



**SSATP**  
Africa Transport  
Policy Program

# Regional Integration Cluster

SSATP AGM

Feedback to plenary

# Method (1)

- \* The core business of SSATP is into knowledge creation and knowledge sharing, not into 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

# Method (2)

- \* 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

# Scope of the cluster (1)

- \* For regional corridors, the policy priorities are relevant
- \* However, debate on 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 needed for the regional corridors
  - \* On the inclusion side, corridors are defined as links between economic centers of activity, and rural areas are important production areas that need to be linked to the trunk corridor
- \* Suggestion to adopt a rural trade perspective, as input for further discussion

# Scope of the cluster (2)

- \* The importance of rail transport:
  - \* Corridor transport policies need to articulate the role of rail transport
  - \* Possible role for SSATP in promoting development of railways
- \* Discussion on integrated transport policies:
  - \* Highlight linkages between trade, economic development and transport
  - \* Multimodal

# Clarification on policy priorities (1)

- \* Instruments for regional integration
  - \* Coordination between RECs' vision of corridor and TAH
  - \* Harmonization at continental level:
    - \* Transport policy framework for regional integration: not only deal with REC – Country articulation, but also AU – REC – Countries
    - \* Harmonization of norms and standards, including sensitization on non transport issues (for instance travel documents)
  - \* Capacity building for RECs and also countries so as to enable them to take active role in regional integration
- \* Institutional framework
  - \* Focus on corridor authorities, corridor performance monitoring

# Clarification on policy priorities (2)

- \* Regulatory framework for efficient logistics
  - \* Quantify the cost of non-tariff barriers for logistics operators
  - \* Axle load and compliance
  - \* Integrated Border management

# Partners

- \* Coherence with existing programs from RECs, countries and development partners
- \* Involvement of the private sector
- \* Support continental programs such as PIDA