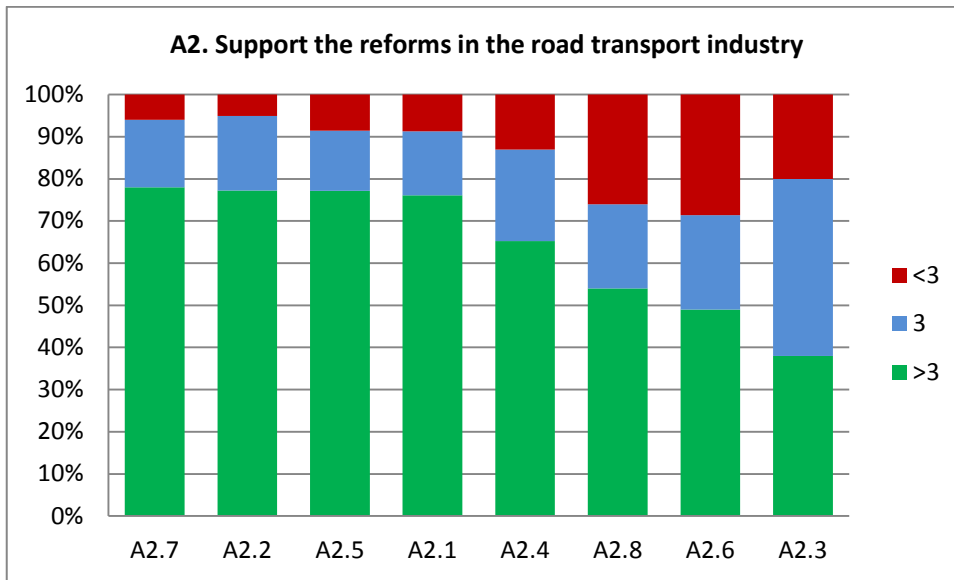
It is interesting to notice that the promotion and the strengthening of the transport observatories is a priority but there is no real interest in refining the toolbox already developed under the DP2.



SSATP has an added value in A1.1, A1.3, A1.5 and its support is sought for these strategic elements too, especially for A1.1 and A1.5. The stakeholders consider that SSATP has a lower added value for A1.11, although they ranked it as a priority. SSATP will have to demonstrate its ability in this area. Less than 70% of the people who responded think that SSATP can have an added regarding “diffuse” logistics.

Objective 2: Support the Reforms in the Road Transport Industry

A2. Support the reforms in the road transport industry	A2.1: Support to the reform of the road transport sector in West and Central Africa
	A2.2: Develop and promote policy guidelines for enhancing competitiveness and professionalism of road freight operators
	A2.3: Compile knowledge acquired into Road industry reform toolkit
	A2.4: Promote access to road transport market for both domestic and international transport using qualitative criteria as opposed to the current quantitative approach (quotas, queuing system)
	A2.5: Enhance professionalism and capacity of road transport associations
	A2.6: Analyse experience of renewing fleets of trucks and develop guidelines
	A2.7: Strive for harmonized methods to control axle load
	A2.8: Explore possibilities for the introduction of Africa-wide Multilateral transport authorization system for international road freight transport operations

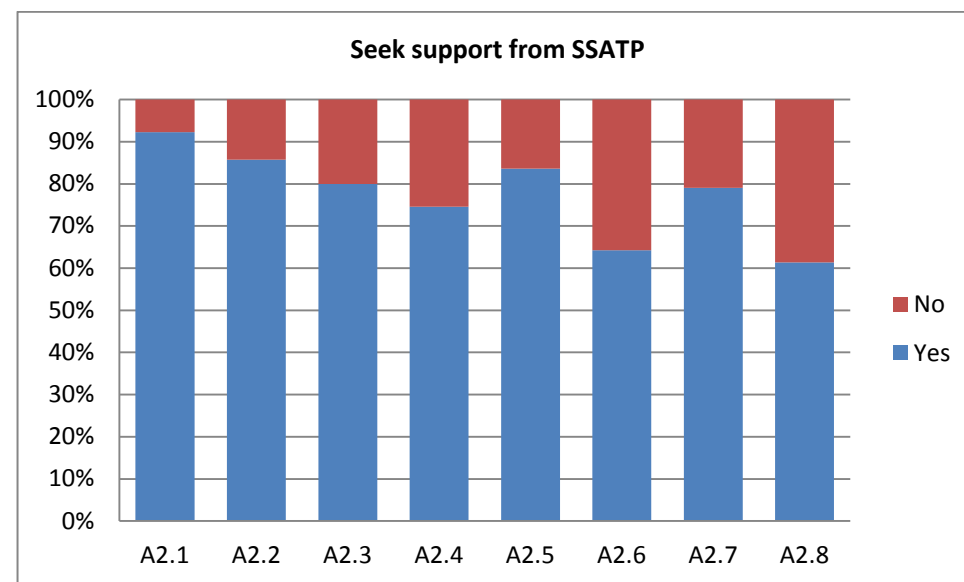
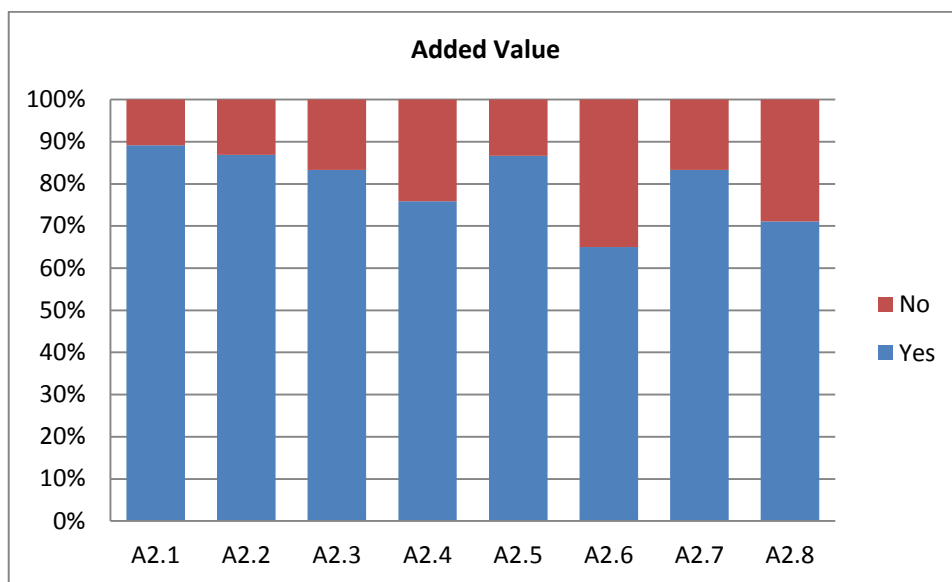


More than 90 % of the people ranked above 3 the four following strategic elements:

- A2.1: Support to the reform of the road transport sector in West and Central Africa
- A2.2: Develop and promote policy guidelines for enhancing competitiveness and professionalism of road freight operators
- A2.5: Enhance professionalism and capacity of road transport associations
- A2.7: Strive for harmonized methods to control axle load

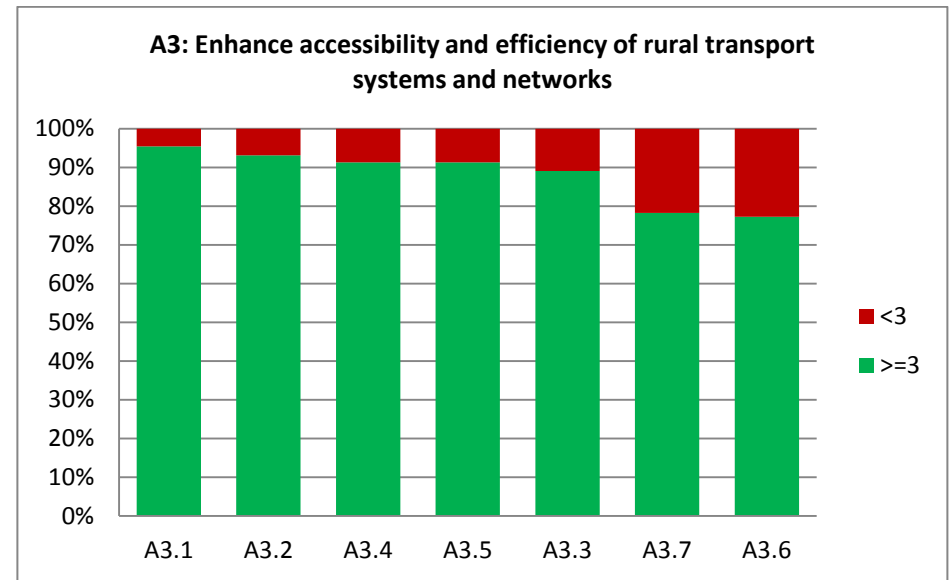
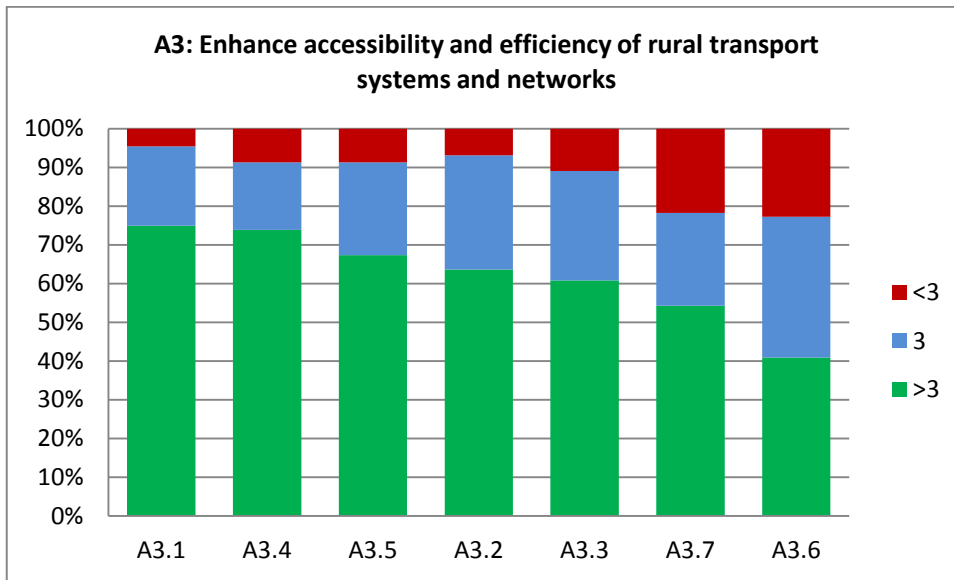
More than 50 % ranked A2.3 0, 1 or 2: Compile knowledge acquired in a Road Safety toolkit. It is perhaps a wish to concentrate on knowledge, policy development and promotion of guidelines than make toolkits. It raises the question of the use of the toolkit that SSATP made in the past.

The results for the added value and the support sought from SSATP are consistent with the priorities. Those who answered the survey confirmed that SSATP can have an added value in these four areas.



Objective 3: Enhance Accessibility and Efficiency of Rural Transport Systems and Networks

A3: Enhance accessibility and efficiency of rural transport systems and networks	A3.1: Analyse rural networks connectivity and related institutional issues to identify appropriate policies and interventions
	A3.2: Promote policy recommendations/guidelines and methodologies for development of rural transport
	A3.3: Analyse and promote socioeconomic impact resulting from efficient planning and functioning of rural transport systems and networks
	A3.4: Pilot development of rural transport national plans and strategies ensuring connectivity, integration and development, along with national planning linking with agriculture production and food security
	A3.5: Develop methodologies and promote data collection and processing as tools to better understand the dynamics of rural transport and network integration and help develop and implement effective policies and take decisions
	A3.6: Promote the development of strategies mitigating the negative impacts of climate change on rural roads connectivity and accessibility
	A3.7: Prepare/promote rural transport strategies addressing inequalities, social cohesion concerns and gender inclusion to meet the MDG objectives



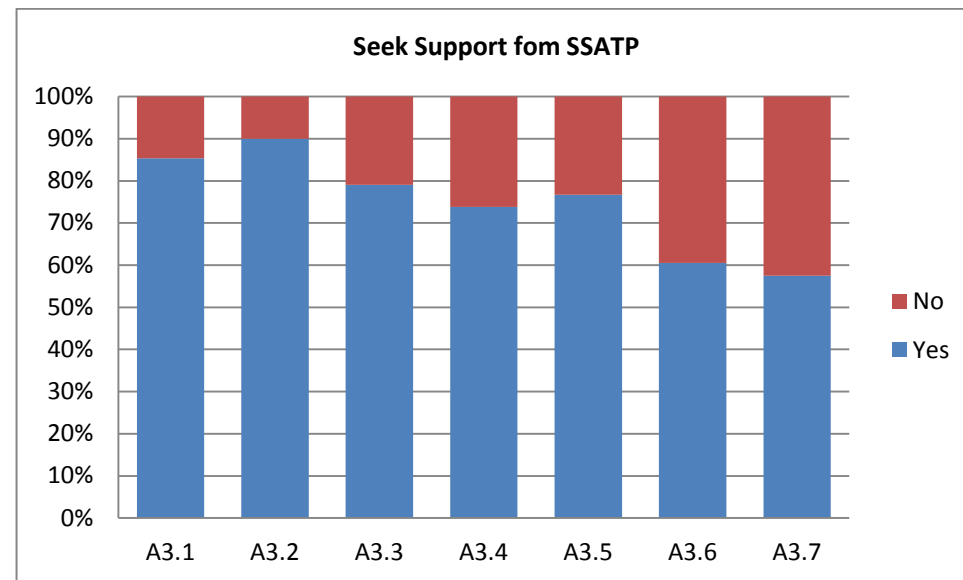
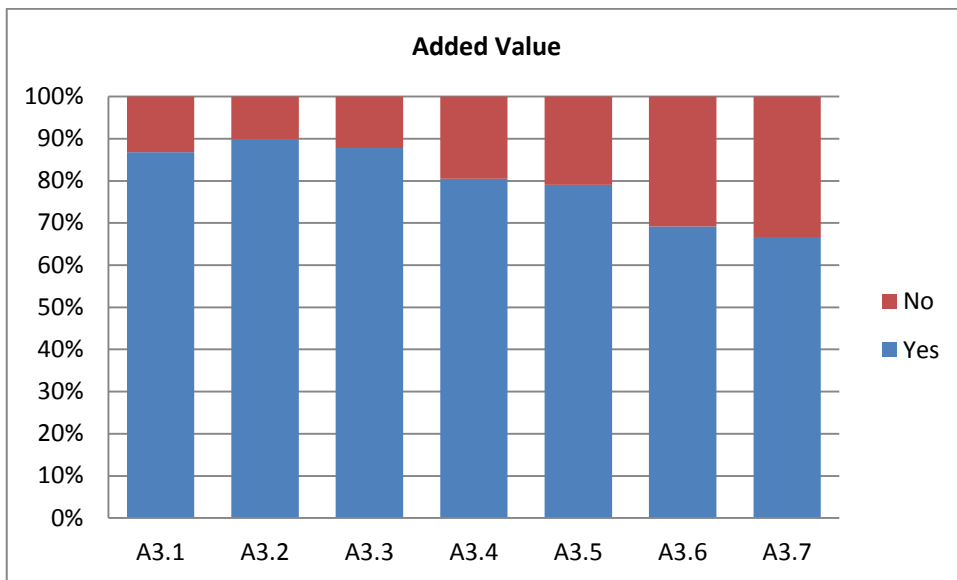
Two strategic elements received less than 80% of score above 3 and one of them, A3.6, received only 40% of 4 and 5:

- A3.6: Promote the development of strategies mitigating the negative impacts of climate change on rural roads connectivity and accessibility
- A3.7: Prepare/promote rural transport strategies addressing inequalities, social cohesion concerns and gender inclusion to meet the MDG objectives

This relative disinterest for these strategic elements is also reflected in the questions on the added value and the support sought. A3.6 and A3.7 rank last. If SSATP still wants to deal with these strategic elements, it will have to advocate their relevance and advocate its own added value.

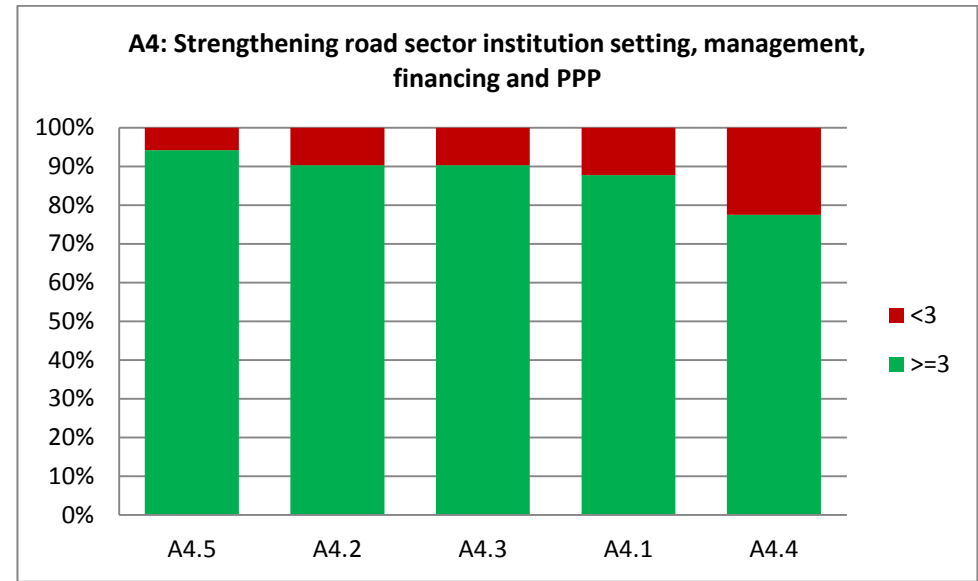
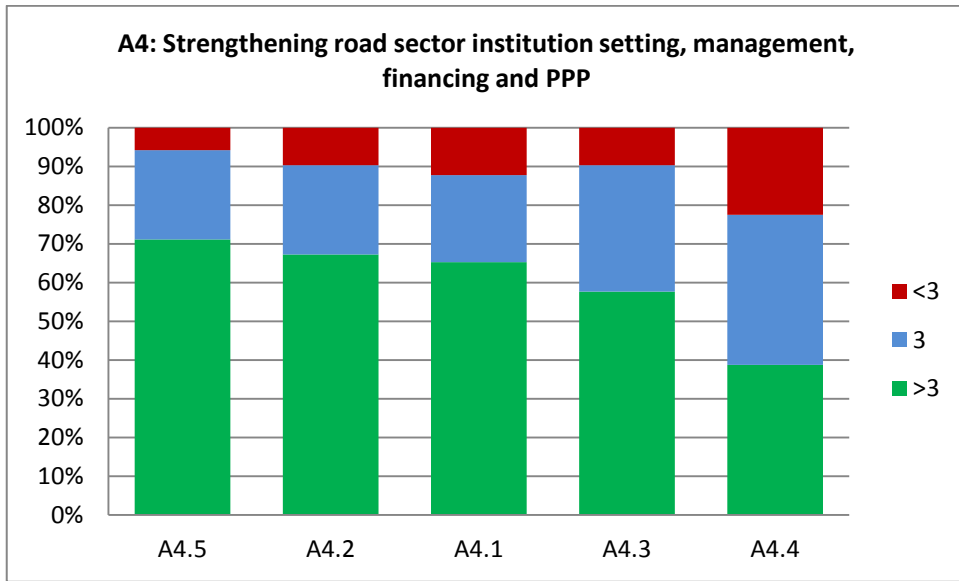
However, the stakeholders deem two strategic elements to be priorities (70% of 4 or 5) and acknowledge the added value of SSATP to deal with them:

- A3.1: Analyze rural networks connectivity and related institutional issues to identify appropriate policies and interventions
- A3.2: Promote policy recommendations/guidelines and methodologies for development of rural transport

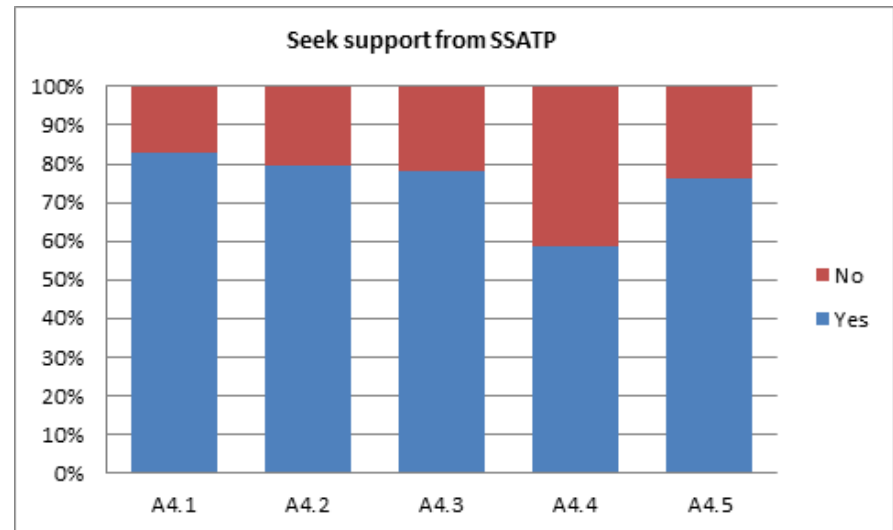
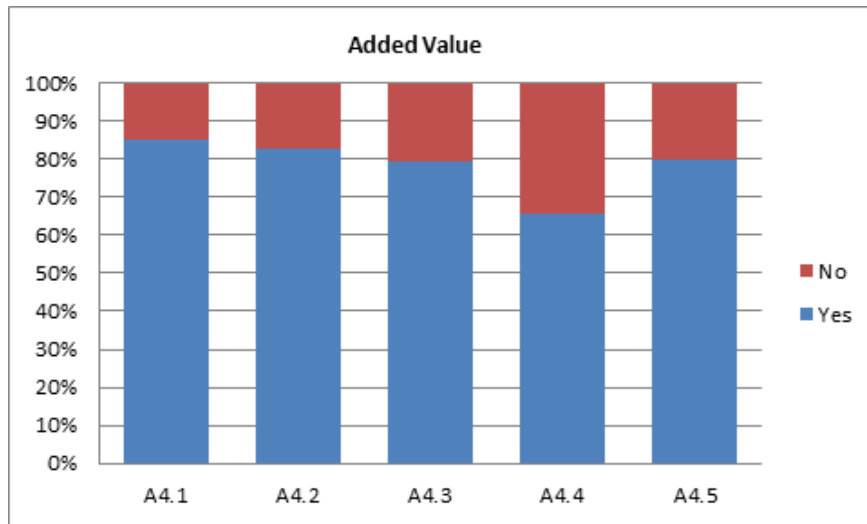


Objective 4: Strengthening Road Sector Institution Setting, Management, Financing and PPP

A4: Strengthening road sector institution setting, management, financing and PPP	A4.1: Promote peer-review of road management practices and lessons learned
	A4.2: Strengthen the advocacy role of road associations to sustain policies supporting efficiency and sustainability of Africa’s road infrastructure
	A4.3: Promote contracting methods such as performance-based contracts, design-build contracts or similar types of contracts transferring a share of the risks to contractors as a method to increase efficiency in procurement and implementation of contracts
	A4.4: Promote the development of strategies mitigating the negative impacts of climate change on road network connectivity and accessibility
	A4.5: Promote transparency, accountability, participation and inclusion in road sector management



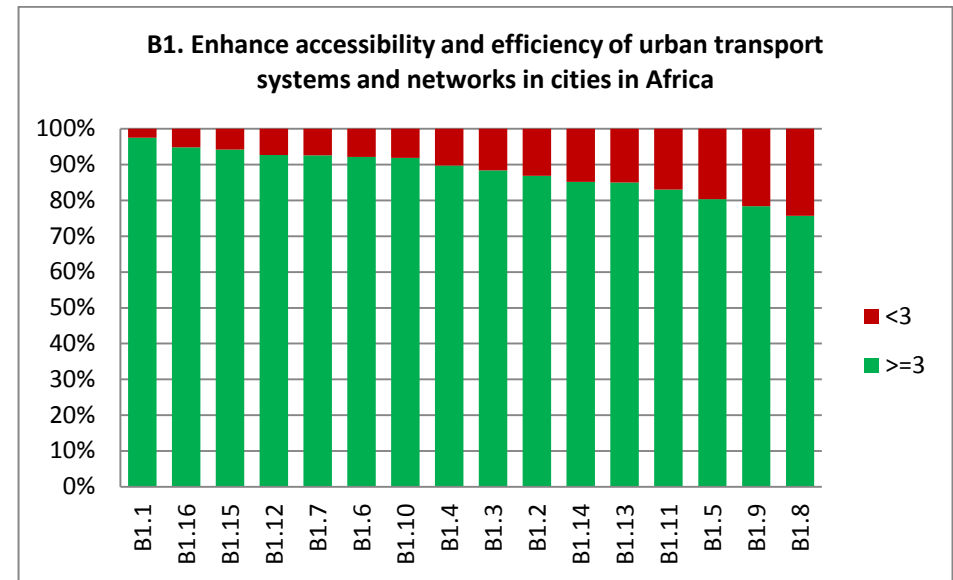
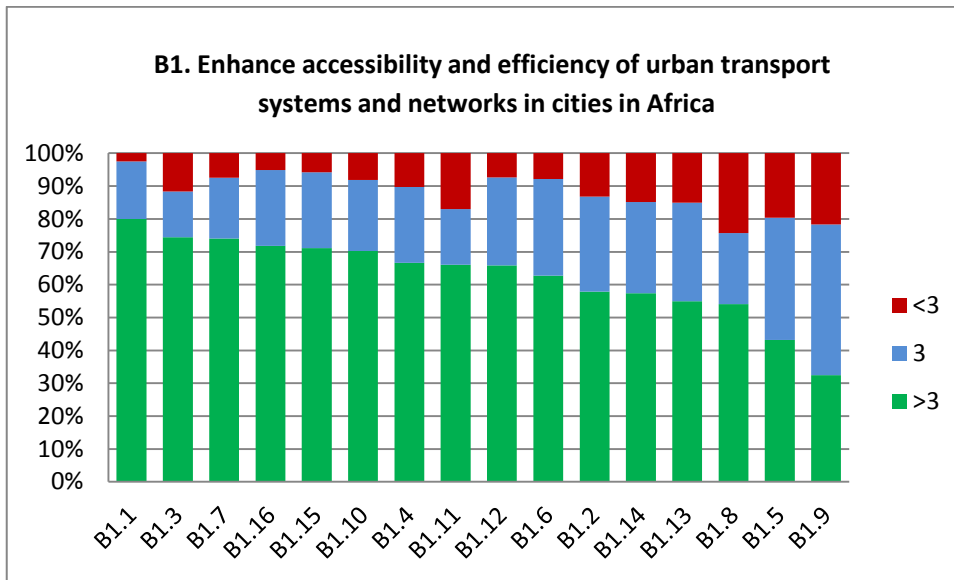
Here again the strategic element relative to climate change (A4.4: Promote the development of strategies mitigating the negative impacts of climate change on road network connectivity and accessibility) ranks last in term of priorities as well as in term of added value or support sought. This demonstrates again the need for advocacy.



Cluster B: Urban Transport and Mobility

Objective 1: Enhance Accessibility and Efficiency of Urban Transport Systems and Networks in African Cities

B1: Enhance accessibility and efficiency of urban transport systems and networks in cities in Africa	B1.1: Identify strategies to facilitate development of urban transport policies adapted to the level of readiness of countries
	B1.2: Develop a fiscal framework for urban transport covering central and local governments and municipalities
	B1.3: Define benchmarks in the various areas of and linked to urban mobility, including in particular indicators on the impact of urban mobility on economic growth, poverty alleviation, cities efficiency, air pollution, road safety
	B1.4: Establish benchmarks related to financing aspects of urban transport and monitoring performance of countries against these benchmarks
	B1.5: Promote the development of urban transport strategies mitigating the negative impacts of transport on climate
	B1.6: Develop poverty aspects in urban transport strategies including Public Transport service planning for the urban poor
	B1.7: Foster public transport utilization in African cities and promote best practices and tools
	B1.8: Unleash the potential of pedestrian and non-motorized transport
	B1.9: Use a peer review system to promote strategies for development of urban transport policies
	B1.10: Pilot strategies and fiscal framework for development of urban transport policies
	B1.11: Better integrate cities and their transport network with other networks (rural, ports, railways, national roads)
	B1.12: Promote planning as a critical activity for the success of improving urban mobility
	B1.13: Promote creation of centers of knowledge and support network of practitioners in the urban mobility area in Africa
	B1.14: Foster the application of information communication technologies (ICT) and intelligent transport systems (ITS) in urban transport
	B1.15: Foster south-south sharing of experience on urban mobility and strategies
	B1.16: Advocate towards and sensitize the top political leadership to the global best practices in financing public transport as well the lead institutions that need to be set up



Two strategic elements received a clear low priority (50% under 3):

- B1.5: Promote the development of urban transport strategies mitigating the negative impacts of transport on climate
- B1.9: Use a peer review system to promote strategies for development of urban transport policies

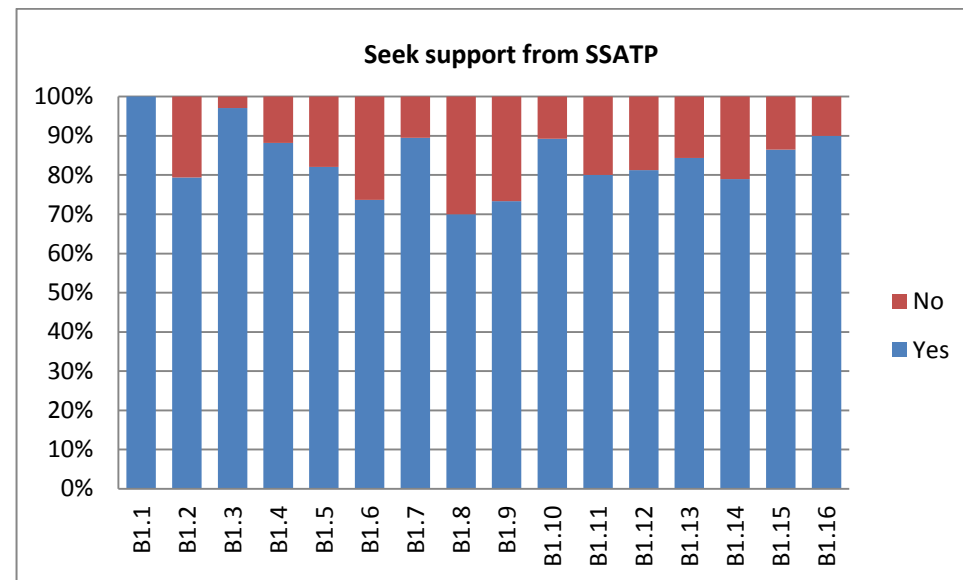
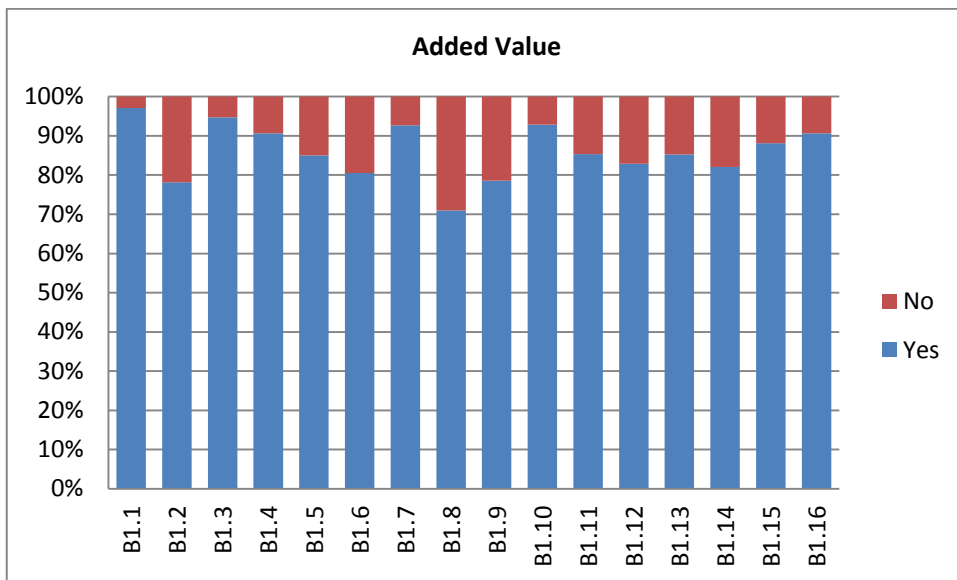
We can notice that again the strategic element dealing with climate change receives a low ranking.

Otherwise, the other elements receive a high rating, with more than 80 % of the answer above 3.

The first two priorities also rank first regarding the added value and the support sought from SSATP:

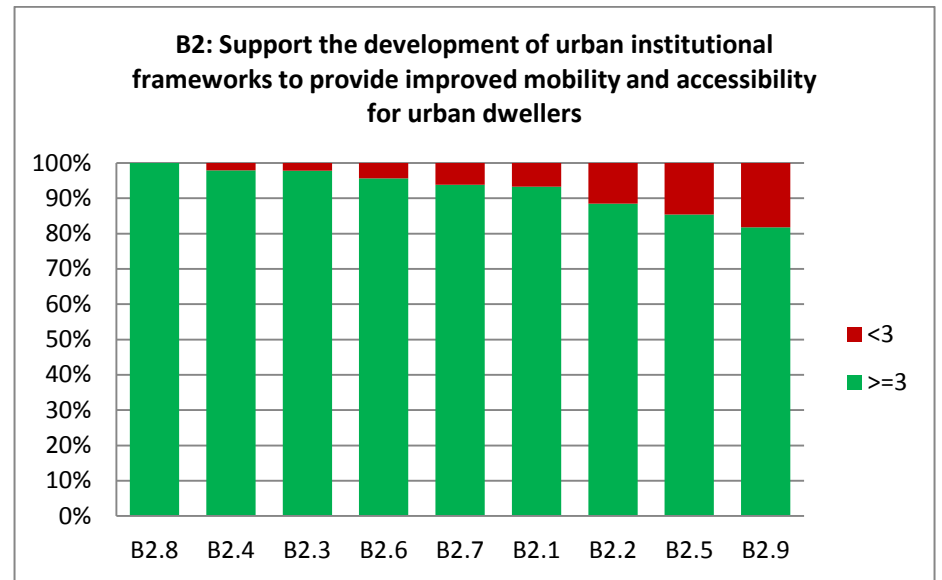
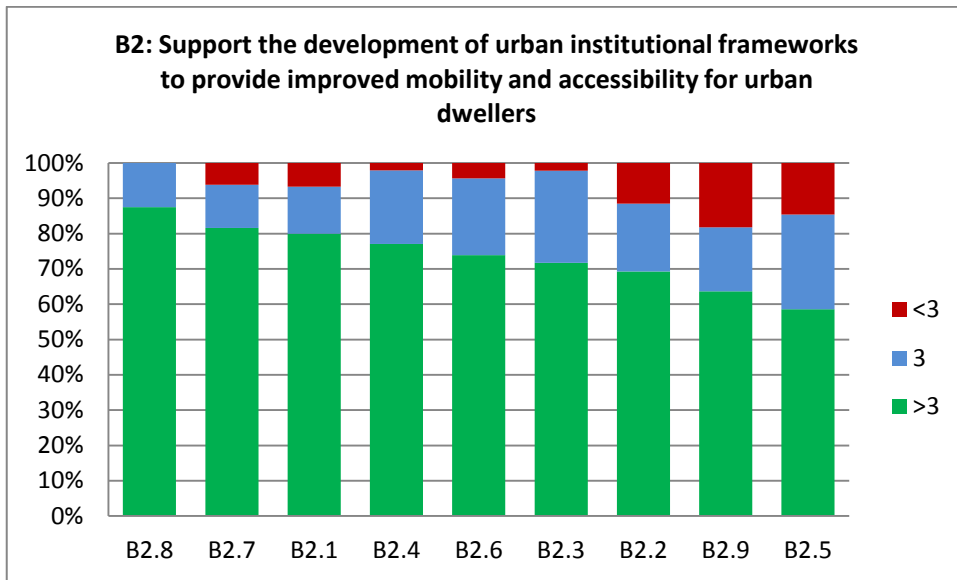
- B1.1: Identify strategies to facilitate development of urban transport policies adapted to the level of readiness of countries
- B1.3: Define benchmarks in the various areas of and linked to urban mobility, including in particular indicators on the impact of urban mobility on economic growth, poverty alleviation, cities efficiency, air pollution, road safety

The participants do not consider that SSATP can really have an added value for B1.8 and B1.9



Objective 2: Support the Development of Urban Institutional Frameworks to provide improved Mobility and Accessibility for Urban Dwellers

B2: Support the development of urban institutional frameworks to provide improved mobility and accessibility for urban dwellers	B2.1: Continue bringing a national-level recognition of the importance of efficient and effective urban access and mobility using benchmarks for identifying trends and issues and comparing cities
	B2.2: Assess performance of institutional frameworks and capacity of sector institutions to address sector issues
	B2.3: Identify and promote principles for successful urban transport institutional frameworks for better planning, management and efficiency of urban transport systems
	B2.4: Develop policy guidelines and recommendations for better integration of urban transport planning and land-use planning oriented to cities and other sub-national governments
	B2.5: Develop policy guidelines and recommendations for fostering governance structures and financing mechanisms to facilitate better integration of urban transport planning and land-use planning, oriented to national governments
	B2.6: Pilot implementation of guidelines in selected cities using them as best examples
	B2.7: Analyse and introduce modern planning and modelling tools to guide transport and land use investments
	B2.8: Develop frameworks for sustainable funding of urban transport
	B2.9: Facilitate focused activities to unblock obstacles to transport implementation and/or coordination of transport and land-use

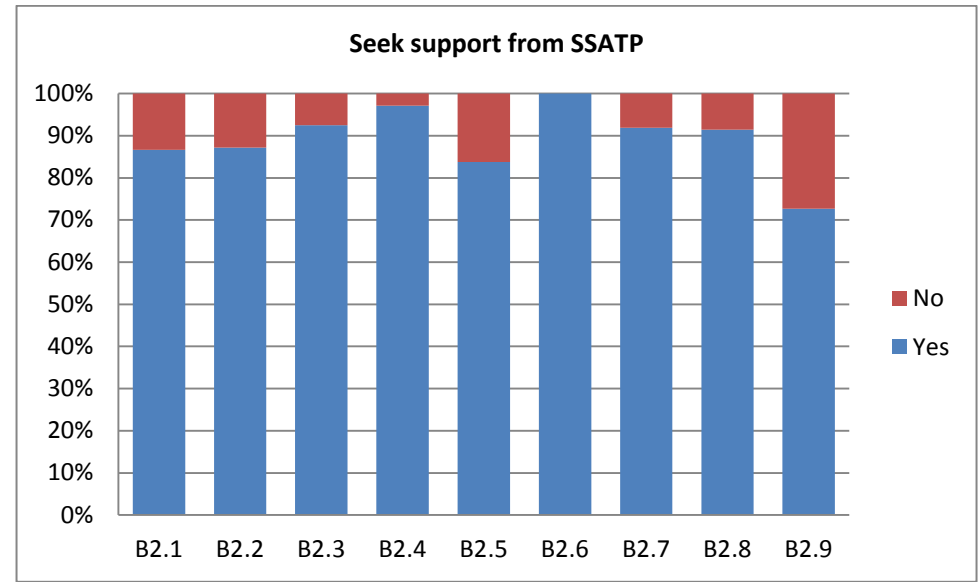
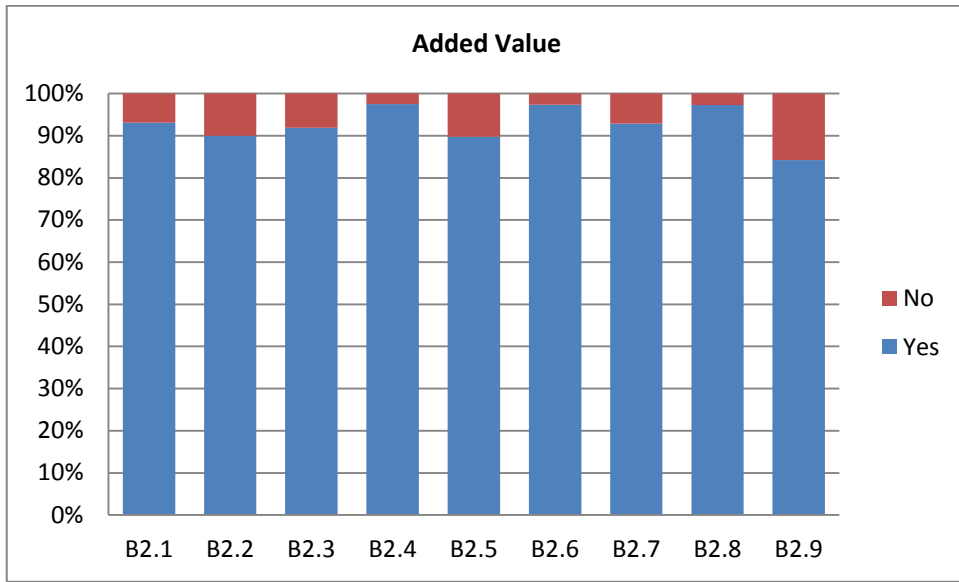


Overall, all the strategic elements receive a high rating with more than 80% above 3 which means that the objective associated is really relevant.

B2.8 (Develop frameworks for sustainable funding of urban transport) receives 100% of the answers above three. But it is not the first strategic element in terms of added value. The first two elements in term of added and support sought are:

- B2.4: Develop policy guidelines and recommendations for better integration of urban transport planning and land-use planning oriented to cities and other sub-national governments
- B2.6: Pilot implementation of guidelines in selected cities using them as best examples

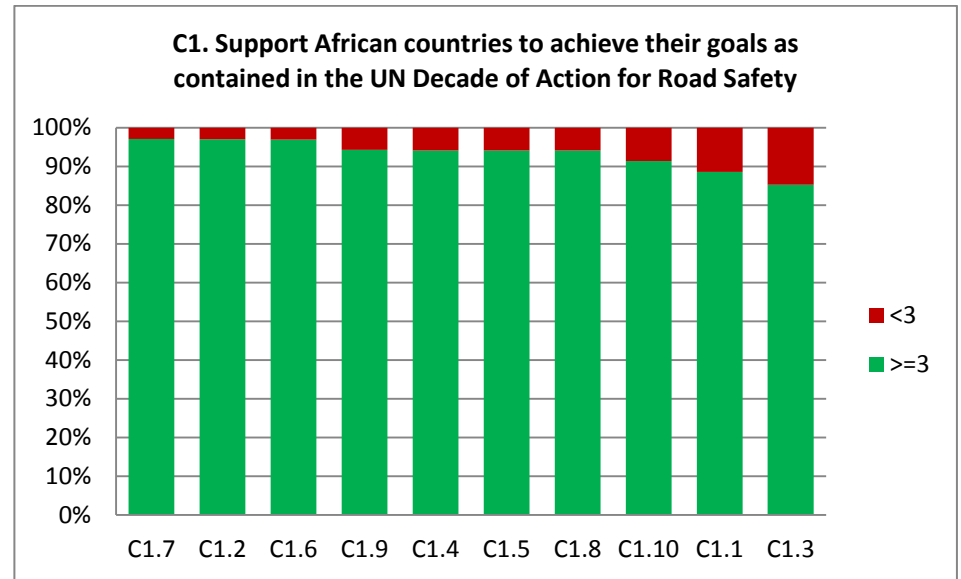
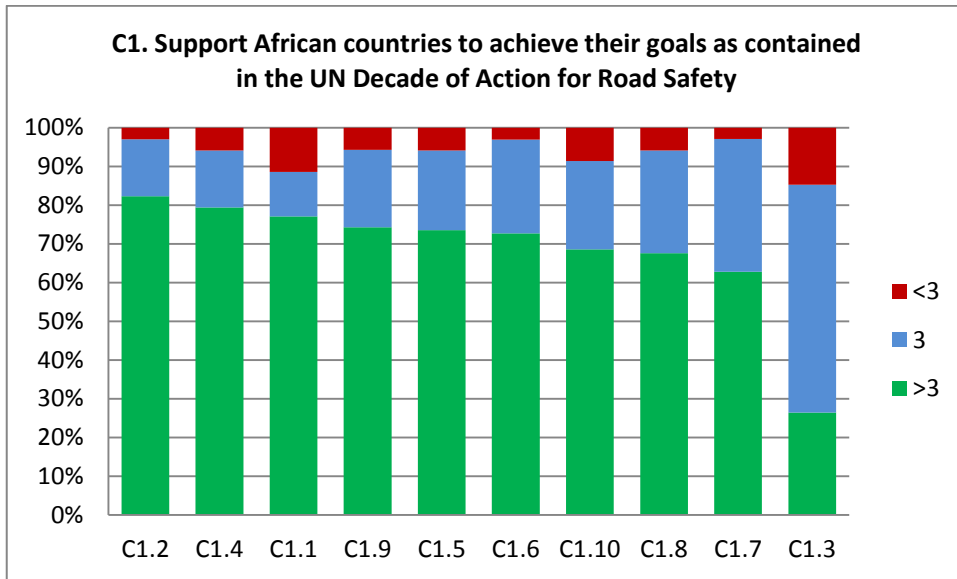
The participants answered this way probably looking at what SSATP achieved in the past. It is an acknowledgement of the good work SSATP did in the development of policy guidelines and an encouragement to continue on this path.



Cluster C: Road Safety

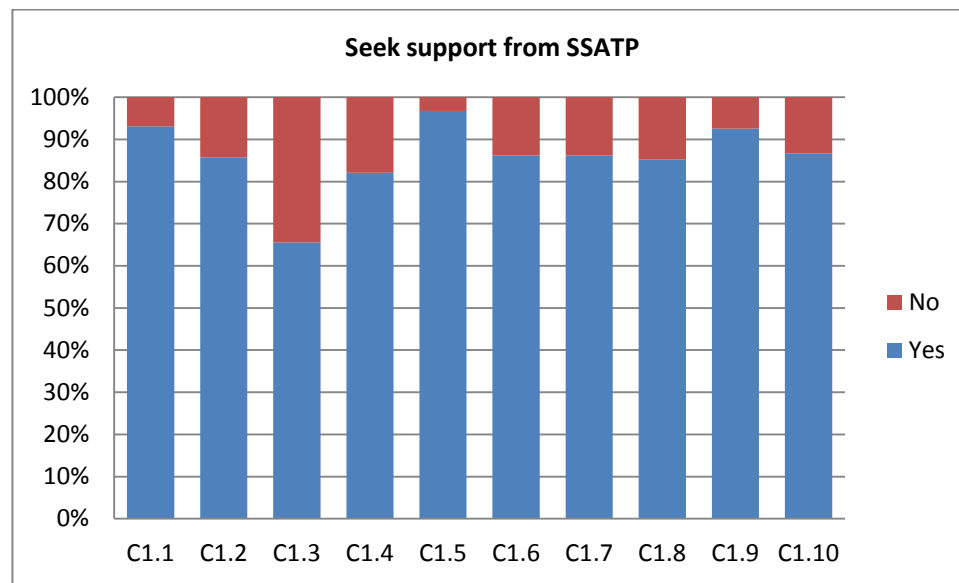
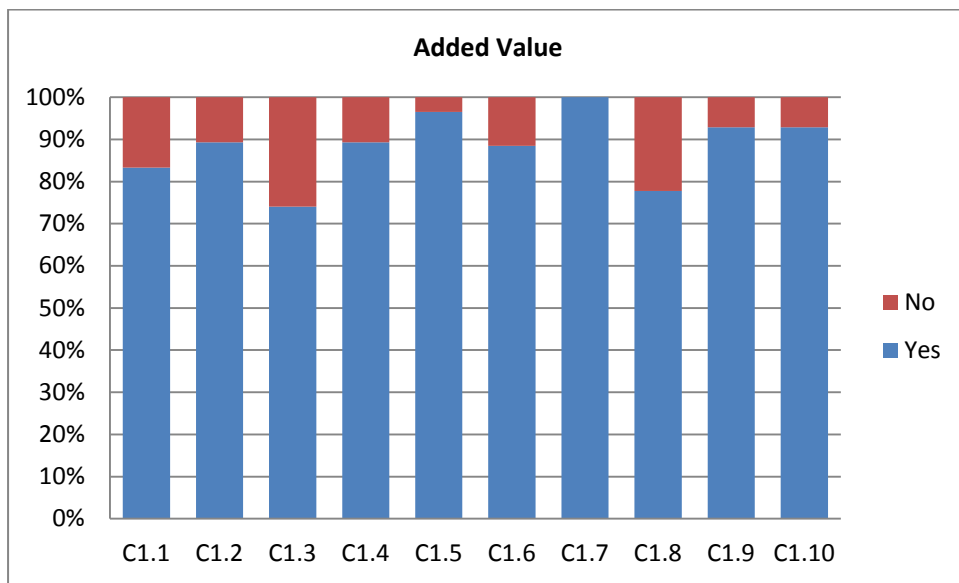
Objective 1: Support African Countries to achieve their goals as contained in the UN Decade of Action for Road Safety

C1: Support African countries to achieve their goals as contained in the UN Decade of Action for Road Safety	C1.1: Assess road safety lead agencies performance, identify successes and failures, provide recommendations on the way forward
	C1.2: Support setting up sustainable national road safety lead agencies with coordinating authority and sufficient funds
	C1.3: Institutional frameworks to provide improved mobility and accessibility for urban dwellers
	C1.4: Support development of road safety national strategies, action plans with target setting using holistic and multidisciplinary approach taking due account of the civil society and private sector capacities for contribution as well propose methods to ensuring adequate funding
	C1.5: Study and support expertise on road safety audits aimed at reducing Africa’s road network’s “black spots” and “killing roads”
	C1.6: Identify and support implementation of actions that bring quick results (Quick wins)
	C1.7: Promote harmonization of African wide road safety regulations, advocate and support accession to and implementation UN agreements on road traffic safety and road signs and signals, of 1968, and promote their use as models for developing related national legislation, monitor progress and report
	C1.8: Build model for unified data collection, processing and reporting as a major policy and decision-making tool for actions that safe lives
	C1.9: Support enhanced road safety along African corridors and propose specific interventions for improvement
	C1.10: Identify and promote as example well performing African countries demonstrating Africa’s capacity to achieve results



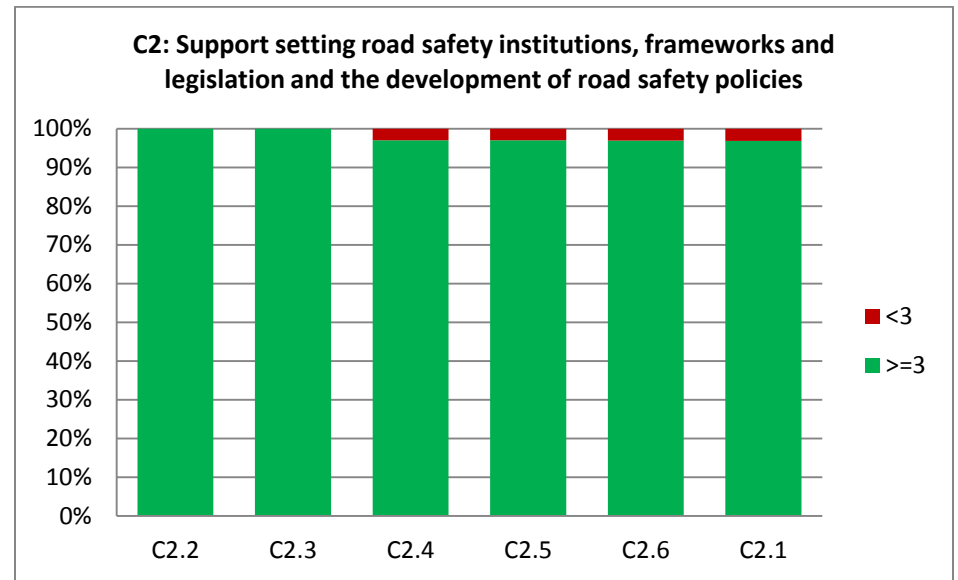
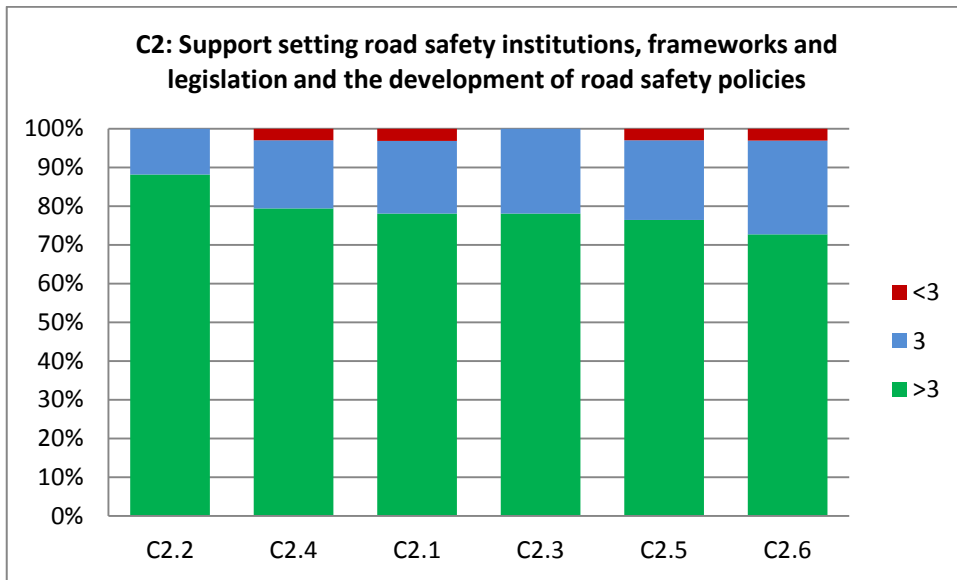
Overall, the rating is high (80 % above three). However, C1.3 (Institutional frameworks to provide improved mobility and accessibility for urban dwellers) receives a large number of answers below 3 with a large part of 3. This is probably because the question does not refer explicitly to road safety and participants were not sure about what they should answer and therefore rated it 3. It is also the last strategic elements in term of added value and support sought.

C1.5: Study and support expertise on road safety audits aimed at reducing Africa’s road network’s “black spots” and “killing roads” ranks first in term of added value and support sought.

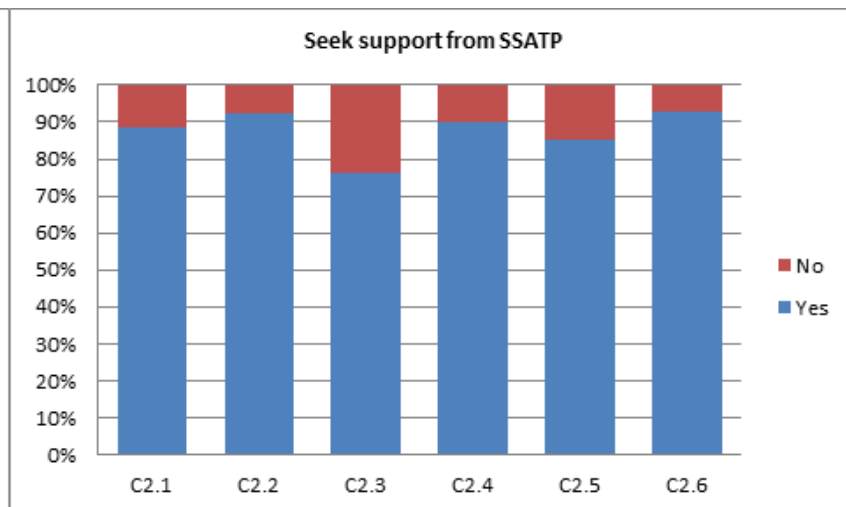
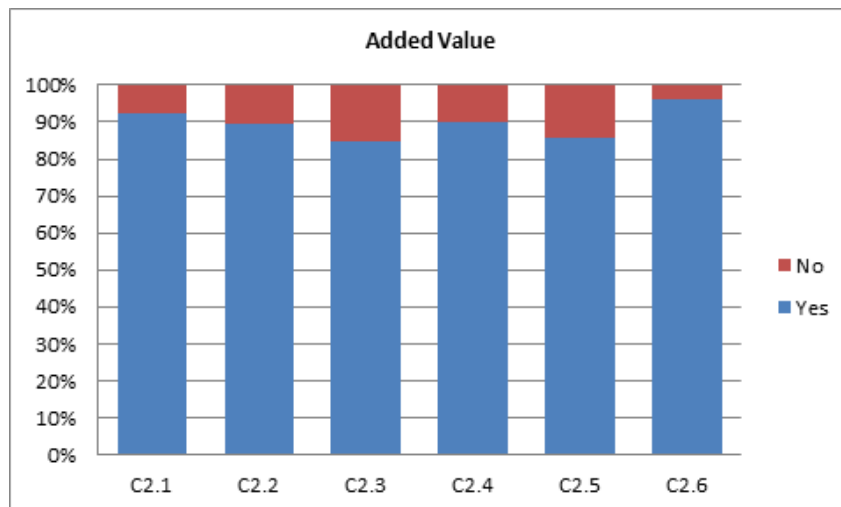


Objective 2: Support Setting Road Safety Institutions, Frameworks and Legislation and the Development of Road Safety Policies

C2: Support setting road safety institutions, frameworks and legislation and the development of road safety policies	C2.1: Support setting up a pan-African intergovernmental body (Road Traffic Safety Working Group) promoting harmonized legislation, coordinating actions, monitoring progress, exchanging information on best practices and enhancing inter country cooperation
	C2.2: Foster development of road safety policies and strategic plans at national level
	C2.3: Support active involvement and initiatives of civil societies and other private sector stakeholder
	C2.4: Promote and assist setting an Africa road safety observatory
	C2.5: Support African Union and UNECA in monitoring implementation and impact of the Decade of Action for Road Safety
	C2.6: Identify the content and assist the elaboration promotion and acceptance of Africa’s road safety charter

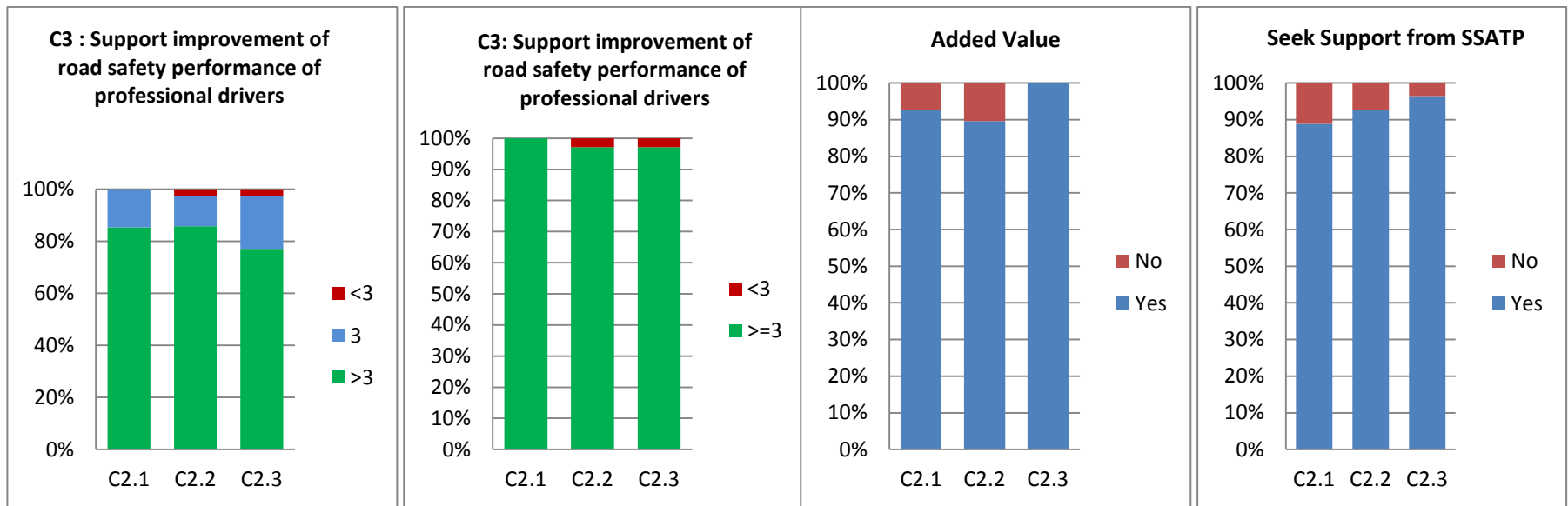


The overall rating is very high. C2.2 (Foster development of road safety policies and strategic plans at national level) is ranked first with no score under 3, probably because of the Decade of Action for Road Safety. Regarding the added value and the support sought, the scores are high too, the lower is C3.3 (Support active involvement and initiatives of civil societies and other private sector stakeholder).



Objective 3: Support Improvement of Road Safety Performance of Professional Drivers

C3: Support improvement of road safety performance of professional drivers	C3.1: Analyse the status of granting driver licences to professional drivers and propose harmonized and efficient solutions
	C3.2: Promote the accession to and implementation of the UNECE Agreement on Driving and Rest Times of Professional Drivers Engaged in International Transport (AETR)
	C3.3: Study, promote and support the development of an African wide harmonized international agreement on driving and rest times for professional drivers to be used for international transport of passengers and goods and as model for developing national legislations

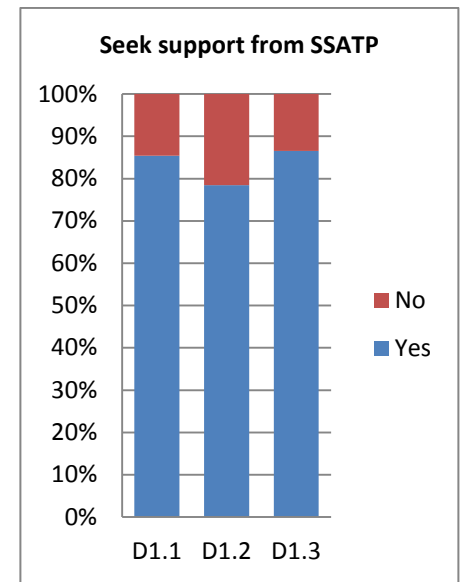
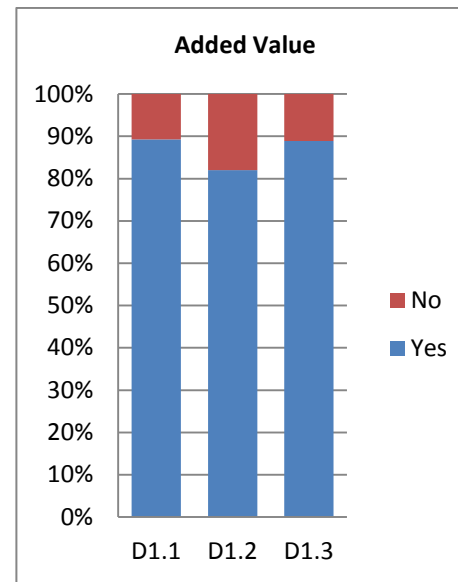
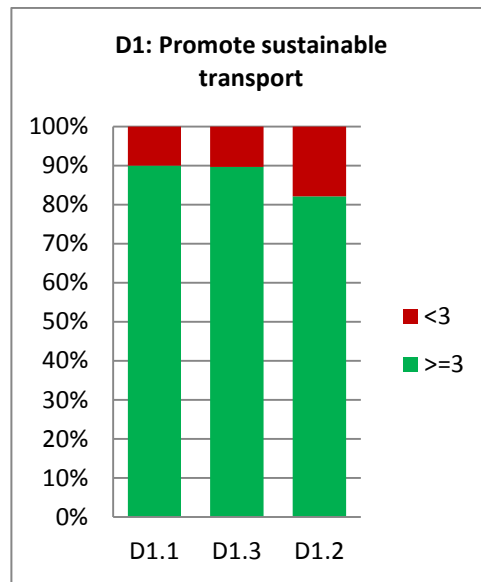
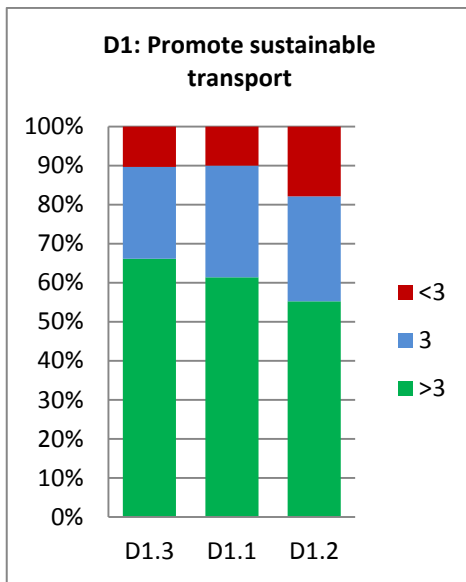


Again, the overall rating is high. 100% of the participants thing that SSATP can have added value for C3.3 : Study, promote and support the development of an African wide harmonized international agreement on driving and rest times for professional drivers to be used for international transport of passengers and goods and as model for developing national legislations

Cluster D: Emerging Issues and Specific Needs

Objective 1: Promote Sustainable Transport

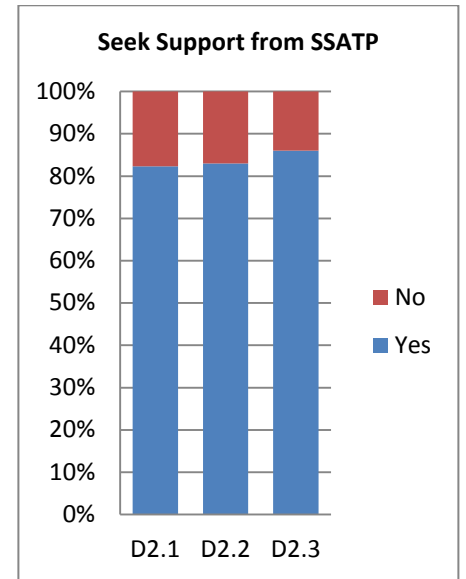
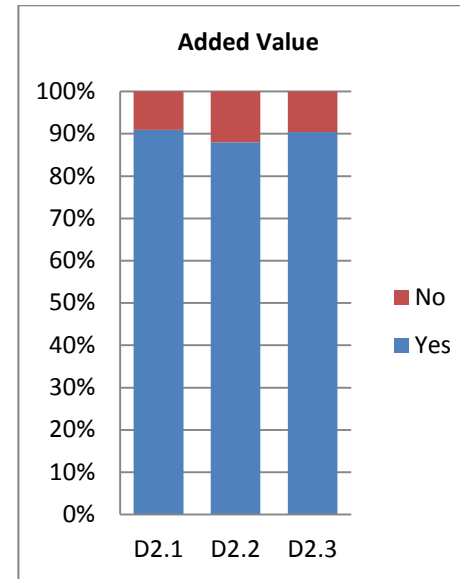
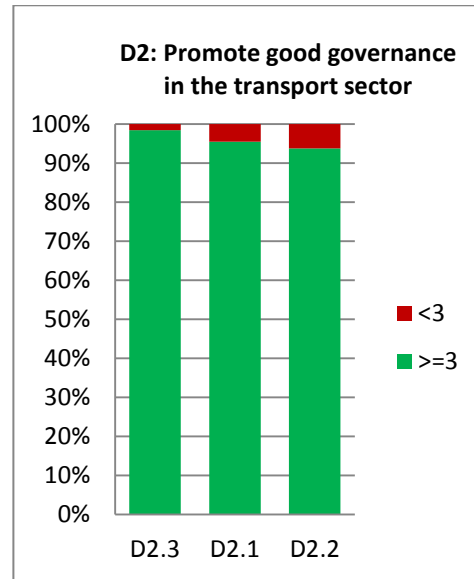
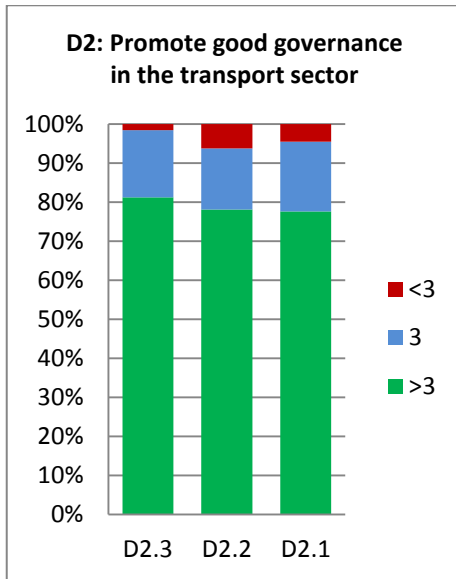
D1: Promote sustainable transport	D1.1: Provide support to the Environmentally Sustainable Transport Forum for Africa (EST-Africa)
	D1.2: Strengthening institutions for incorporating climate change in national transport programs
	D1.3: Enhance the knowledge base on environmentally sustainable transport



Regarding the promotion of sustainable transport, although the rating is high, it is lower than the other questions in the questionnaire. More over the participants had the possibility to answer 5 for the three of them. With a significant amount of three, this highlights the hesitation of some participants.

Objective 2: Promote Good Governance in the Transport Sector

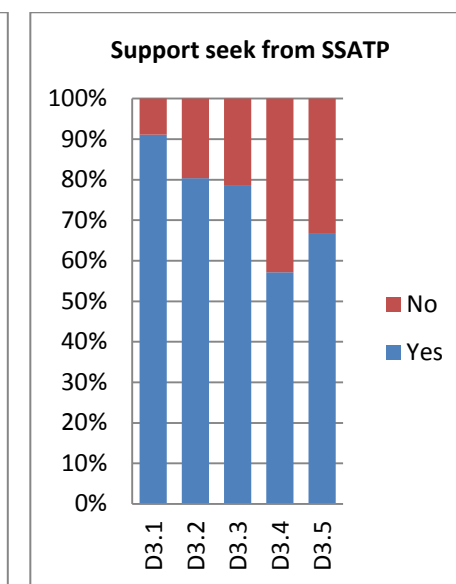
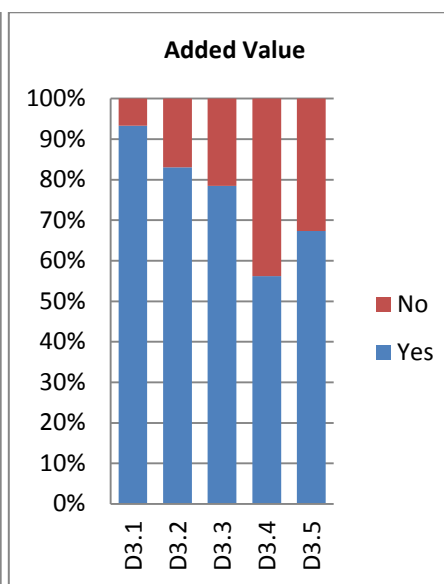
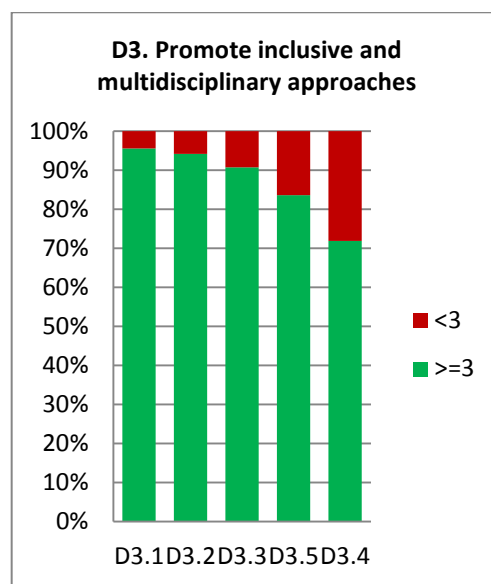
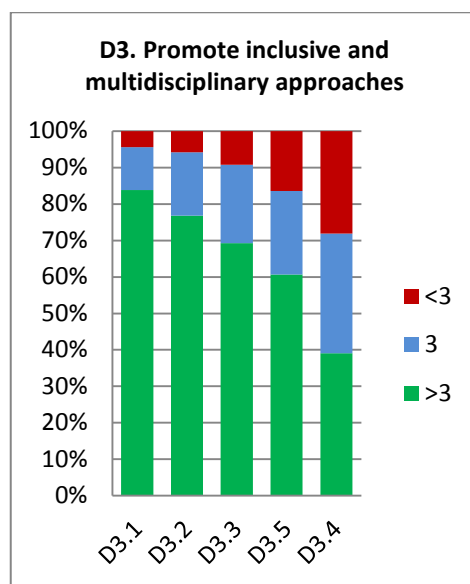
D2: Promote good governance in the transport sector	D2.1: Advocate mainstreaming and support development of good governance action plans in the transport sector
	D2.2: Continue to promote the use of governance indicators developed under the DP2
	D2.3: Promote best practices of governance in the areas of participation, inclusion, transparency and accountability



As far as governance is concerned, the rating is high too, with a large of amount of yes answer regarding the added value of SSATP.

Objective 3: Promote Inclusive and Multidisciplinary Approaches

D3: Promote inclusive and multidisciplinary approaches	D3.1: Promote enabling environment for transport services, transport facilitation and transport business
	D3.2: Promote PPP as a mean to finding solutions for transport sustainable financing, improved managements of the transport sector and assist the creation of enabling conditions for national and foreign private investments in Africa’s transport
	D3.3: Strengthen cross-cutting/sectorial cooperation mainly between Transport and Trade
	D3.4: Ensuring gender balance in transport
	D3.5: Integrate considerations for combating and preventing HIV/AIDS and STIs, as necessary and appropriate



Regarding this objective, D3.1: Promote enabling environment for transport services, transport facilitation and transport business is considered as a priority with a high added value.

Two objectives are not considered as priorities with low added value from SSATP:

- D3.4: Ensuring gender balance in transport
- D3.5: Integrate considerations for combating and preventing HIV/AIDS and STIs, as necessary and appropriate.