SSATP Strategic Priorities

Annual Meeting, December 2012

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Introduction

- The need for priorities
  - Introduce focus in program management
  - Need for selectivity under resource constraint
  - Comparative advantage
- The choice of priorities
  - Point of view of the user
    - Goods are difficult to trade within and across region
    - Unpredictable, difficult and costly urban travel
    - Road transportation – major cause of loss of life and property
  - In addition: Specific needs require specific responses
- Principles
  - Chose *strategic orientations* rather than *priority activities* to give flexibility
  - Optimization of resources
  - Maximization of impact
  - Measurable outcomes
  - Recurring and widespread regional challenges

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The coherence of priorities

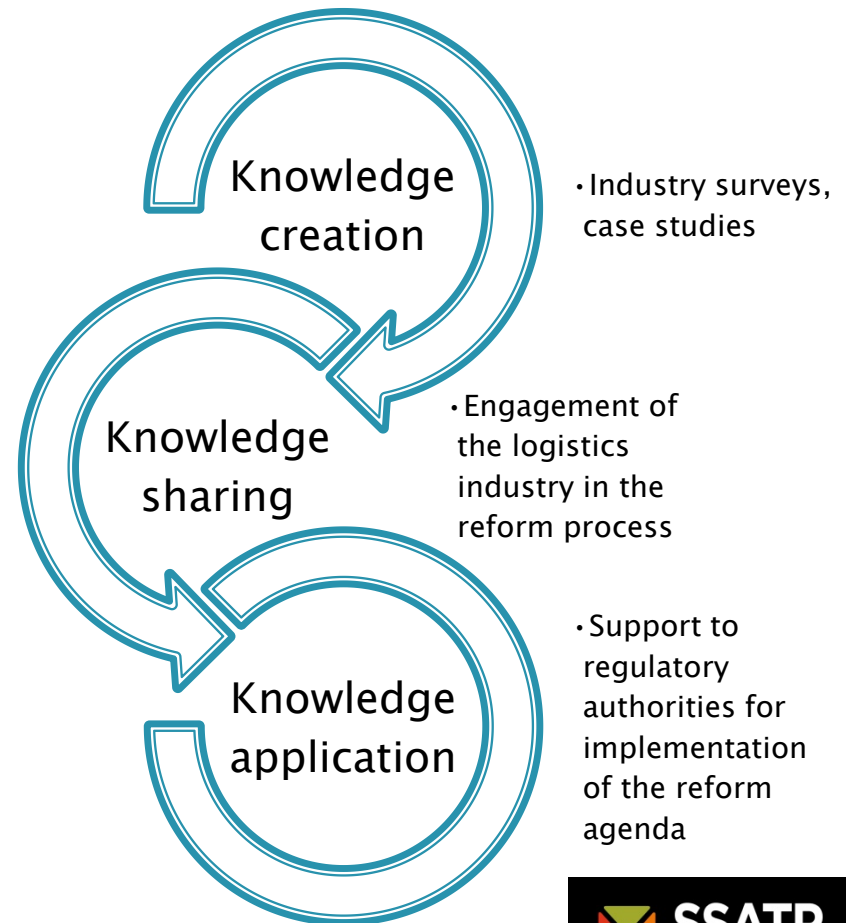| Domains		Thematic and cross-cutting clusters				
Movement of goods	Regional	Integration Connectivity Cohesion	Road safety	HIV/AIDS Governance	Governance	Data management
	National					
	Rural			Gender		
Movement of people	Urban	Mobility Accessibility		Environmental sustainability (including climate change)		

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Process

- The choice of strategic orientations:
  - consistent with knowledge creation, knowledge sharing, & knowledge application approach
  - Inclusion of capacity building to support policy development and implementation is added value
  - Sustainability beyond SSATP support
- Stakeholder consultations
  - Regional integration (Cotonou and Mombasa)
  - Urban mobility & accessibility (Addis Ababa)
  - Road safety (Addis Ababa and Lusaka)
  - All priorities (Online Survey)

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Cluster 1: Regional Integration

Policy framework for logistical efficiency
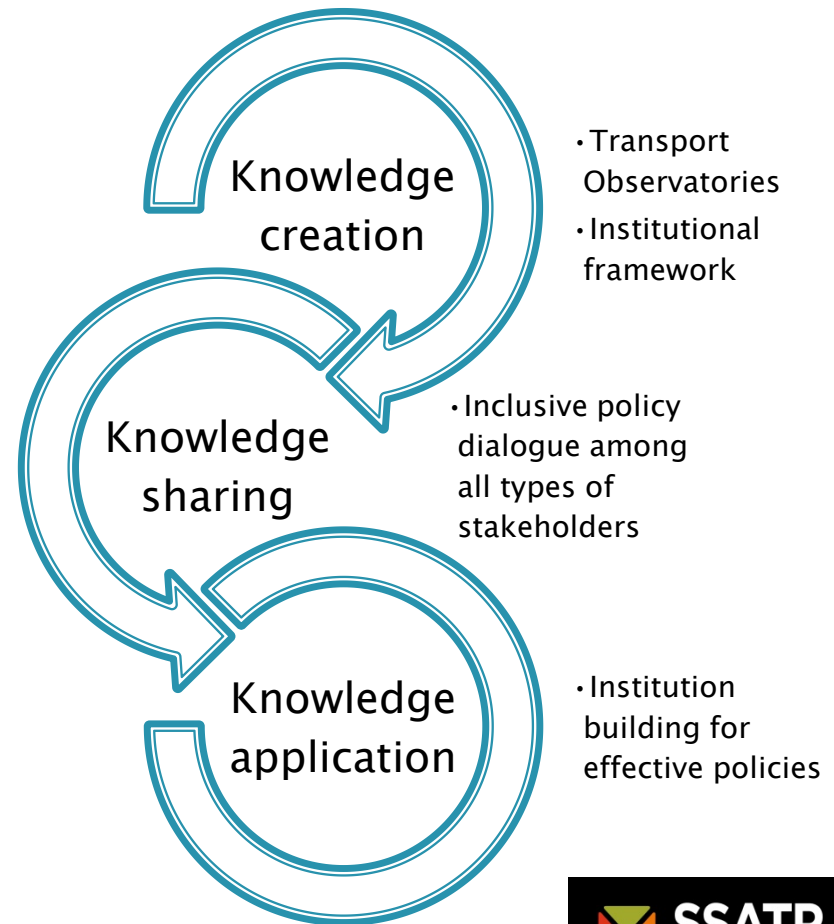
▸ Develop a regulatory framework conducive to efficient service provision by (private) logistics operators

Knowledge creation

- Industry surveys, case studies

Knowledge sharing

- Engagement of the logistics industry in the reform process

Knowledge application

- Support to regulatory authorities for implementation of the reform agenda

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Cluster 1: Regional Integration

Building capacity within institutions for policy dialogues, development and implementation

▸ Develop institutional mechanisms and tools that enable definition and implementation of evidence based policies through inclusive policy dialogue

Knowledge creation

- Transport Observatories
- Institutional framework

Knowledge sharing

- Inclusive policy dialogue among all types of stakeholders

Knowledge application

- Institution building for effective policies

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Cluster 2: Urban mobility and accessibility

Institutional framework for urban transport contributing to sustainable urban development

- Urban transport institutions: coordination and integration, and the respective roles of local authorities and national governments
- Strategies to facilitate development of urban transport policies and piloting of strategies in some countries as examples from which others could learn.

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Cluster 2: Urban mobility and accessibility

- **Capacity building for urban transport**
  - Leadership competence in urban transport planning and management at policy level;
  - Technical competence in urban transport at sub-national level;
  - Advocacy and awareness building for linkages with sustainable urban development

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Cluster 2: Urban mobility and accessibility

Financing strategies for sustainable urban transport

- ▸ Mechanisms to finance the gaps in the operating cost of efficient public transport systems; and

- ▸ Mechanisms to finance the cost of institutions/authorities to manage urban transport

Cluster 3: Road Safety

Policy enhancements to better align country initiatives to UN Decade of Action

- Coordination among AU, ECA, RECs and countries for identification of policy gaps and priorities and provision of strategic guidance
- Monitor, review and advise on the implementation of global and regional declarations on road safety
- Creation of lead agencies (at country level) where they do not exist

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Cluster 3: Road Safety

Capacity building for effective road safety management

- ▶ Regional
  - ◦ Enhance collaboration with regional transport sector associations (ASANRA, ARMFA, AGEPAR, Transport Associations etc)
  - ◦ Creation of RS sub-regional organizations
  - ◦ Sharing of information and good practice
- ▶ National
  - ◦ Road safety lead agency operational guidelines
  - ◦ Conduct road safety audit
  - ◦ Strengthen policy compliance and enforcement

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Framework for the discussion

- Confirm priority of the three clusters:
  - Integration, connectivity and cohesion (regional corridors, national and rural networks)
  - Urban mobility and accessibility
  - Road safety
- Confirm priority of emerging issues and specific needs
  - Governance
  - Sustainable transport
  - Inclusive and multidisciplinary approaches
- Prioritization according to budget constraints

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THANK YOU