

Africa Transport Policy Forum

SSATP Annual Meeting 2013

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«The Sustainability Factor – Towards Clean and Safe Transport in Africa»

Proceedings

Dakar, Senegal

April 2014



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.

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The SSATP is a partnership of
40 African countries

8 Regional Economic Communities

2 African institutions: UNECA, AU/NEPAD

Financing partners for the Second Development Plan: European Commission (main donor), Austria, France, Norway, Sweden, United Kingdom, Islamic Development Bank, African Development Bank, and World Bank (host)

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ABBREVIATIONS

AFD	French Development Agency
AfDB	African Development Bank
ASTF	Africa Sustainable Transport Forum
AU	African Union
AUC	African Union Commission
COMESA	Common Market for Eastern and Southern Africa
DP2	SSATP Second Development Plan (2008-2011)
DP3	SSATP Third Development Plan (2014-2018)
DRC	Democratic Republic of Congo
EAC	East African Community
FESARTA	Federation of Eastern and Southern African Road Transport Associations
FFEM	French Fund for the global environment -
GA	General Assembly
GIZ	German International Development Agency
GRSF	Global Road Safety Facility
HIV/AIDS	Human immunodeficiency virus/acquired immune deficiency syndrome
IRAP	International Road Assessment Programme
IRU	International Road Union
LLDC	<i>Landlocked developed countries</i>
MDG	Millennium Development Goal
NEPAD	New Partnerships for Africa's Development
PIDA	Program for Infrastructure Development in Africa
PPP	Public Private Partnership
REC	Regional economic community
RTC	Regional Trade corridors
SDG	Sustainable Development Goal
SECO	Swiss State Secretariat for Economic Affairs
SSA	Sub-Saharan Africa
SSATP	Africa Transport Policy Program
TAH	Trans-African Highways
TFF	Trade Facilitation Facility
UEMOA	West African Economic and Monetary Union
UNECA	United Nations Economic Commission for Africa
WHO	World Health Organization

1. INTRODUCTION

1.1. Context and Objectives

The Africa Transport Policy Forum and the General Assembly of the Africa Transport Policy Program were held in Dakar, Senegal, on December 10--12, 2013.



The Ministry of Infrastructure, Land Transport and Access of the Government of Senegal hosted the two events jointly with the SSATP. The Forum focused on two topics: “*The Sustainability Factor – Towards Clean and Safe Transport in Africa*” and “*Spearheading Transport Policy Reform in Africa.*” The objectives of the

Forum were to develop a common understanding among practitioners responsible for developing transport policies of the challenges in these two areas and to identify approaches that can be implemented by African countries and regional institutions.

The SSATP is an international partnership to facilitate policy development and capacity building in the transport sector in Africa. It consists of 40 countries, 8 regional economic communities, public and private sector institutions, and international development organizations and agencies. The SSATP is financed by contributions from the development partners to a trust fund administered by the World Bank. The following partners are participating in the SSATP for the 2009-2014 period: the European Commission, the United Nations Economic Commission for Africa (UNECA), the African Development Bank (AfDB), the French Development Agency (AFD), the Department for International Development of the United Kingdom, Sweden, Norway, Austria, the World Bank, and the Trade Facilitation Facility (TFF), a trust fund¹ managed by the World Bank. More information on the SSATP is available on its website: www.ssatp.org

¹ The Trade Facilitation Facility (TFF) is financed by the Department for International Development of the United Kingdom, the Netherlands, and Sweden.

1.2. Structure of the Meeting

The Forum began with a session on the global issue of sustainable transport in conjunction, in particular, with the ongoing work under the leadership of the United Nations on the Sustainable Development Goals in the context of the post-2015 Development Agenda. The Forum then considered specific aspects of sustainable transport, notably road safety, urban mobility, and endogenous and exogenous effects on the environment that impact the people of Africa directly. Discussions on transport policy reforms were also included in the issue of sustainable transport in the sense that they concern cross-cutting aspects such as governance, policy assessment and the role of the private sector. A practical application of these three aspects was presented in the session on regional transport corridors. The sessions were organized around thematic presentations. Panels of experts were invited to speak to initiate the discussions that were subsequently opened up to all participants. These plenary sessions were followed by technical plenary sessions organized on the same topics to enhance the sharing of knowledge and experience. The agenda for the Forum is provided in Annex E.

The GA took stock of progress made with the SSATP's ongoing program of activities. A session on the SSATP's Third Development Plan for the period 2014-2018 focused on scenarios to make up the financing gap for the program presented at the GA in December 2012. The GA then deliberated on the adoption of the main messages drawn from the Forum, and countries expressed their views on the program, its value added and its outlook. The GA concluded with a discussion on the SSATP by representatives of the key stakeholders, who expressed their commitment to support the next development plan of the SSATP, which is to be launched in July 2014.

The session on urban mobility organized on December 11 was followed by training on sustainable urban transport organized by the German International Development Agency (GIZ). A field visit to the Dakar-Diam Nadio toll road provided information on particular aspects of the concession granted to a private operator and the resettlement of the population.

1.3. Participation in the Meeting

The first Africa Transport Policy Forum organized by the SSATP in Dakar on December 10-11, 2013 involved 163 participants from four continents. The participants represented a wide range of transport practitioners: representatives of governments and regional economic communities, continental and international players, development partners, private sector representatives and other individuals with a professional interest in the topic. In addition, 16 participants from a number of African cities and municipalities attended the session on urban mobility organized alongside the Forum.



The participants in the GA on December 12, 2013 represented 28 countries, three regional economic communities, four regional organizations, the private sector (member of the Board of Directors of the SSATP), and 11 development partners. The countries had been invited to be represented by the permanent secretary (or equivalent) of their ministry responsible for transport so as to ensure a level of representation having the mandate to discuss and decide on transport sector policy issues. If the permanent secretaries were not available, countries were represented at the level of advisor to the minister or director with a broad knowledge of the transport sector and a vision for its development. The list of participants is attached in annex H.

1.4. Opening Session

The opening session of the Forum began with three statements by Mr. Marc Juhel of the World Bank Group; Mr. Gatera Soteri, representing the Chairman of the SSATP Board of Directors, United Nations Economic Commission for Africa (UNECA); and Mr. Jean-Kizito Kabanguka, representing the African Development Bank. The speakers recalled the SSATP accomplishments along with the main challenges facing the transport sector. They also presented knowledge-sharing and partnerships for solutions as pillars of a new cooperation framework for the achievement of sustainable development.

The Minister of Infrastructure, Land Transport and Access, His Excellency Mr. Thierno A. Sall, officially opened the work of the Forum with a statement reviewing the challenges facing the transport sector in Africa, namely road safety, urban mobility, governance, private sector participation, sectoral policy performance, the intermodality of means of transport, and the adaptability of infrastructure to climate change. He also emphasized the format of the Dakar meeting, with the General Assembly of the SSATP being preceded by a Forum allowing for discussion that would feed into the talks during the GA. The Minister underscored the urgency of defining a Sustainable Development Goal (SDG) for transport to allow the sector to contribute to the ambitious agenda for sustainable development after the deadline for the Millennium Development Goals (MDGs) in 2015. Transport was not originally included in the MDGs and consequently did not benefit from all the necessary financing or fully play its role as a vector for development.

2. TOWARDS CLEAN AND SAFE TRANSPORT

Africa must put in place new strategies to ensure its sustainable development; it cannot be satisfied with continuing to apply past strategies. On the one hand, the African continent is recording strong economic growth, which is a sign of the success of the policies implemented, and transport is clearly a factor in these results. The contribution of transport no doubt results for a large part from the overall improvement in transport infrastructure. This is not sufficient to ensure sustainable development, however, and, as the assessment of transport policy performance presented by the SSATP during the Forum has shown, major difficulties are still encountered in the implementation of strategies and identification of results. This gap between strong economic growth and the sub-par performance of transport calls for reflection on the part of countries and their development partners. A great deal of work therefore remains to be done to implement appropriate policies, which are the key to sustainable development. Thus, the Forum has been an opportunity to debate transport policies in Africa, to identify and discuss good practices, and to make recommendations for the development of sound policies in key sectors that remain challenges for Africa.

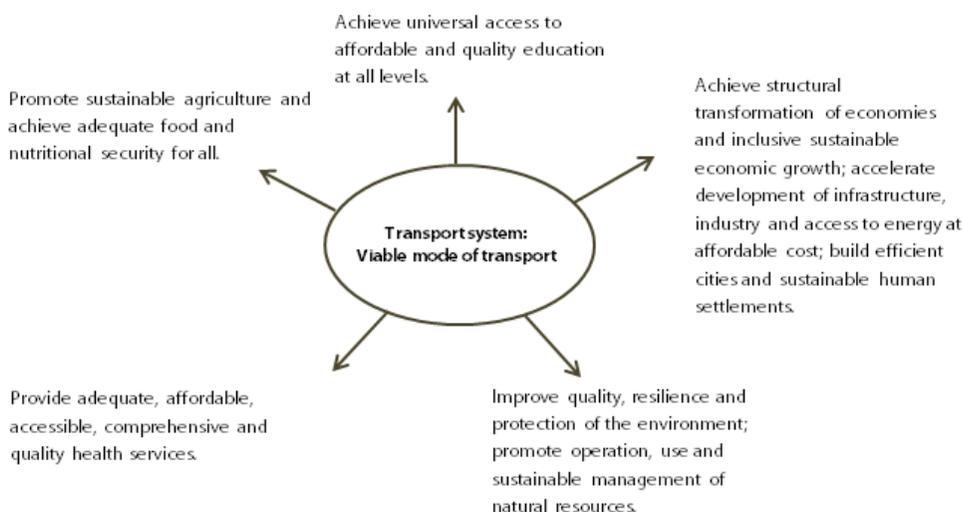
The 2015 deadline for the Millennium Development Goals (MDGs) and the ongoing identification of post-2015 Sustainable Development Goals (SDGs) provide the context for the development choices and dynamics currently under consideration. The United Nations Conference on Sustainable Development (Rio+20): (i) determined that the Millennium Development Goals not yet met would be included in the framework for the Sustainable Development Goals; (ii) prioritized the goals with follow-up topics for the development of the SDGs; (iii) confirmed that the development themes are all intrinsically related to transport or in their implementation; and (iv) recognized sustainable transport as a major area of action/theme.

To achieve a development program for the post-2015 period and ensure that a sustainable development dimension would be accepted by all, the United Nations established a consultation process at the global, regional, and national level. An Open Working Group was created to prepare a proposal on the SDGs to be submitted to the United Nations for approval in late 2014. Sustainable transport was discussed in the seventh session of the Open Working Group. In Africa, the African Union Commission, the United Nations Economic Commission for Africa and the African

Development Bank organized an Africa Regional Consultative Meeting on the SDGs in October 2013.²

Transport is central to development. It interacts with all economic and social sectors, particularly general production systems, health, water and sanitation, housing, education, etc. The diagram provided below illustrates this. The development goals are presented with the numbers assigned to them in the Outcome Document of the Africa Regional Consultative Meeting. The arrows for goals 2, 7 and 8 are larger reflecting the greater importance of the transport system in the achievement of these three goals.

Diagram 1: Transport is central to the Development Goals



2.1. The Rio + 20 context and the role of Sustainable Transport

The Outcome Document of the Africa Regional Consultative Meeting identified four priorities for sustainable development in Africa: (i) *economic development*, with accelerated investment in infrastructure and industrial development, value addition, and greater economic independence for the underprivileged; (ii) *social development*, with equitable access to education, training, social protection and health care for all; (iii) *environment and natural resources*, characterized by the challenges posed by climate change, desertification and land degradation, and pollution and all of its corollaries; and (iv) *institutions and governance*, with the need to deepen and reform

²http://www.uneca.org/sites/default/files/uploaded-documents/SDG/2013/Outcomes/africa-sdgs_outcome_doc_eng.pdf

political, economic, social, environmental and local governance. Added to this is the need to access the necessary resources to implement the priorities and adopt an integrated approach to sustainable development.

Diagram 2: The SDGs - Rio+20 and the Africa Regional Consultative Meeting

Final declaration of the Rio + 20 Summit – June 22, 2012	High-Level Panel of Eminent Persons on the Post-2015 Development Agenda	Africa Consultations on the SDGs (UNECA-AUC AfDB) October 2013
<ol style="list-style-type: none"> 1. Poverty eradication 2. Food security, nutrition and sustainable agriculture 3. Water and sanitation 4. Energy 5. Sustainable tourism 6. Sustainable transport 7. Sustainable cities and human settlements 8. Health and population 9. Promoting full and productive employment, decent work for all and social protection 10. Oceans and seas 11. Small island developing States 12. Least developed countries 13. Landlocked developing countries 14. Africa 15. Regional efforts 16. Disaster risk reduction 17. Climate change 18. Forests 19. Biodiversity 20. Desertification, land degradation and drought 21. Mountains 22. Chemicals and waste 23. Sustainable consumption and production 24. Mining 25. Education 26. Gender equality and women's empowerment 	<ol style="list-style-type: none"> 1. End Poverty 2. Empower girls and women and achieve gender equality 3. Provide quality education and lifelong learning 4. Ensure healthy lives 5. Ensure food security and good nutrition 6. Achieve universal access to water and sanitation 7. Secure sustainable energy 8. Create jobs, sustainable livelihoods, and equitable growth 9. Manage natural resource assets sustainably 10. Ensure good governance and effective institutions 11. Ensure stable and peaceful societies 12. Create a global enabling environment and catalyze long-term finance 	<ol style="list-style-type: none"> 1. Eradicate poverty in all its forms. 2. Promote sustainable agriculture, and achieve food security and adequate nutrition for all. 3. Ensure quality, adequate, affordable, accessible and comprehensive health services for all. 4. Achieve universal access to affordable and quality education at all levels. 5. Achieve gender equality, protect and empower women, the youth and persons in vulnerable situations. 6. Ensure social inclusion and protection, including guaranteed minimum income, and social security and decent employment for all, particularly for the youth. 7. Structurally transform economies and attain inclusive sustained economic growth; accelerate infrastructure development, industrialization and access to affordable energy; and build resilient cities and sustainable human settlements. 8. Enhance the quality, resilience and protection of the environment; and promote sustainable exploitation, use and management of natural resources. 9. Combat desertification and land degradation, mitigate drought and promote sustainable management of land and oceanic spaces. 10. Promote culture, research, science, innovation and technology development. 11. Scale up global partnerships for development. 12. Promote good governance at national and international levels.

The consultative meeting also identified 12 sustainable development goals, presented in the following diagram, which place the African priorities in the context of the initial Rio+20 proposals. Transport does not appear as a specific goal but is found in a number of goals relating to issues of access, infrastructure development, the provision of services, and protection of the environment. This reflects the recognition of the role of transport as a key sector to facilitate achievement of the SDGs. An efficient and sustainable transport system is necessary to achieve each of these goals. Some of the goals in which “transport is of intrinsic importance”³ require an efficient transport system to be achieved. In the case of other goals, transport participates in their implementation or would improve the results of their implementation.

³ Presentation by Marc Juhel and Thomas Hamlin – SSATP Forum, December 2013

The consultative meeting specifically recommended:

- A sustained political focus to keep the momentum of infrastructure development as a priority; and
- an integrated approach to policymaking at the national, regional and local levels for transport services; as well as systems such as infrastructure, public transport systems and goods delivery networks to promote sustainable development, with a view to providing safe, affordable and efficient transportation, thereby increasing energy efficiency, reducing pollution and limiting the urban sprawl.

The Africa Transport Policy Forum regretted that the importance of transport is not fully recognized in the implementation of a sustainable development program for Africa. The preference of the Forum was for a Sustainable Development Goal to be identified to reflect the key role of transport in the economic and social development of countries. A specific SDG would also facilitate financing of the sector and would enable it to receive the attention of the development partners. However, in the event that such a specific development goal cannot be adopted, the Forum emphasized the need to integrate transport in the goals that will be adopted and to identify specific targets and indicators to ensure that the conditions for its sustainability and its effects/impacts are identified and monitored. The Forum expressed the desire that each country advocate in favor of sustainable transport in the SDGs, which will be presented to the United Nations in New York in 2014. The national representatives of the transport sector should begin this advocacy with their representatives in New York. It was suggested that an African country coordinate this effort.

2.2. Towards Clean and Sustainable Transport in Africa

The Forum then discussed the characteristics of clean, safe, and sustainable transport in Africa, which would present the three aspects of sustainability, namely, economy, environment, and social equity. This system:⁴

- would enable individuals and companies to meet their key *access needs* in a safe and healthy manner;
- would be at a *reasonable cost* offering a **wide range of means of transport** respecting equity; and

⁴ Based on the definition proposed by the Center for Sustainable Transport - www.cstctd.org [www.embarq.org/]

- would *limit emissions and waste* to ensure that these do not exceed the global absorption capacity and would promote *controlled consumption of natural resources* in the respective ecosystems.

Accessibility and Connectivity

Accessibility and connectivity are at the heart of effective transport systems. The major development poles are urban zones, production zones and, in Africa more specifically, agricultural production zones. Africa is also the continent with the largest number of landlocked countries (50 percent), whose access difficulties have a negative impact on their economic development.

During the Forum, initial emphasis was placed on urbanization and the need for spatial planning and management that is integrated with transport. Urbanization is growing in the developing countries, and the share of the urban population is increasing ever more rapidly, with the expectation that in 2020 the proportion of the population living in urban areas will exceed the rural population. In Africa, where population growth is the highest in the world and where the population is expected to double in the next 40 years, growth will be even higher in urban areas, the population of which will double by 2030.

The strong growth of the urban population and of transport needs that must be met requires solutions to ensure that cities do not become congested, inefficient, and uncompetitive. These solutions involve institutional and accountability issues at the local level for the management of transport systems and issue of equitable distribution among all means of transport in order to increase the share of public transport, the objective being to reduce the need and cost of transport and the negative externalities of transport in urban areas.

The second emphasis of the Forum was on accessibility for agricultural production zones and landlocked countries as one of the conditions for increasing trade, which is a source of economic growth and poverty reduction. The Forum focused on issues of corridor efficiency as a first step toward a broader, integrated approach involving economic development corridors and as a contribution to the Almaty program, the ten-year review of which will take place in 2014. Annex 2 outlines the convergence between the themes of the Forum and the priorities of the Almaty program.⁵

⁵ The Almaty action program (Kazakhstan) of August 28-29, 2003: The program is a partnership designed to respond to the particular needs of landlocked developing countries and create a new global framework for cooperation in transit transport between landlocked developing countries and transit countries.

Transport Externalities

Setting a sustainable transport goal requires establishing a strategy that leads, as a priority, to reducing/avoiding the need for transport (bringing residential and production areas closer together), that promotes the use of more efficient means of transport with fewer negative externalities (essentially public transport), and, finally, that improves what already exists (giving priority to pedestrians and non-motorized means of transport). In the developing countries, particularly in Africa, the level of development of public transport systems means that modes of transport almost all have the same negative externalities in terms of pollution and safety. The transport of passengers and freight mostly takes place outside organized safe public transport systems, thus satisfying few of the rules for the efficient use of vehicles and hydrocarbons and the management of nuisances. Controlling the impact of transport on the environment must also be a matter of developing transport in an intelligent fashion by using all of its potential and reducing the vulnerability of urban and rural populations to road safety risks or climate change, for example. Taking account of externalities in the decision-making process will make it possible to reduce the overall costs and thus to optimize the system of transport, making it economically, socially and environmentally more efficient.

The Africa Sustainable Transport Forum

The concept of the Africa Sustainable Transport Forum (ASTF) presented in Dakar is intended as a contribution to an overall response to the issues of sustainable transport in Africa. The objective of the forum is to incorporate the concepts of inclusive green growth in transport policies, which are often dominated by emphasis on improving connectivity through investment in infrastructure. The ASTF is designed as a platform for dialogue, knowledge-sharing, and innovation specific to Africa on issues of sustainable transport, focusing on national and sub-national policy-makers. It will facilitate the dialogue across Africa on inclusive green growth and will collaborate with countries to articulate a common vision and appropriate implementation strategies at the national level, with clearly defined responsibilities at the different levels of government to achieve an inclusive green vision of growth. The ASTF will also be an important tool in support of countries to achieve the post-2015 Sustainable Development Goals. The ASTF will:

- provide a platform to draw attention to and facilitate a dialogue on sustainable transport policy by decision makers in Africa at the national and local levels;
- work toward a common understanding of “sustainable transport”

throughout Africa, the promotion and harmonization of a vision of sustainable transport for Africa, and the identification of African solutions;

- improve knowledge and the ability to develop and implement sustainable transport policies, programs and pilot projects;
- provide a mechanism for sharing best practices, tools, technologies, research and policy instruments adapted to the African experience;
- support innovative strategies and approaches at the national and municipal levels, as well as common standards and protocols and monitoring of their implementation;
- strengthen and supplement existing initiatives in Africa by extending them to other African cities and countries; and
- identify a pipeline of investment projects in Africa and facilitate access to financing and investment for sustainable transport infrastructure.

The ASTF will bring together decision makers in the areas of transport, environment, health, and urban/spatial development. Implementation of the ASTF will be based on a structure, mode of operation and roles for stakeholders and participants. The role of the SSATP will be to promote the initiative, provide important preparatory resources, and co-finance the Secretariat. All of these aspects must be validated during the first meeting of the ASTF in November 2014.

The need to respond to Africa's challenges – urbanization, motorization, congestion, development and poverty reduction, urban planning, and vehicle emissions – justifies the creation of the Africa Sustainable Transport Forum. The responses to these challenges will be provided by the Forum in a global and multisectoral way. The priorities of the ASTF at the time of its launching include urban mobility, road safety, air quality, energy, and climate.

The Forum addressed in particular the first two points, which are crucial for the development of transport in Africa and would as a result be included in the next development plan (DP3) of the SSATP for the period 2014-2018. A half day was also dedicated to the process and conditions for the development of appropriate policies, considering the particular issues of good governance, the role of the private sector, and performance monitoring and evaluation. These topics will be developed in the following sections.

3. URBAN MOBILITY

African decision makers face enormous challenges if they are to meet the needs of current and future urban migrants. Population growth is rapid in urban areas in Africa. 50 percent of Africans will live in urban areas by 2030 and approximately 60 percent by 2050. With some 415 million inhabitants today and a projected 1.5 billion inhabitants by 2050, the urbanization trend in Africa is potentially the most dramatic in the history of the planet. The rapid growth of cities and the inherent transport needs point to urban mobility as one of the basic prerequisites for sustainable urban development. Urban mobility also importantly complement the theme of rural mobility already developed in the context of previous SSATP development plans and the theme of integration, which was also raised during the Forum.

The SSATP organized a day of discussion on the issue of urban mobility during the Africa Transport Policy Forum. The purpose of this day was to validate the strategic approaches for a policy aimed at improving mobility and accessibility in urban areas in Africa. These approaches were defined on the basis of an analysis of 20 cities, the collection of primary and secondary data, and an extensive review of the literature, and consultations with stakeholders.⁶

Based on this analysis, three sets of challenges in the area of urban mobility were identified:

- governance systems: (a) capacity and overall effectiveness of urban mobility governance systems, including planning, contract management, regulation and financing; (b) availability and use of limited human and financial resources; and (c) extent to which control of urban development and land use is implemented and coordinated with mobility plans and improvements;
- transport infrastructure and services: (a) quality of public spaces; (b) efficiency of public transport services; and (c) quality of transport infrastructure and equipment; and

⁶ UCLG Congress in Rabat and CODATU Conference in Addis Ababa

- social and economic externalities: (a) road safety and working conditions (so-called “soft” mobility problems); (b) quality of the urban environment, notably air and noise pollution; and (c) the financial cost of urban transport and the cost in terms of travel times.

Discussions during the Forum recognized that transport determines the shape of cities and that integration of transport and urban development policies is necessary. Ten key policy recommendations supported by strategic actions were proposed for consideration. These recommendations are divided into six main categories: (a) institutions and legislative instruments; (b) regulatory instruments; (c) planning instruments; (d) operational instruments (including development, operation and maintenance); (e) initiative aimed at building knowledge and skills for those working in institutional structures; and (f) pilot projects.

The work presented during this session of the Forum will continue in the coming months. The objective is to establish an urban mobility policy framework for Africa that cities can then adapt to their specific circumstances. Such adaptations will receive support from the SSATP in the context of its next development plan (2014-2018). The development partners have expressed their willingness to support the implementation of the policies thus defined.

4. MAKING ROADS SAFER

4.1. The Challenges

There is an urgent need to escalate the importance of road safety in Africa. Road transport is the dominant motorized means of transport in Africa. It moves approximately 80 percent of freight and 90 percent of passengers, although an important proportion of travel still takes place by bicycle and on foot. Road accidents are increasing rapidly and pose a public health problem as well as an economic problem, given the inherent social and economic costs and the impact on individual and collective economic activity.

Africa is facing a road safety crisis which, if not controlled, will make the achievement of the Sustainable Development Goals more difficult. The World Health Organization (WHO) anticipates that the number of deaths due to road accidents will more than double between 2015 and 2030, exceeding malaria as a cause of death, both in absolute terms and in terms of the number of deaths per 100,000 inhabitants. The impact of the lack of road safety is also exacerbated for the poorest and the youngest segments of the population (road safety is the No. 1 cause of death in the world for those aged 15 to 24 and the No. 2 cause of death for those aged 25 to 39 after HIV/AIDS).

Africa must rise to a number of challenges:

- a rapid increase in its vehicle fleet, which will potentially lead to an equally rapid increase in the number of accidents, given that currently Africa represents 2 percent of the vehicle fleet and 28 percent of deaths and the highest number of traffic accidents per inhabitant;
- a vulnerable population in the form of pedestrians and cyclists, representing 38 percent of deaths, the highest percentage in the world; and the lowest road density in the world but the worst road safety statistics.

4.2. Action Framework

Good practices in the improvement of road safety are based on the “Safe System” approach, which:

- aims to develop a road transport system that is better able to accommodate human error, generally by means of better management of the energy of collisions, so that no road user is exposed to forces that are likely to lead to death or serious injury;
- integrates several strategies for better management of collision forces, a key strategy being improvement of the road network together with speed limits set in response to the level of protection offered by the road infrastructure; and
- is based on sound economic analyses to understand the scope of the trauma problem and direct investment in programs and places generating the greatest potential benefits for society.

The United Nations has proposed concrete actions aimed at creating an action framework to stem the scourge of road safety issues based on the “Safe System” approach. The Decade of Action for Road Safety, launched in 2011 by the United Nations, is intended to achieve a world in which all road users will be able to travel without danger. The aim of the Decade is to stabilize and reduce the number of road traffic deaths by 2020. The activities aimed at achieving the goals set for the Decade should be implemented at the most appropriate levels while encouraging the participation of various sectors (transport, health, police, justice, urban development, etc.), stakeholders at all levels, and users.⁷

The Global Action Plan for the Decade presents the measures to be taken to make this ambition a reality. They cover all necessary areas of activity and are organized into five pillars:⁸

- building road safety management capacities;
- improving the safety of road infrastructure and, more generally, transport networks;
- improving the safety of vehicles;
- changing the behavior of road users; and
- improving emergency services and other post-crash responses.

⁷ Extract from the Global Plan for the Decade of Action for Road Safety 2011-2020.

⁸ Extract from the Global Plan for the Decade of Action for Road Safety 2011-2020.

These actions are to be carried out at the local and national levels, involving all players, institutions, and civil society. They are all subject to the rules, standards, and indicators for monitoring the Decade.

The Heads of African States, at the 18th African Union Summit in January, 2012 in Addis Ababa, affirmed their support of the Decade of Action for Road Safety and adopted an action plan for Africa. In support of implementation of the action plan, a draft African Road Safety Charter was presented during the Forum.⁹ The Charter, prepared by the African Union Commission and the United Nations Commission for Africa with support from the SSATP, is aimed at:

- speeding up implementation of national, regional and continental road safety programs;
- contributing to the coordination of road safety on the continent; facilitating the formulation of comprehensive road safety policies at the country level;
- enhancing the participation of the private sector, civil society organizations and nongovernmental organizations in road safety issues; and
- promoting the harmonization of the collection, processing, and dissemination of data on road safety.

For its implementation, the Charter emphasizes improving road safety management (Pillar 1 of the Decade of Action) by means of the creation of lead agencies responsible for road safety or the enhancement of existing organizations, the development of road safety strategies by countries and regional economic communities, the establishment of road safety data management systems, and multisectoral collaboration on road safety. Additional actions are aimed at making roads and mobility safer by means of road safety audits, consideration of the most vulnerable users, actions to make vehicles safer and the behavior of road users more reliable, and the development of emergency response systems. Finally, the Charter raises issues of the financing of road safety and the need to establish a monitoring and evaluation system.

4.3. Road Safety Management Framework

Following the presentation of the issue of road safety in Africa and the approach proposed to deal with the challenges facing the continent,¹⁰ a consensus was reached

⁹ Presentation by Marie-Thérèse Guiebo, United Nations Economic Commission for Africa

¹⁰ Presentation by Martin Small, SSATP

during the Dakar Forum on the need to improve the management framework for road safety by creating road safety agencies with the mandate and financing to guide the national road safety effort by involving all the stakeholders in a coordinated fashion and facilitating decision making based on empirical evidence. The Global Road Safety Facility (GRSF) in 2009 proposed an overall framework identifying the functions of institutional management, network interventions and expected outcomes. During the discussion, a number of countries confirmed their willingness to create an agency or to strengthen the existing agency. Prior to the Forum, the SSATP organized a workshop on this topic in Senegal and the Gambia and supported the Ethiopian government in the preparation of a draft road safety management framework. This framework will serve as a basis for the SSATP to develop a model framework applicable in Africa that countries can then adapt to their specific circumstances. This model will be disseminated for consultation in early 2014.

4.4. Prioritizing Road Network Actions

Two approaches were presented during the Forum to help countries focus their interventions in respect of the road network. There are in fact numerous actions that need to be carried out, each representing an investment and political mobilization in a context of limited resources and capacities. The proposed approaches relate, on the one hand, to regional corridors and, on the other, to the prioritization of interventions based on risk assessment.

Regional Corridors. The regional trade corridors (RTC) approach presents clear advantages. On the one hand, these corridors present high road safety risk. They are characterized by large volumes of traffic and a mix of motorized and non-motorized vehicles. On the other hand, the corridors involve several countries and regional economic communities. Institutional enhancement actions can therefore have an impact beyond the geographic scope of the corridor. It is possible therefore to expect that the improvement of safety on the corridors will have a significant impact that justifies the priority that could be given to them.

Three examples of actions on corridors were presented during the Forum:

- The first example is the African Union Commission initiative concerning the Trans-African Highways (TAH),¹¹ for which a draft agreement for the Harmonization of Norms and Standards including road safety was prepared for approval by the African countries in 2014.

¹¹ Trans-African Highways

- The second example concerns the development by the SSATP of directives for improving road safety along the corridors.¹² These directives present a number of good practices, identify factors for success, develop the components of a road safety project on the corridors, and propose a road map to guide the development and implementation of projects.
- The third example is the Total Group initiative on two corridors, one in central Africa (Cameroon-Central African Republic), and the other in east Africa (Burundi-Rwanda-Uganda-Kenya). On these corridors, a partnership has been established with the World Bank that is aimed at identifying and coordinating “high impact interventions” through the participation of parties interested in fundraising, identification, and analysis of local risks, and definition of action plans and awareness-raising campaigns.

Prioritization of Interventions. The second approach is the International Road Assessment Programme (iRAP).¹³ This mechanism makes it possible to assess road safety risks and assign a rating (number of stars) to each section of the road, which subsequently allows for prioritization of actions on a particular network. A standard profile of a safer and more sustainable road is also proposed in each context. A risk reduction program can then be designed and the necessary levels of investment and implementation capacity identified. The iRAP proposes the following approach for guiding program users: (i) target 10 percent of the roads with the highest volume in each country; (ii) require a minimum safety rating of 3 stars for all new road projects; and (iii) require a minimum safety rating of 4 stars for 50 percent of the traffic volume.

The Forum concluded with a review of the road safety crisis in Africa and, linking this crisis to the Sustainable Development Goals, recommended that countries express a steadfast political will to act by implementing a bold road safety strategy around several essential actions:

- **Political and Program Level.** A systematic inclusion of road safety needs in policies and programs, the need to increase investment in the area of road safety, formal recognition of the prevention of death and disabilities due to road accidents as an international post-2015 development priority similar to malaria and HIV/AIDS, commitment of countries to the African Action Plan for Road Safety supported by the Africa Road Safety Charter,

¹² Guidelines for Mainstreaming Road Safety in Regional Trade Road Corridors. SSATP Working Paper 97

¹³ The International Road Assessment Program

and systematic integration of road safety criteria in investments in road corridors intended for regional trade;

- **Technical Level.** An application of standards, directives and existing good practices and the establishment of national statistics system; and
- **Institutional Level.** A single road safety management structure with financial and decision making autonomy supported by adequate legislation (the prerequisites for the successful establishment of such a structure are available in the SSATP documents and could be adapted to various circumstances).

5. SPEAHEADING TRANSPORT POLICY REFORM

5.1. Improving Transport Policy Reform

The evaluation of transport policy performance in Africa presented during the Forum¹⁴ concluded that policy documents are satisfactory on the whole in terms of the definition of objectives, but that there are deficiencies in their implementation and that the anticipated outcomes are difficult to achieve. The objectives are, however, rarely accompanied by target indicators. The strategies suffer from human and financial resource constraints and difficulties in deciding on priorities. A general weakness is identified in the area of monitoring and evaluation of results owing to the almost systematic lack of data. Policy performance was evaluated on the basis of the major themes of the SSATP second development plan (consideration of economic growth and poverty reduction in transport policies and strategies, transport sector management, regional integration and performance of transit corridors).

The Forum discussed the following recommendations proposed to provide a context more likely to improve policy performance.

Policy objectives	<ul style="list-style-type: none"> ▪ Establish objectives with clear and measurable target indicators ▪ Concentrate on traditional objectives for the transport sector with performance indicators rather than growth and poverty reduction indicators, which are difficult to link to transport ▪ Reduce (rather than increase) the number of target indicators and metrics ▪ Establish a process for defining investment priorities and stick to it
Strategies & initiatives	<p>Concentrate on capacity building for implementation:</p> <ul style="list-style-type: none"> ▪ hire qualified technical personnel (with upward review of salaries to ensure retention); ▪ establish information management systems ▪ for donors: provide funds to support the transport sector rather than specific projects in the transport sector
Monitoring & evaluation	<ul style="list-style-type: none"> ▪ Simplify indicators ▪ Improve data management ▪ Build capacities

The Forum also confirmed that policy performance was a condition for policy sustainability. The following formula presented by a Forum panelist summarizes the framework needed to ensure that a policy is implemented with a high potential for

¹⁴ Transport Policy Performance Review – Draft Report – CPCS/SSATP January 2014.

success.¹⁵ It emphasizes the need for capacity building and ongoing management of assets as a condition for policy sustainability.

PoP + AoS = PS

PoP= Policy on paper

AoS = Action on site or concrete action

PS = Policy success

Pop + AoS + CpD +Am = PS+ SuS

CpD = Capacity development

Am= Asset management

SuS=Sustainability

« Action without an adequate policy leads to confusion, and a policy without suitable action leads to inaction.»

The participants in the Forum agreed that the following aspects are essential for any improvement in policy definition to be effective: anticipation and a global view, commitment of political and administrative decision makers, good information (data) management, and coordination with stakeholders and their participation, including the private sector. Some of these aspects were discussed in the context of the theme “Improving policy implementation conditions” subject of the next section.

5.2. Improving Policy Implementation Conditions

Policy Evaluation Implementation Conditions

Based on the experience of the SSATP in the evaluation of transport policy performance and the finding that the lack of data is a chronic weakness in the development of appropriate policies and their monitoring, a reference framework was proposed for monitoring strategies and action plans and for managing transport data. This framework follows the “Doing Business in Africa”¹⁶ model to create a “Doing Transport in Africa” approach. In preparation for its development, the scope of the framework, whether national and international must be decided, a reasonable number of measurable indicators identified, a partnership established with interested member countries, and indicators chosen focusing on sustainable transport aspects that are incorporated or can be incorporated in the SDGs. The key focus areas of the SSATP’s third development plan are part of the search for sustainable transport and would constitute an excellent basis for developing this reference framework.

¹⁵ Formula presented by the Ministry of Transport of Sierra Leone

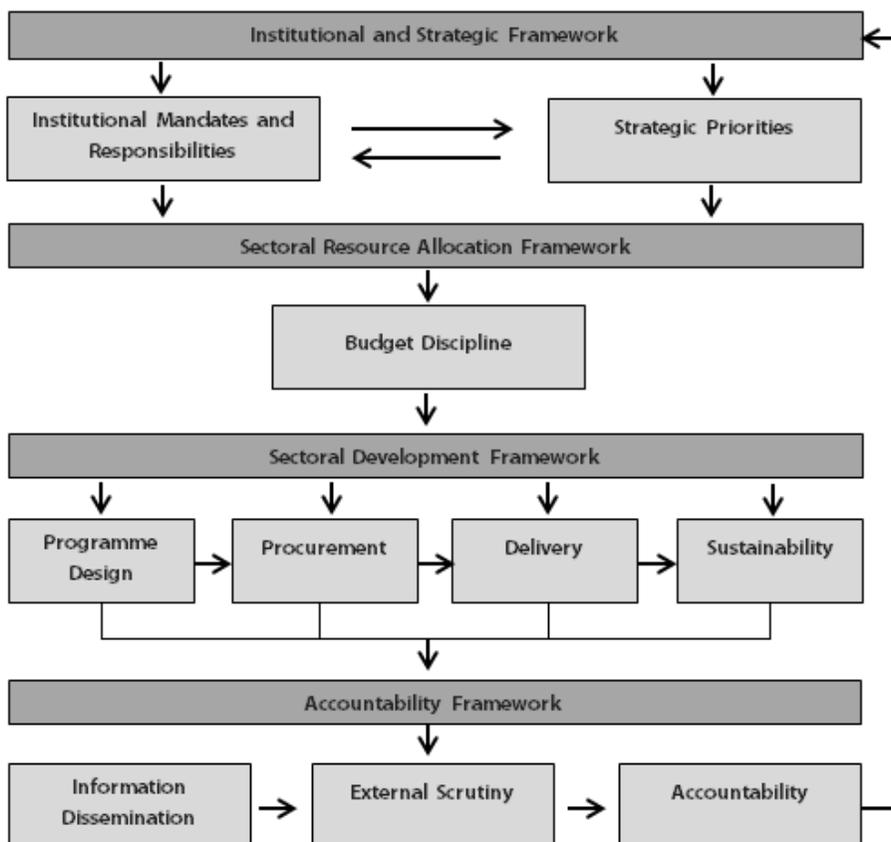
¹⁶ Doing Business in Africa – World Bank – www.doingbusiness.org

Governance in the Transport Sector

The governance approaches in the transport sector presented during the Forum confirmed that, in addition to the availability of financing for transport, good governance is one of the keys to the success of policies and programs.

A framework for the analysis of governance issues in the transport sector was presented during the forum by the SSATP (Figure 1). This framework proposes 10 governance indicators that should make it possible to: measure governance quality, enable decision makers to identify decisions that are essential to the sound performance of the sector, and better understand the link between governance and performance and thus lead to constructive change. The indicator rating system is being finalized.

Figure 1: Transport Sector Governance Analysis Framework



While the approach proposed by the SSATP is global and can guide decision makers in the identification of governance problems, the European Commission presented a more focused complementary approach that starts by identifying a problem and then proposes reform actions. The approach specifically distinguishes the level of motivation of the government and the maturity of the sector or the ambitiousness of a project based on the level at which the governance problem is located. The discussions during the Forum emphasized the multiplicity of stakeholders, providers and contracts in the road sector, which make it more subject to corruption.

Performance of Transport Corridors

The presentations on the performance of transport corridors involved both of the previous two themes. They described a case of good governance in which decisions taken improved the time and conditions for travel to the border on the northern corridor (Kenya-Uganda). They also showed how regulatory conditions for access to the market influence the structure of logistical costs and prioritization of the actions to reduce those costs. In the latter example, in western and central Africa, where transport costs represent the highest proportion of logistical costs owing to a dysfunctional road transport market, the reduction of transport costs does not translate automatically into a reduction in prices for shippers, which generate transport, or thus for consumers. In contrast, in the more efficient market in east Africa, transport costs are more competitive and priority in reducing costs is placed on the removal of obstacles to transport and the reduction of delays, whether due to infrastructure or to inefficient controls along the corridors.

The example of the Malaba border post along the northern corridor between Kenya and Uganda has successfully demonstrated how soft measures can lead to a significant reduction in the time required for crossing the border. The measures implemented consisted of improving coordination and cooperation between the parties involved at the borders, whether public or private, the implementation of an advance customs declaration following consultations and the involvement of customs clearance agents, the development of computer infrastructure and the appropriate legal framework and, finally, compliance with parking and circulation rules by truck drivers and their mandatory application when necessary. At the Malaba post, these measures have led to a reduction in the average waiting times for trucks from 24 hours to 4 hours. While previously 49 percent of trucks spent more than 24 hours at the border, now all trucks cross in less than 6 hours. At the Gatuna post, the average time for crossing the border is 3 hours. In contrast, at the Busia post, the average time is still 14 hours, and requires targeted investigation.

Mobilization of the Private Sector

Partnership with the private sector provides an opportunity to supplement limited budgets and respond to concerns regarding the limited effectiveness of the public sector as an operator of transport services. The SSATP presented the basic elements of a review of good practices for involving the private sector in the financing and operation of roads. The objective of this review is to develop policy approaches to support advocacy in favor of public-private partnerships (PPPs). The review will also provide a better understanding of the challenges and key principles of private sector participation, including the points of view and requirements of lenders for PPP road projects.

Although PPPs remain rare in the road sector in Africa, the rail sector has involved the private sector through concessions for the operation of railroads for more than 20 years. Its experience with private sector involvement was recently reviewed by the SSATP, which recommended a change in approach to improve rail performance in Africa. The new approach is in answer to the modest results of the concessions and the limited capacity of railroads in Africa and their poor reliability, poor financial performance and low infrastructure density. There are numerous challenges, whether related to the characteristics of the rail transport market in Africa, the design of projects, or governance problems. The proposed solutions recommend adjusting the design of rail projects to the demands of the market, establishing an order of priority for investments and concentrating the investments to obtain the most impact, and, finally, developing a commercial model for rail projects. These recommendations are leading to a re-evaluation of the position of rail in the transport sector, making it a link in the logistics chain for companies and industries, a component of the intermodal system for freight services, and a social and human development factor for passenger services.

In short, the potential for the participation of the private sector in the rail sector in Africa shows that opportunities are dependent on the types of projects and associated profitability thresholds. Because of their nature, mining projects stand a greater chance of attracting private investors than rail projects for the transport of general freight, for which traffic is generally insufficient. Increased financial support from governments (over 75 percent of public financing) is therefore necessary the farther one gets from dedicated mining projects (more than 75 percent of private financing). However, this represents an increased risk for private investors. Consequently, governments must take a number of regulatory, institutional, and legislative measures to reduce this perception of risk. Finally, Africa faces a dramatic loss of rail competencies and rapid measures must be taken in response, at the risk of seeing the sector collapse in the next decade.

6. CONCLUSIONS AND CLOSING OF THE FORUM

The importance of transport in sustainable development, urban mobility, road safety, and transport policy adequacy and performance were the subject of discussions and presentations during the Forum. The main remarks and recommendations from the participants during the two days of discussions are presented below:

6.1. A Matter of Urgency: Making Transport an SDG

Ideally, one of the SDGs should be devoted to sustainable transport, given its importance in long-term sustainable growth. In the absence of a separate SDG, it is proposed that the intermediate goals and tracking indicators attached to the SDGs include the role of transport in other sectors, whether it be commerce, health, education, or energy.

Wording was proposed for an SDG on transport: “equitable access to goods and services through clean, safe, reliable, and affordable means of transport and planned urban development.”¹⁷ The intermediate goals would focus on integrated transport systems, access, and the reduction of negative social and economic externalities. The immediate effort should focus on the formulation of the SDG and its intermediate goals and the development of measurement criteria and indicators for the achievement of the goals.¹⁸

How can this be achieved? It is important to bear in mind that negotiations on the SDGs at the United Nations are conducted by the Member States. The work of experts by geographic area has led to definitions of SDGs and will ultimately lead to a definitive list of SDGs. This work will continue in sessions of technical groups and the high-level group during 2014, with presentation of the results to the groups of Heads of Government in 2015. An advocacy effort should be organized by countries and their representatives to the United Nations, and also at level of the high-level group. The arguments are already included in the report of the Africa Regional Consultative Meeting on the SDGs held in 2013 and in the work of the Partnership on Sustainable Low Carbon Transport (SLoCAT) presented during the sessions of the technical groups. Advocacy should also target the three representatives from Africa in the high-

¹⁷ Presentations by Marc Juhel (World Bank) and Thomas Hamlin (UNDESA)

¹⁸ See the work of the SLoCAT partnership on the definition of the goals and indicators for transport at www.slocat.net.

level group: Mr. Fulbert Gero Amoussouga of Benin, Mrs. Betty Maina of Kenya, and Mrs. Ngozi Okonjo-Iweala of Nigeria.

6.2. Transport Policies

To ensure that policies are effective, it is essential that they be adapted to needs and adequately anchored. From this standpoint, appropriate institutions and institutional frameworks should be established to support policy implementation.

The emphasis should be placed on efforts to define and monitor policies along with investments to ensure their impact on economic development. Policy reform measures cost less than investments in infrastructure, but the political will is needed as it is the glue for such reforms. Investments, for their part, must be prioritized.

Improved governance is necessary for effective transport policy. All aspects of transport must be covered, particularly the institutional framework, financing of the sector, contract management, and monitoring and evaluation. Particular attention must be paid to the road sector, which is one of the sectors most subject to corruption and the means of transport most used on the continent.

If governance is to be improved, the identification and collection of performance indicators must be systematized. Monitoring and evaluation tools are currently being prepared by the SSATP and could serve as a framework for public administrations to measure, evaluate, and correct the conditions for policy implementation and improvement of sectoral performance.

6.3. Importance of Road Safety

A strong political will is necessary to reverse trends in the area of road safety in Africa. The Decade of Action for Road Safety, launched in 2011 by the United Nations and reflected in an action plan adopted by the African Heads of State in 2012, confirms this will at the continental level and it must now be reflected at the national level. Institutional and organizational tools are available; their effectiveness depends on strong political commitment.

Road safety must move from a technical concept included in road management to an essential national implementation priority. Each African state should have a road safety strategy and effective action plan that are in line with the African Road Safety Charter, as well as an autonomous road safety agency that is fully mandated and endowed with permanent financing.

The AfDB has indicated that it will undertake to include in its projects the corridor road safety practices guide presented by the SSATP during the forum.

6.4. Urban Accessibility and Mobility

The recommendations of the Forum focused on the need for the integration of urban development and transport policies:

- establish : (a) a metropolitan governance system based on a vision shared by stakeholders and participants, whose roles and responsibilities should be clearly defined; (b) sustainable financing tools; and (c) adequate human resources;
- jointly design transport infrastructure and services through integrated, inclusive and sustainable infrastructure owing in particular to good maintenance; consider artisanal transport as a component of an integrated and regulated supply of affordable, accessible and attractive public transport; and take account of the needs of pedestrians, who represent 50 to 80 percent of urban travel in African cities;
- reduce the negative impacts of urban transport systems: (a) congestion, which leads to high costs and a loss of time for the population; (b) road safety, with an excessive number of accidents and a risk that these will increase as the use of motorcycles increases; and (c) air pollution, the impact of which on health is considerable.

The participants in the Forum expressed the desire to continue to discuss urban mobility policies, given their critical nature for the sustainable development of countries and cities in Africa. They asked that the SSATP establish a community of practice that would facilitate these discussions and would also act as a forum for developing knowledge among urban mobility practitioners in Africa.

6.5. Transport Externalities

With sustainable development as the goal, it will be important to reduce the negative externalities of transport, which are significant. Atmospheric and noise pollution are both challenges, the resolution of which must be rooted in policy strategies and action plans. Climate change is a constraint that requires a review of techniques and methods. The adaptability of methods and techniques to obtain resilient infrastructure should be included in research programs and in the definition of investment programs and projects.

6.6. Role of Member Institutions of the SSATP

The SSATP has been established as a facilitator for the development of transport policies. Given the challenges that persist in the transport sector, it was specified that the SSATP should maintain its role and improve its capacity and advocacy role in favor of the use of the tools and approaches that it is developing and proposing. The regional economic communities should remain focused on their role of increasing the awareness of states and guiding and monitoring implementation.

7. GENERAL ASSEMBLY

7.1. Opening Session of the General Assembly

The objectives of the General Assembly (GA) of the SSATP were to: (i) review the progress of the Second Development Plan (DP2 2009-2014) currently underway and validate the activities for the final year of execution; (ii) validate the recommendations of the Forum and examine how to integrate them in the activities of the Third Development Plan (DP3 2014-2018); (iii) finalize the policy thrusts of the DP3 following the amendments made during the Addis Ababa meeting in late 2012 and decide on the financing strategy for activities, given budgetary constraints; and (iv) approve the statutory and administrative decisions.

In preparation for the GA, the representative of the Chairman of the SSATP Board of Directors, the representative of the SSATP's financial partners, the representative of the European Commission on behalf of the SSATP donors, and the World Bank representative placed the role of the SSATP in the context of the challenges facing the transport sector in Africa. Their statements confirmed the SSATP as having expertise and providing value-added in the definition of transport policy in Africa. The program is by far the first in terms of the amounts allocated to the definition of sectoral policies and strategies. The significant results achieved by the SSATP relate to the establishment of road maintenance funds and road agencies, work to promote regional integration with attention to corridors as vectors of development, mobility, institutional enhancement, capacity building, governance, and road safety. However, the lack of road safety persists; governance, which is a factor in the success of policies and strategies, is not yet optimal; and the climate change challenge remains a significant issue for sustainable development.

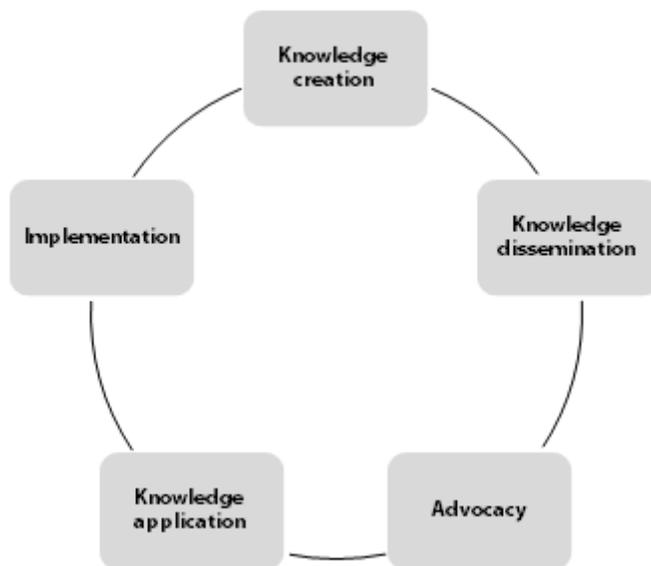
The participants also noted that the limited financial contribution from the partners and the institutional organization of the SSATP remain constraints to be discussed during the GA. To this end, in a spirit of sustainability, ownership, and partnership, they raised the issue of permanent contributions from SSATP members.

The SSATP Program Manager then presented the DP2 and DP3. The conclusions of the Forum were also presented. Following comments and recommendations from the participants, the decisions of the GA were approved. These points are covered in the following sections.

7.2. Second Development Plan (2009-2014): Progress and Conclusions

The mission of the SSATP is to facilitate the development of policies and build capacity in the transport sector in Africa. The program forms part of the cycle of sharing and applying knowledge to the problems of transport. The SSATP contributes to the creation/development of knowledge. It participates in its dissemination and in increasing the awareness of decision makers and players so as to facilitate its application and implementation. However, as confirmed during the 2012 GA and reiterated in 2013, implementation and monitoring are the prerogatives of countries and regional institutions.

Figure 2: SSATP Methods of Operation



The DP2 represented a turning point in the nature of the SSATP's programs and modes of operation. This change, initiated during the 2010 Annual Meeting, made it possible to include new approaches in the work of the SSATP. Traditional activities, such as road management, rural transport, and strategies favorable to poverty reduction and growth remained of interest, but they were supplemented by the current major challenges, which, if not taken into account, would jeopardize the results of transport policies. These new challenges are climate change, governance, policy performance, road safety, and means of land transport other than road transport. The second dimension of the change initiated in 2010 opens the field for SSATP partnerships by expanding its area of action to all of Africa and anchoring it

more strongly through its collaboration/partnership with countries owing to the role conferred to national coordinators.

The mid-term review that took place in late 2011 and early 2012 confirmed that the SSATP is a powerful tool for promoting transport policies. The review did, however, identify the need to clarify the policy models proposed, which was subsequently done (urban mobility policy document, road safety management framework, rail transport performance). The review also noted the lack of ownership by countries of the tools and approaches proposed by the SSATP and called for a strengthening of the partnership with African institutions and the development partners and a greater presence in Africa through the relocation of the program. Finally, the lack of flexibility of the results framework did not allow for the inclusion of emerging issues, which led to its revision approved by the SSATP Board of Directors in 2012. Consideration of these conclusions in the mid-term review will be strengthened in the DP3 currently being prepared. For example, a better definition of the roles and responsibilities of the stakeholders, more participatory planning and better coordination, better alignment of SSATP resources and results, a clear prioritization mechanism for the allocation of resources, emphasis on awareness-raising activities and greater dissemination of results so as to share knowledge, development of partnerships from the design stage of activities to facilitate application of the knowledge generated by the SSATP, and the sustainability of program results. These approaches were generally confirmed during the GA. The SSATP's institutional arrangements for its next development plan were not discussed. The SSATP team will prepare the DP3 operational manual, which will be the subject of consultations with the SSATP members at the same time as the DP3 implementation plan.

The DP2 results were presented by the Program Manager and are provided in the annex to this report. By way of a reminder, the DP2 themes were:

- Adoption of comprehensive transport policies favorable to poverty reduction at the level of countries and regional economic communities;
- Adoption of effective institutional and financial mechanisms; and
- Adoption of trade facilitation mechanisms in order to promote regional integration.

DP2 work program for 2014

The content of the program for the final year of the DP2 was presented according to the cycle of knowledge creation and sharing:

- The creation of knowledge will take place in the following areas: planning and monitoring/evaluation of rural transport, evaluation of transport policy performance, development of a model of road safety management framework, identification of good practices in public-private partnerships in the road sector, survey of the road transport industry in West Africa, development of an urban mobility policy framework, and completion of the review of the legal instruments for the facilitation of transport in Africa.
- The dissemination of knowledge is an integral part of most activities. This stage will also identify opportunities for application of the knowledge created by the work of the SSATP by countries and regional economic communities.
- Awareness-raising and advocacy work will concern the above knowledge creation activities and updating of the road management initiative matrix, creation of an Africa Sustainable Transport Forum, reform of the road transport industry in West Africa, compliance with the axle load regulations in the East African Community (EAC), and implementation of the road safety management framework.
- Application of knowledge and capacity building will involve the preparation of action plans for the transport sector data management systems, action plans for the improvement of road management performance in nine countries in southern Africa, the creation of an observatory for river transport in the Congo River basin, and development of a standard management framework for road safety in Ethiopia.

7.3. Context and Content of the Third Development Plan (2014-2018)

A new approach is proposed to take account of the needs expressed by the SSATP member countries and partners and the conclusions of the DP2 mid-term review. The term of the program has been set at 4 years. The DP3 development objective is as follows: *“African countries have adopted robust policies and strategies for efficient, safe, and sustainable transport.”*

SSATP Method of Operation

Ownership, partnerships, and sustainability will be the three pillars guiding the actions of the SSATP during the Third Development Plan. They reflect a new approach that responds to ongoing challenges and new challenges in the areas of health and atmospheric pollution, climate change, and governance in transport.

Ownership will make it possible to better integrate the program in the context of the development of transport sector policy in Africa and with African transport institutions and initiatives:

- Identify champions who will act as links between the program and the stakeholders in Africa;
- Relocate the program in Africa;
- Involve stakeholders at the planning stage for DP3 activities and engage them by showing the results and value of the program;
- Involve decision makers to obtain approval for the recommendations and strategies developed during the DP3; and
- Increase communications on the policies and strategies developed in the context of the DP3.

Partnerships will be increased as a means of transferring accountability for implementation of program activities to the parties concerned in Africa:

- Existing partnerships will be expanded and new partnerships will be considered.
- The mode of communication and sharing with partners will be developed for active partnerships.

Sustainability is essential to ensure that the program achieves its results:

- Identify results beyond the direct outputs of the SSATP reflecting the use made of these outputs;
- Ensure that the results remain sustainable beyond the completion of the activities themselves;
- Adopt a comprehensive planning approach including activities and implementation of results;
- Disseminate results by demonstrating the positive impact to promote increased utilization of the policies and strategies developed in the context of the program; and
- Ensure that capacity building is provided; and seek long-term resources to cover part of the SSATP's financing.

Program Challenges

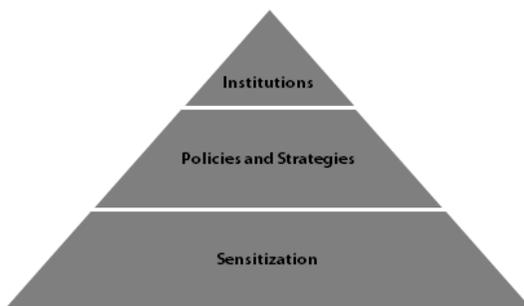
The comprehensive approach adopted consists in systematically defining three pillars: the policy and strategy framework, the institutions ensuring implementation, and the adequate programs, projects and services needed. This approach applies to the three major clusters identified for the DP3: road safety, urban mobility, and integration, connectivity, and cohesion. The approach should be flexible as shown by the following diagrams:

Figure 3: Road Safety



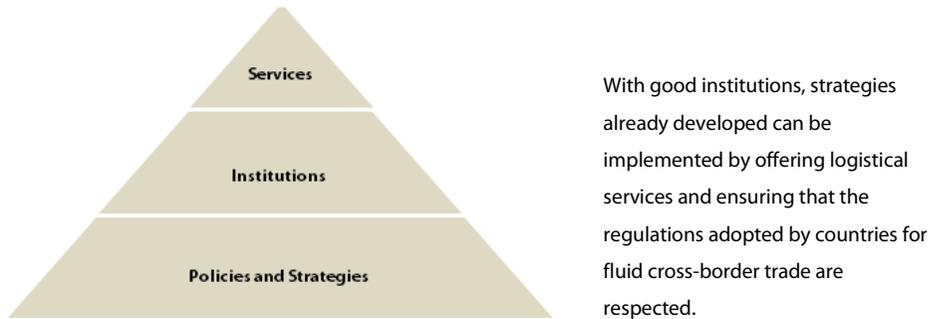
The approach in the area of road safety begins at the level of the global action framework for the Decade of Action and the African Charter and extends through to road safety actions, which must be coordinated by autonomous decision-making entities.

Figure 4: Urban Mobility



The concern for urban mobility is growing in most countries and is motivated by the rapid expansion of cities. Sensitization is still needed so that all those concerned join in the effort to plan and implement better urban mobility and to ensure that appropriate institutions for the coordination of urban mobility actions may be created and become effective.

Figure 5: Integration, Connectivity and Cohesion



This approach is supplemented by cross-cutting activities that cover three themes:

- working with continental platforms such as the African Union Commission to provide support for soft aspects of the Program for Infrastructure Development for Africa (PIDA), preparation of an urban mobility strategy, and support for the implementation of the Decade of Action for Road Safety and the Africa Sustainable Transport Forum;
- incorporation of cross-cutting issues such as policy performance (comparative analyses, data management, and sustainability and financing of transport), governance (through institutional and legal frameworks and governance indicators), and inclusive multisectoral approaches (integration of strategy and policy aspects favorable to poverty reduction and growth, gender equality and social equity, health and employment).
- incorporation of emerging issues.

The Financial Challenges

The budget for full execution of the DP3 over a 4.5 year period has been estimated at US\$38.5 million. As of the time of the Forum, some US\$6 million had been expected to be mobilized for 2014 and US\$10 million for 2016. The financial contributions would come from the Secretariat of State for the Economy of the Swiss Federation (SECO), the French Development Agency, the AfDB, and the European Commission, with a contribution in kind from the Economic Commission for Africa and the World Bank.

The mid-term review of the DP2 emphasized the need to align the results of the SSATP with the available resources. Bearing in mind the financing and mobilization constraints, resource allocation will thus require some trade-offs in the selection of the DP3 themes during the initial years of execution of the program and also in the choice of activities within those themes. A proposed scenario was presented during the Annual Meeting to remain within the available budget and adjust to the resource mobilization timetable. Urban mobility would be a priority focus area during the launching of the DP3 in continuation of the activities carried out during the DP2 on the development of an urban mobility policy for Africa, with the objective of working with countries during the DP3 to adapt this policy model to their specificities. The activities in the two other themes would be preparatory activities. This proposed trade-off was endorsed by the Annual Meeting but will be revised based on the final resources and the timetable of their availability.

The objective is to finalize the financing and content of the program by mid-2014. The second half of 2014 will be devoted to developing the plan for implementation of the DP3 in 2015 in consultation with working groups for each DP3 theme. This will also be a period for the development of partnerships, planning, and initiation of activities (mainly contracting).

A meeting of donors was held alongside the Annual Meeting to revisit the financial commitments and the consistency of the DP3 commitments with the donors' programs. No new financial commitments were made. Financing options, such as the use of trust funds and funds available in a bilateral context, were analyzed.

Since the Annual Meeting in Dakar, mobilization efforts have borne fruit. The European Commission funds initially expected to be available in early 2016 may now be available in early 2015. Financing from the French Fund for the Global Environment (Fond Français pour l'Environnement Mondial-FFEM) may also be considered. A request for financing has also been submitted to the South Korean Green Growth Trust Fund.

7.4. Major Conclusions of the General Assembly

The recommendations and decisions of the General Assembly are both statutory and programmatic. The program recommendations and decisions are based on the recommendations of the Forum, which were presented and discussed during the GA.

Statutory Decisions

The GA approved the designation of Morocco as a new member country of the SSATP. Tunisia expressed its intention during the GA of becoming a member and this was confirmed in the following weeks. The appointment of two members representing the private sector, i.e. FESARTA¹⁹ and the Regional Committee for Africa of the International Road Union,²⁰ to the Board of Directors of the SSATP was approved by the GA based on the Board's recommendation.

Policy and Strategy Decisions

The GA confirmed the importance of recognizing sustainable transport in the Sustainable Development Goals (SDGs) currently being defined by the United Nations as part of the post-2015 development agenda. The preference would be for the identification of a specific SDG on transport to reflect its importance in the economic and social development of countries. If a specific SDG cannot be identified, it would be important that the contribution of transport to the achievement of the SDGs be reflected in the goals. This would facilitate financing mobilization for the sector and would enable it to receive the attention of the development partners. Senegal was nominated to mobilize the African countries and act as an advocate for the definition of a transport SDG.

A consensus was reached in the area of road safety for the creation of institutions with the mandate and authority to coordinate the various stakeholders. This is an essential contribution to the Decade of Action for Road Safety. In the area of road safety, the African Development Bank has undertaken to use the SSATP guidelines to incorporate road safety in its regional corridor projects.

Program Decisions

(i) Financing constraints will require priorities to be set, but it was agreed that, despite the limited available financing, the three themes retained for the DP3 should be maintained. (ii) The mission of disseminating technical accomplishments and transport policy is an essential mission of the SSATP and should be better reflected in the DP3. (iii) The GA also endorsed the recommendations of the Forum as summarized above.

¹⁹ Federation of East and Southern African Road Transport Associations (FESARTA)

²⁰ International Road Transport Union (IRU)

Other Decisions

Nigeria proposed to be the host of the next annual meeting in 2014, subject to confirmation by its government. Côte d'Ivoire also expressed its interest in hosting the 2015 meeting.

Other Comments and Requests

Country representatives confirmed their broad support to the SSATP and its continuation in the context of the DP3. Some particular comments pointed out to:

- The need to better coordinate the SSATP with the work of the African Union Commission.
- The need to better represent the role of the Regional Economic Communities (RECs) in the implementation of the DP3, and particularly to maintain the role of the SSATP in the development of policies but not in their implementation, which is the purview of the RECs and countries.
- The importance of support for landlocked countries in the definition of policies (50 percent of countries in the COMESA zone are landlocked).
- The need for a contribution from member countries to support the permanency of the SSATP: no consensus or decision was reached on this proposal.
- The organization and conduct of the Forum, which should give more time to technical discussions.
- The role of the national coordinators, which should be clearer and connected with all national transport institutions.
- The request to have the annual report of the SSATP approved during the Annual Meeting.

7.5. Closing of the Annual Meeting

After the statements by the countries, representatives of the AFD, AfDB, SECO, the World Bank, the RECs, FESARTA and the Ministry of Infrastructure, Land Transport and Access of Senegal reiterated their appreciation for the important role played by the SSATP in policy development and capacity building in the transport sector. Particular emphasis was placed on the responsibility for policy implementation, which should be at the level of the regional economic communities and countries and not at the level of the SSATP. The role of the SSATP should be to help the RECs to develop their capacity to define and implement policies.

The scarcity of available financing underscored the need to coordinate activities with the partners involved in transport in order to maximize the use of the available funds. Some undertook to advocate internally to mobilize funds to make up the financing gap for the DP3.

The SSATP finds itself at a turning point in its history. It must capitalize on its achievements and also innovate. A theme such as that of urban mobility is important for Africa and the SSATP has a key role to play in this area, which should receive greater attention from countries in the future.

Finally, it was hoped that the resolutions of the Annual Meeting would be implemented without delay.

8. EVALUATION OF THE FORUM

The participants in the Forum were asked to evaluate the Forum as a whole as well as the individual sessions. The questionnaire was completed by 69 participants (42 %) divided equally between French-speaking and English-speaking participants. The results of the evaluation were very positive to the extent that the number of positive responses fell below 70 % for only 6 out of 27 questions. The detailed evaluation is provided in Annex B.

The participants emphasized the imbalance between the presentations and discussions. The reason for this imbalance was the fact that the panelists invited to comment on the presentations made prior to the panel discussion in order to initiate and facilitate the discussions decided to make also presentations themselves, which significantly reduced the time initially set aside for the plenary discussions. The session chairs allowed this to happen, with the exception of two sessions chaired by journalists with experience in guiding discussions, who limited the speaking time allotted to the panelists. The lesson to be drawn is to better prepare the sessions in advance and in particular to clarify the format of the sessions with the session chairs and panelists if such a format is used again in the future

The limited time available for discussion had an impact on the quality and relevance of the recommendations made by the Forum. In contrast, the day on urban mobility was more productive since the number of presentations was limited and more time was allocated to discussion. The lesson is that for subsequent forums a choice should be made between a forum dedicated to the sharing of experiences with a varied agenda that does not leave a great deal of time for discussion or a forum with a more limited agenda that will allow for subjects to be discussed in-depth and recommendations to be issued. All of the previous annual meetings of the SSATP confirmed the same desire of the participants to have more time for discussion. The second option of a forum with a more limited agenda aimed at issuing recommendations thus seems to be preferable, particularly to the extent that the participants from African countries are authorities in the matter of transport policy and their value added is decision making. The SSATP should find a different method of ensuring the dissemination of its products and the sharing of experience outside the forum, such as through thematic events aimed at stakeholders with a more technical interest.

9. ANNEXES

9.1. Annex A. Convergence between the Forum Discussions and the Almaty Program

The Almaty Program includes five priority areas selected for establishing an effective transport system, i.e.: (i) **fundamental transit policy issues**; (ii) **infrastructure development and maintenance**; (iii) **international trade and trade facilitation**; (iv) international support measures; and (v) implementation and review. The first three are consistent with the issues developed during the SSATP Forum, falling within the global perspective of connectivity. It should be noted that despite efforts to improve performance and create new corridors, transit corridors continue to suffer to a certain extent from the lack of efficiency of the transport systems (infrastructure, regulation, and public and private transport services) and the high cost of transport.

The ten-year review of the Almaty Program planned for this year (2014) is preceded by regional meetings. The African review meeting held in Ethiopia on July 16-18 ruled on the following recommendations grouped around three themes that converge with the issues currently on the agenda of the Forum.

Convergence Themes	Recommendations
Transit Policy	The LLDCs ²¹ and transit countries should: <ul style="list-style-type: none">▪ implement key existing trade, transport and facilitation policy instruments of the United Nations; and▪ develop and implement policies that improve the effectiveness of the corridors (e.g., elimination of nontariff barriers, participation, and promotion of the private sector, etc.).
Infrastructure Development and Maintenance	The development of infrastructure in landlocked and transit countries should be aimed at tackling the missing links in the chain and ensuring the upgrading of transport infrastructure and road safety along the transit corridors.
International Trade and trade facilitation	The LLDCs should: <ul style="list-style-type: none">▪ harmonize policies and simplify and standardize border crossing rules;▪ stimulate intra-African trade ; and▪ Improve the participation of the private sector.

²¹ Landlocked Developed Countries (LLDCs).

These convergence themes reflect the challenges identified at the time the Almaty Program was launched, which are still faced by landlocked African countries. Particular attention should be paid to them to allow the emergence of the economies of the landlocked and transit countries. The main conclusion of the African review is the insistence on the inclusion of the particular needs of the LLDCs in the post-2015 global development program and the sustainable development goals.

9.2. Annex B. Evaluation of the Forum²²

Program

Question	Average rating	Positive rating
The purpose and the objectives of the event were clearly stated.	4.4	86%
The agenda was well-structured	4.1	81%
The agenda was relevant to the current priorities of the transport sector in Africa.	4.2	81%
The duration of the event was adequate.	3.6	62%

Organization and logistics

Question	Average rating	Positive rating
Your overall impression on the logistics of the event.	3.8	65%
The venue and the meeting rooms were appropriate for this type of events.	3.7	64%
Quality of interpretation.	4.0	82%

Overall impression

Question	Average rating	Positive rating
Did the Forum help you expand your knowledge of transport policy issues in Africa?	4.1	77%
Did presenters pay enough attention to theoretical content?	3.9	72%
Did presenters pay enough attention to practical content?	3.6	63%
Did you learn lessons that are directly applicable to your job?	3.9	75%
Pace of the sessions.	3.2	33%

²²Ratings were based on a scale from 1 to 5: in some cases *Completely disagree (1) – Somewhat disagree (2) – Undecided (3) – Somewhat agree (4) – Completely agree (5)* and in other cases *Very poor (1) – Poor (2) – Average (3) – Good (4) – Very good (5)*. Positive ratings are defined as those that were rated 4 or 5.

Rating of individual sessions: December 10

Session	Average rating	Positive rating
10.20am-11.50am. Integrating Transport into the SDGs.	4.1	85%
Parallel Session 1. Building More Sustainable Transport Systems.	4.0	83%
Parallel Session 2. Mainstreaming Climate Change into Transport Policy.	3.9	84%
Parallel Session 3. Inclusive Transport	4.2	88%
2pm-3.30pm. Mainstreaming Road Safety in Regional Trade Corridors	4.2	88%
4pm-5pm. Establishing and Strengthening Lead Road Safety Agencies.	4.3	93%
5pm-6pm. Technical Session on Road Safety.	4.0	73%

Rating of individual sessions: December 11

Session	Average rating	Positive rating
9am-10.30am. Policy Development.	4.2	91%
Parallel Session 1. Transport Sector Data Management Systems.	4.0	81%
Parallel Session 2. Optimizing the Movement of People and Goods across Africa.	3.9	67%
Parallel Session 3. Making Africa's Transport Infrastructure More Resilient to Climate Change.	4.1	92%
12pm-1pm. Evaluating Governance in the Transport Sector.	4.3	87%
2pm-3.30pm. Private Sector Participation in the Road Sector.	4.2	87%
4pm-5pm. Private Sector Participation in the Railway Section.	4.1	87%
5pm-6pm. Closing Session.	4.4	95%

9.3. Annex C. Provisional Budget for the DP3

Thematic Poles	2014-2016 in \$US	2016-2018 in \$US
A: Integration, Connectivity and Cohesion	640,000	11,120,000
B: Urban Mobility	3,400,000	7,600,000
C: Road Safety	670,000	6,920,000
Support for the coordination of policy development work in Africa	130,000	200,000
Annual Meeting	600,000	1,900,000
Program Management	360,000	3,060,000
TOTAL	5,800,000	30,800,000

9.4. Annex D. Opening and Closing Statements

Opening statement at the Africa Transport Policy Forum by Mr. Thierno Alassane Sall, Minister of Infrastructure, Land Transport and Access, Senegal

Ministers,
Madame Resident Representative of the World Bank,
SSATP Program Manager,
Ladies and Gentlemen, Members of the Diplomatic Corps,
Ladies and Gentlemen, Representatives of the Development Partners,
Ladies and Gentlemen, Representatives of the International Organizations,
Ladies and Gentlemen, Directors General and Directors,
Ladies and Gentleman,
Honorable Guests,



I would like to begin by warmly welcoming you to Senegal, the land of "Teranga." Your decision to have Senegal host the African Transport Policy Forum alongside the Annual Meeting of the Africa Transport Policy Program (SSATP) has been very gratifying for me personally.

I would also like to reiterate the greetings and thanks of His Excellency Mr. Macky SALL, President of the Republic, Mrs. Aminata TOURE, Prime Minister, and the entire Government of Senegal.

I am convinced of the importance of this Forum. It will certainly provide an excellent opportunity and an appropriate venue for the discussion of issues related to transport policy development at the highest level with the most eminent experts in the field.

Indeed, the organization of a forum on transport policy prior to the Annual Meeting should make it possible to take into account the concerns of all stakeholders. I know that these concerns include those related to the development of transport policy in Africa, which, after all, is the main objective of the SSATP.

The subjects that will be discussed in the sessions are both important and timely. They cover the essential issues facing researchers and decision makers while at the same time

reflecting the strong and legitimate expectations of the people. The people are clamoring for the efficient, safe and sustainable transport that the SSATP wishes to promote.

To my mind, the aspirations of the people and the scope of work of researchers and public decision makers can be summarized under the following themes:

- sustainable development;
- road safety;
- adaptation of transport infrastructure to climate change;
- governance in the transport sector;
- performance of the transport sector;
- involvement of the private sector in transport;
- intermodal means of transport; and finally
- urban mobility.

Ladies and gentlemen,

It will be difficult to prioritize these, as all are both important and timely.

However, allow me to draw your attention to the Sustainable Development Goals (SDGs), the achievement of which is dependent on the achievement of the Millennium Development Goals (MDGs). It is clear that your workshop must look carefully at this issue. The challenge is to ensure that the transport sector is taken into account in the SDGs, which was not the case for the MDGs. The inclusion of the promotion of transport infrastructure and services among the SDGs will clearly be relevant, indeed essential, to the success of this ambitious program.

Moreover, improving urban mobility in Africa also merits particular attention in your work. It has been noted that the development of urban zones on the African continent often faces significant difficulties in meeting the current and future needs of the population owing to limited accessibility and mobility.

I am convinced that this forum, which brings together governments, road administrations, financial institutions, civil society and the private sector, will be both relevant and timely.

Ladies and gentlemen,

Your meeting should make it possible to put forward proposals to the various governing bodies and to our regional and international institutions to promote the development of transport policy in Africa and strengthen the capacities of those involved.

I hope that you will be able to achieve the main objectives that you have set for yourselves.

The Government of Senegal looks forward with interest to seeing your conclusions, recommendations, and resolutions.

I therefore declare this forum on transport policy in Africa open.

Thank you for your kind attention.

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*Opening statement at the Annual Meeting by Mr. Abdoulaye MBODJI, Chief of Staff,
representing the Minister of Infrastructure, Land Transport and Access of Senegal*

* * * * *

Mr. Chairman of the Board of Directors of the SSATP,
Ladies and Gentlemen, Representatives of the International Organizations,
Ladies and Gentlemen, Representatives of the Development Partners,
SSATP Program Manager,
Ladies and Gentleman, Directors General and Directors,
Honorable Guests,
Ladies and Gentlemen,

I would like first of all to reiterate the greetings of the Minister, Mr. Thiemo Alassane SALL, Minister of Infrastructure, Land Transport, and Access, and of the entire Government.

The Minister is unable to be with you personally owing to scheduling problems (Council of Ministers), but this absence does not take anything away from the importance that he attaches to your meeting.

This year, the first edition of the Africa Transport Policy Forum has been held alongside the annual meeting of the SSATP. The number of participants in this forum indicates to us both the importance of your organization and the relevance of the topics that have been discussed over the past two days.

The format of a forum prior to the Annual Meeting has provided an opportunity for all participants to gain knowledge on and discuss priority issues in the area of Africa transport policy, and also to make recommendations to all parties concerned for the development of clean, safe and economically viable transport systems for the African countries and the successful development of transport policy in Africa.

I hope that the SSATP will hear the messages and concerns expressed by the countries and ensure that the conclusions and recommendations arising out of the forum discussions are reflected in its Third Development Plan, which will be discussed during your meeting.

I cannot close without expressing the gratitude of the Government of Senegal for your selection of our country to host the Annual Meeting of the SSATP, and I also wish to indicate to you the commitment and readiness of the Government of Senegal to support the SSATP in the establishment of a safe, reliable and economically viable transport system in Africa.

With these words, I declare the General Assembly of the SSATP.

* * * * *

*Closing statement at the Annual Meeting by Mr. Aubin Sagna, Secretary General, representing
the Minister of Infrastructure, Land Transport, and Access of Senegal*

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Mr. Chairman of the Board of Directors of the SSATP,
Ladies and Gentlemen, Representatives of the International Organizations,
Ladies and Gentlemen, Representatives of the Development Partners,
SSATP Program Manager,
Ladies and Gentlemen, Directors General and Directors,
Honorable Guests,
Ladies and Gentlemen,

It gives me great pleasure to take the floor in this closing ceremony for the Annual Meeting of the SSATP, which we are honored to have hosted here in Dakar.



The program has been very full but clearly it could not be otherwise for a subject as important as this one.

I hope that these three days have been successful and that the presentations during the Africa Transport Policy Forum have allowed the participants to express and exchange their viewpoints and experiences and also make suggestions and recommendations.

At the conclusion of these three days of intense discussions I must say that, as far as Senegal is concerned, we are reassured by the new prospects that we have together seen for the development of clean, safe, and economically viable transport systems for the African countries and successful development of transport policies in Africa.

I also hope that the resolutions of your Annual Meeting will make it possible to reframe the management of the program to obtain the anticipated results for implementing the Third Development Plan of the SSATP.

I cannot close without welcoming the Kingdom of Morocco to the SSATP, which has also enlarged its Board of Directors to include the private sector. We hope that these two overtures will contribute to the achievement of the goals that you have set for yourselves.

Thank you very much to all of the participants in this Annual Meeting of the SSATP.

Honorable Guests, Ladies and Gentlemen,

I declare the General Assembly of the Africa Transport Policy Program closed. Thank you for your kind attention.

9.5. Annex E. Forum Agenda

TUESDAY DECEMBER 10

8am - noon	Registration (Hotel lobby)
8 :30am - 8:50am	Participants arrival
9am- 9 :30am	Opening ceremoney (Signara Conference Room) <i>Marc Juhel, World Bank</i> <i>Soteri Gatera, Chair of the SSATP Board, UN Economic Commission for Africa (UNECA)</i> <i>Jean-Kizito Kabanguka, African Development Bank</i> <i>His Excellency M. Thierno Allassance Sall, Minister of Infrastructure, Land Transport and Access, Senegal</i> <i>Jean-Noel Guillossou, SSATP Program Manager (Forum agenda)</i>
9 :30am – 10am	Group picture
9 :30am – 10:20am	Coffee break (Signara Conference Room)
10am – 10:45am	Press conference (Club conference room)

The Sustainability Factor – Towards clean and safe transport for Africa

10:20am-11:50am Signara Conference Room	Integrating Transport into the Sustainable Development Goals (SDGs) Moderator: Marc Juhel (World Bank) Rapporteur: Carine Flore Toukam Fotsing (Cameroon) <ul style="list-style-type: none">➤ Transport in the post-2015 Development Agenda:: <i>Jane Akumu, UN Environmental Program (UNEP): Issues brief for the UN Open Working Group on the SDGs</i> <i>Marc Juhel, World Bank on behalf of Thomas Hamlin, UN Department of Economic and Social Affairs (UNDESA): Results of consultations on sustainable transport in the post-2015 development agenda</i>➤ Environmentally Sustainable Transport Forum (ESTF) for Africa <i>Roger Gorham, World Bank: Concept and implementation plan of the ESTF</i>➤ Panel discussion <i>Ousmane Thiam, Conseil Exécutif des Transports Urbains de Dakar (CETUD)</i> <i>Paul Starkey, International Forum for Rural Transport and Development (IFRTD)</i>
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Towards a greener, more inclusive transport sector

11:50am - 1pm

Parallel session.1:

Building more sustainable transport systems

Moderator: Roger Gorham, World Bank (Signara Conference Room)

Making Africa's transport infrastructure more resilient to climate change

Gordon Robertson, AURECON

Recent advances in fuel efficiency and how they can be used in the region

Jane Akumu, , UNEP (on behalf of the Global Fuel Economy Initiative)

Urban centralities and transport integration

Pedro Ortiz, Consultant

Parallel session.2:

Mainstreaming climate change adaptation and mitigation into transport policy

Moderator: Julien Allaire, CODATU (VACAP Conference Room)

Turning the Right Corner: Ensuring Development through a Low-Carbon Transport Sector and potential applications to the African context

Andreas Kopp, World Bank

The Transport Environment Science Technology (TEST) Network Africa:

helping African countries make the most of scientific and technological transport research
Dieter Schwela, EURIST

Parallel session.3:

Inclusive transport

Moderator: Jephthah Chagunda, ARTA) (Daara Conference Room)

Gender Equality Policy in the road sector in Uganda

Nite Tanzam, Consultant

Rural access indicators in the Results Framework for the SDGs: practical and policy implications

Paul Starkey, IFRTD

Gender mainstreaming in rural transport in Vietnam

Le Thi Thu Ha, Lao Cai Provincial Women's Union; Phuong Thi Minh Tran, World Bank

1pm – 2pm

Lunch

Making roads safe in Africa

2pm – 3:30pm
Signara
Confernece
Room

Road Safety as a Human Rights Issue (Kweku Mandela, video-clip)

Mainstreaming Road Safety in Regional Trade Corridors

Trade corridors present the best opportunities for high impact road safety interventions as they typically experience the highest volumes of traffic, have high strategic priority, attract large investments. Applying new SSATP corridor guidelines can achieve twin goals of road safety results and capacity building.

Moderator: Jean Kizito Kabanguka, African Development Bank

Rapporteur: Gladwell Banda (Zambia)

- **George W. Bush Highway (Accra) – A Case Study for Change**
May Obiri-Yeboah, National Road Safety Commission, Ghana
- **Presentation of the SSATP guidelines on mainstreaming road safety in regional trade corridors**
Martin Small, Consultant SSATP
- **High Impact Corridor Safety Investment**
Rob McInerney, International Road Assessment Program (iRAP) (video-clip)
- **Harmonization of norms and standards on the Trans-African Highways and Road Safety Charter for Africa**
Marie-Thérèse Guiebo, UNECA
- **Panel Discussion: Applying the Guidelines**
Barney Curtis, Federation of Southern Africa Road Transport Associations (FESARTA)
Jean Aciri, International Road Union (IRU)

3:30pm – 4pm

Coffee break

4pm – 5pm
Signara
Conference
Room

Establishing and Strengthening Lead Road Safety Agencies

Lead road safety agencies are an essential precondition for improving road safety – where they do not exist they need to be established, and where established they need strengthening in order to better lead a country's efforts towards better results.

Moderator: Marie-Therèse Guiebo, UNECA

- **Road Safety Management and Lead Road Safety**
Martin Small, Consultant SSATP
- **Institutional issues for Lead Agencies in Africa**
Lateef Ramoni, West African Road Safety Organisation (WARSO)
- **Panel Discussion: Addressing institutional road safety management issues**
Mohammed Karara, Ministry of Transport, Morocco
Essa Drammeh, Ministry of Transport, Gambia
Peter Efosa Osawe, Nigeria Federal Road Safety Corps
Tilahun Yimer, Ethiopia National Road Traffic Safety Council
El Hadji Seck Wade, Ministry of Transport, Senegal
Elna van Niekerk, Global Road Safety Partnership (GRSP)

5pm – 6pm
Signara
Conference
Room

Road Safety, Technical Session

Moderator: Oumar Gningue, Journalist, Radio Télévision Sénégalaise

- **Safe Roads for All**
Saul Billingsley, FIA Foundation (video-clip)
- **Road trauma estimates in Africa, and future data management requirements**
Martial Missimikim, World Health Organization (WHO)
- **African Road Safety Corridors Initiative**
Anne-Valérie Troy, Total

6:30pm – 8pm

Cocktail offered by the Ministry of Transport Senegal

WEDNESDAY DECEMBER 11

Spearheading transport policy reform in Africa

8:30am – 8:50am

Participants arrival

9am -10:30am
Signara
Conference
Room

Policy development

Moderator: Marieme Decraene, Director of Highways, Ministry of Infrastructure, Land Transport and Access

Rapporteur: Christiane Duncan (Côte d'Ivoire)

➤ **Transport Policy Performance Review- SSATP**

This review focuses on the evaluation of policy performance and progress with respect to SSATP's Second Development Plan (DP2) themes, following the establishment of multiple road agencies and road funds, as well as multi-country corridor agencies.

Marc-Andre Roy, CPCS Consulting

➤ **Panel Discussion**

Hindolo Shiaka, Ministry of Transport, Sierra Leone

Moulay Mustapha Laazizi, Ministry of Transport, Morocco

Afua Eshun, Borderless Alliance

Supee Teravanointhorn, World Bank

Leslie Mills, International Road Federation (IRF)

Michalis Adamantiadis, Economist, Transport Policy Expert

10:30am – 11am

Coffee break

11am – 12pm

Parallel session 1

**Moderator: Stefan Atchia, African Development Bank
VACAP Conference Room**

➤ **Transport Sector Data Management Systems**

Data management is at the heart of good sector policy development and measuring policy performance. SSATP will present guidelines for a detailed institutional assessment of data management systems, policies, procedures and practices.

Camilla Lema, SSATP

➤ **Policy incentives for freight transport fleet renewal: the Moroccan experience**

Mohammed Karara, Ministry of Transport, Morocco

11am – 12pm

Parallel session 2:

**Moderator: Tapio Naula, African Development Bank
Signara Conference Room**

- **Optimizing the movement of people and goods across Africa**
The planning and operation of multimodal networks considering, people and good, is one of the key points for a sustainable infrastructure investment, especially in Africa. Knowledge, methodologies and technology is available to professionals for this complex enterprise.
Miller Crockart, PTV Group
- **Transport Corridor Observatories**
Presentation of the guidelines to set up transport corridor observatories recently produced by the SSATP
Olivier Hartmann, SSATP/Trade Facilitation Facility

Parallel session 3:

Luanda Conference Room

- Making Africa's transport infrastructure more resilient to climate change: follow up consultation
Gordon Robertson, Aurecon

12pm -1pm
Signara
Conference
Room

Evaluating governance in the transport sector

Moderator: Abdoul Latif Coulibaly, Minister for the Promotion of Good Governance, Senegal

- **Transport Governance Indicators for Sub-Saharan Africa**
SSATP has recently launched a new study to identify a set of easily collectible performance indicators to measure transport governance at the national level in an efficient and systematic manner. The purpose of the study is not only to track progress in the area of transport governance in Africa but also to foster policy change and encourage countries to integrate those indicators in their respective governance evaluation frameworks.
Justin Runji, SSATP
- **Assessing Governance in the Transport sector – European Commission study**
The objective of the assessment is to provide guidance and support to stakeholders of the transport sector in beneficiary countries to address governance issues when designing and implementing a transport project. It builds on 12 concept papers and 5 working papers providing a comprehensive overview of governance in the transport sector in Africa.
Marc Stalmans, European Commission

1pm – 2pm

Lunch

Improving performance through private sector participation

2pm -3:30pm
Signara
Conference
Room

Private sector participation in the road sector

Moderator: Youssouf Sakho, Director General of CAFEC (consulting firm), former Director General of the Authority of Public Procurement, Senegal

- **Road Transport Industry Surveys in East Africa**
High road transport prices have been singled out as major obstacles to trade in Africa. To address this challenge, SSATP recently completed surveys in Kenya, Tanzania and Rwanda, focusing on priority challenges such as the cost of the inputs in the trucking industry: fuel prices, spare parts and maintenance costs, as well as financing of vehicles.
Olivier Hartmann, SSATP/Trade Facilitation Facility
- **Private sector engagement for trade facilitation: fostering collaboration between commercial freight operators and public authorities**
SSATP's Working Paper No. 96, Border Crossing Monitoring along the Northern Corridor aims to measure improvements at three border posts (Malaba, Busia and Gatuna/Katuna) following key policy decisions taken by the Governments of Kenya and Uganda to facilitate cross-border movements.
Aloys Rusagara, Transit Transport Coordination Authority of the Northern Corridor (TTCA)
- **Public-Private Partnerships (PPPs) in the road sector - SSATP**
The review consolidates good practices on private sector involvement through PPPs in road financing, provision and management, and provides an in-depth understanding of key related issues and principles, including lenders' perspectives and requirements in support of project finance for road PPPs.
Peter Brocklebank, LeighFisher Inc.

3:30pm – 4pm **Coffee break**

4pm -5pm
Signara
Conference
Room

Private sector participation in the private sector

Moderator: Dominique Ndong, APIX, Senegal

- **Leveraging the potential of private sector involvement for the development of African railways**
Pierre Pozzo di Borgo, International Finance Corporation (IFC)
- **Improving Performance of Railways in Africa**
Presentation of the SSATP Working Paper 94 which assesses the state of the railway sector in Africa and provides a framework for improving railway sector performance.
Henry des Longchamps, World Bank

5pm -6pm
Signara
Conference
Room

Closing Session

- **Panel on outcomes of the Forum and the dissemination event on urban mobility and accessibility**
Ralph Olaye, African Development Bank (chairperson)
Four rapporteurs for each half day of the Forum and one rapporteur for the urban mobility dissemination event
Panel:
REC(Jean Paul Libebele)
Development Partner (Paolo Ciccarelli, European Commission)
Private Sector (Barney Curtis)
Moulay Mustapha Laazizi (Morocco)
Nelson Nyangu (Zambia)
- **Closing remarks**
SSATP Program Manager
Mme. Marieme Decraene, Directpr of Roads representing His Excellency Thierno Allasane Sall, Minister of Infrastructure, Land Transport and Access, Senegal

9.6. Annex F. Program of the Urban Mobility Workshop

Mobility and Accessibility in Urban Areas of Africa

- Presentation and discussion on **emerging trends, emerging issues and strategies**
- **Action plan** for cities
- Priorities for SSATP **Third Development Plan**

Participants: Representatives of the 20 cities involved in the SSATP study and participants at the transport policy forum

9am – 9:15am Daara conference room	Introduction and welcome
9:15am -10:15am	Key issues and lessons from international experience
10:15am – 11am	Open discussion
11am – 11:15am	Coffee break
11:15am - 12:30am	Policy recommendations and strategy options
12:30pm -1:30pm	Lunch break
1:30pm – 2pm	Introduction to the workshops
2pm -3:30pm	Workshop 1: Governance of urban mobility systems Workshop 2: Mobility infrastructure services Workshop 3: Externalities of urban mobility systems
3:30pm -3:45pm	Coffee break
3:45pm -4:30pm	Feedback from workshops
4:30pm -5:30pm	Summary and conclusions

9.7. Annex G. Program of the Annual Meeting

8h00 – 9h00	Inscriptions
8:30am – 10am	<p>Cérémonie d’ouverture</p> <p><i>Abdoulaye Mbodji, Chief of Staff, representing the Minister of Infrastructure, Land Transport and Access, Senegal</i> <i>Gatera Soteri, Chair of the SSATP Board, UNECA</i> <i>Paolo Ciccarelli, Representative of SSATP donors; European Commission</i> <i>Supee Teravaninthorn, World Bank, Host of the SSATP</i></p>
10am – 10:30am	Coffee break
10:30am -11:30am	<p>Progress on the Second Development Plan</p> <p><i>Jean-Noel Guillossou, SSATP Program Manager</i></p>
11:30am -12:30pm	<p>Presentation of the Third Development Plan (2014 – 2018)</p> <p>Priority areas and program of choice</p> <p>Strategy to address the financing gap</p> <p>Institutional framework and operational arrangements</p>
12:30pm - 2pm	Lunch
2pm -3:30pm	<p>Messages from the Africa Transport Policy Forum</p> <p><i>Representative from the Ministry of Infrastructure, Land Transport and Access, Senegal</i></p>
3:30pm - 4pm	Coffee break
4pm -5:30pm	<p>General Assembly</p> <p><i>Approval of membership of the Kingdom of Morocco in the SSATP</i> <i>Designation of the private sector representative in the SSATP board</i></p> <p>Key messages from the SSATP member countries</p> <p><i>SSATP national coordinators</i></p> <p>Closing remarks</p> <p><i>Mattia Celio, Swiss State Secretariat for Economic Affairs (SECO)</i> <i>Jean Kizito Kabanguka, African Development Bank</i> <i>Jean-Paul Libebele, representative of the RECs</i> <i>Stephane Carcas, Agence Française de Développement (AFD)</i> <i>Supee Teravaninthorn, World Bank</i> <i>Barney Curtis, FESARTA</i> <i>Aubin Sagna, Secretary General, representing the Minister of Infrastructure, Land Transport and Access, Senegal</i></p>

9.8. Annex H. List of Participants to the Forum

Pays	Nom	Prénom	Titre / Organisme
Afrique du Sud	Robertson	Gordon	Technical Director - Aurecon Consulting Engineers
Afrique du Sud	Van Niekerk	Elizabeth	Africa Advisor - Global Road Safety Partnership
Allemagne	Nuessgen	Matthias	Managing Director - European Institute for Sustainable Transport (EURIST)
Allemagne	Crockart	Miller	VP Sales & Marketing Traffic Software - PTV Group
Allemagne	Roca Ortiz	Vidal	Regional Director - PTV Group
Allemagne	Noetzold	Heimo	Head of International Projects, Mobility – TÜV Rheinland Kraftfahrt GmbH
Bénin	Wotto	Igor Houndjali	Enseignant chercheur - ESAE
Bénin	Sounouvou	Missimahu	Président du Conseil d'administration - Nouvelles dynamiques logistiques
Burkina Faso	Bamas	Stanislas	Indépendant - Expert en sécurité routière
Burundi	Masumbuko	Désiré	Director General - Road Agency
Burundi	Baringuvu	Chantal	Director General - Road Fund
Cameroun	Toukam	Carine Flore	Indépendant / Consultant
Cameroun	Missimikim	Martial	Organisation mondiale de la santé
Cameroun	Nganga	Henri	Président de l'OPSTAC - Organisation patronale des syndicats des transports
Canada	Roy	Marc-André	Vice President, Partner - CPCS
Côte d'Ivoire	Tidjane	Amadou	Directeur des études - Office de sécurité routière
Côte d'Ivoire	Kouame	Kobenan Anzoua Alex	Chargé d'études - SOTRA
Côte d'Ivoire	Meite	Yaya	Directeur division administration et performance économique - SOTRA
Côte d'Ivoire	Yai	Vincent	Directeur ingénierie et qualité totale - SOTRA
États-Unis	Ortiz	Pedro	Indépendant - Consultant
États-Unis	Mills	Leslie	Manager for Africa - International Road Federation
France	de Villechabrole	Hervé	Managing Director - Aramis Finance Ltd
France	Ngo Mbogba	Paulette	Centre pour la promotion de la navigation intérieure en Afrique
France	Allaire	Julien	Executive Director - CODATU
France	Adolehoume	Amakoé	Délégué Général - SITRASS
France	Troy	Anne-Valérie	Head of Sustainable Development Department for Africa & Middle East - Total Marketing & Services
Ghana	Nyanteng	Afua	Advocacy Program Advisor - Borderless Alliance
Ghana	Obiri-Yeboah	May Amaki	National Road Safety Commission
Italie	Noris	Andrea	Senior Associate - Emmeplus SRL
Italie	Meola	Maria Caterina	Communication Officer - In Piu' Broker SRL
Italie	Micheletta	Tommaso	Chief Executive Officer - In Piu' Broker SRL
Italie	Miele	Emilio	General Director - In Piu' Broker SRL
Italie	Clemente	Alessia	President of the Youth Commission - Organisation mondiale des anciens élèves des écoles catholiques
Kenya	Nganga	John	Engineer - Kenya Rural Roads Authority (KeRRA)
Kenya	Rusagara	Aloys Bayiro	Northern corridor Transit and Transport Coordination Authority
Kenya	Kamau	Henry	Director - Sustainable Transport Africa

Nigéria	Osawe	Efosa	Acting Head of Department, Safety Engineering - Federal Road Safety Corps
Nigéria	Odeleye	Joshua	Nigerian Institute of Transport Technology
Nigéria	Ojo	Yemisi	Treasurer - Ultra Modern Transport Cooperative Society Ltd
Nigéria	Spencer	James	President - Ultra Modern Transport Cooperative Society Ltd
Nigéria	Ramoni	Lateef	Desk Officer - WARSO
Ouganda	Tanzarn	Nite	Indépendant / Consultant
Royaume-Uni	Haule	Joseph	Chairman Steering Committee - AFCAP
Royaume-Uni	Turner	Jeffrey	Indépendant / Consultant
Royaume-Uni	Starkey	Paul	Indépendant / Consultant
Royaume-Uni	Vincent	Stephen	Indépendant / Consultant
Royaume-Uni	Baker	Joseph	Divisional Development Director - Mott Macdonald
Royaume-Uni	Schwela	Dieter	Senior Research Associate - Stockholm Environment Institute at the University of York
Sénégal	Salla	Mamadou Khabib	Président - Afrique Solidarité A.I.S.E.D.
Sénégal	Gueye	Adama	Chargé de projet technique senior - Agence de développement municipal de Dakar
Sénégal	Thiam	Ousmane	Président - CETUD
Sénégal	Ndiaye	El Hadji	Indépendant - Consultant
Suisse	Acri	Jean	Responsable - Secrétariat du Comité Régional de l'IRU pour l'Afrique
Suisse	Adamantiadis	Michail	Economist, Transport Consultant
Tanzanie	Lwakatare	Ronald	Deputy Manager - Technical Services - Road Fund Board
Zambie	Ukwimi	Joel	Deputy Accountant General - Ministry of Finance
Zambie	Nyangu	Nelson	Director - Transport - Ministry of Transport
Zambie	Lamaswala	Muyunda	Accountant - National Road Fund Agency
Zambie	Mumba	Wallece	Manager, Monitoring & Evaluation - National Road Fund Agency
Zambie	Mutembo	Grace	Executive Engineer - Road Development Agency
Zambie	Banda	Gladwell	Deputy Director, Safety - Road Transport & Safety Agency
Zambie	Mulenga	Mubanga	Engineer, Road Safety - Road Transport & Safety Agency

9.9. Annex I. List of Participants to the Urban Mobility Workshop

Pays	Prénom	Nom	Titre / Organisme
Afrique du Sud	Gershwin Lesley	Fortune	Manager: Integrated Rapid Transit System Planning & Modelling, City of Cape Town, - Transport Department
Afrique du Sud	Zarina	Goondiwala	Knowledge Manager, City of Johannesburg, Transport Department
Burkina Faso	Ibrahima	Traore	Directeur Général des Transports Terrestres et Maritimes
Colombie	Carlos Felipe	Pardo	GIZ
Côte d'Ivoire	Boli Raphael	Abou	Directeur Général de l'administration - District Autonome d'Abidjan
Côte d'Ivoire	Yao Godefroy	KONAN	Directeur des Etudes et de la Prospective - Agence des Transports Urbains
Côte d'Ivoire	Yssoufou	CISSE	Secrétaire Général Agonit - Union Africaine des Transports Publics
Côte d'Ivoire	Désirée	Wendeou	JICA
Ghana	Samson Nketia	Gyamera	Ministry of Local Government and Rural Development
Ghana	Randolf	Wilson	Head of Transport Department - Kumasi Metropolitan Assembly;
Kenya	Christine Adongo	Ogut	Manager - Kenya Urban Roads Authority
Kenya	Risper Awiti	Orero	University of Nairobi
Maroc	Abdellatif	Soudou	Vice-président du Conseil - Ville de Salé
Ouganda	Mubiru Andrew	Kitaka	Director Engineering and Technical Services, Kampala Capital City Authority
RDC	Godard	Motemona Gibolum	Ministre - Ministère Provincial des Transports, Sports, Jeunesse et Loisirs
Tanzanie	Asteria Leon	Mlambo	Executive Director - DAR RAPID TRANSIT AGENCY
Tanzanie	David Alfred	Mfinanga	Department of Transportation and Geotechnical Engineering - University of Dar es Salaam

9.10. Annex J. List of Participants to the Annual Meeting

Pays	Nom	Prénom	Titre / Organisme
Afrique du Sud	Curtis	Barney	Executive Director - FESARTA
Belgique	Ciccarelli	Paolo	DG for Development and Cooperation - European Commission EuropeAid
Belgique	Stalmans	Marc	Quality Management Officer - European Commission EuropeAid
Belgique	Riehm	Adolf	Program Manager - European Commission EuropeAid
Bénin	Hahasiah Elie	Alokpo	Secrétaire Général Adjoint – Ministère des Travaux Publics et des Transports
Bénin	Anatole	Kouzonde	Directeur Planification et Suivi-Evaluation - Ministère des Travaux Publics et des Transports
Bénin	Ahouanmenou	Elise	Consultante- SSATP
Botswana	Kutsuna	Hiroyuki	JICA Advisor to SADC Secretariat - JICA
Burkina Faso	Samson	Adebayo	Chef de division des transports terrestres et maritimes - UEMOA
Burundi	Edouard	Nyandwi	Conseiller du Ministre des Transports, des Travaux Publics et de l'Equipeement
Burundi	Vincent	Bakire Nzoyisaba	Secrétaire Permanent - Ministère des Transports, des Travaux Publics et de l'Equipeement
Burundi	Bizimana	Mathew	President - Federation of East African Freight Forwarders Associations
Cabo Verde	Vera Lidia	Monteiro Nereu	Adviser to Minister of Infrastructure - Ministry of Infrastructure
Comores	Yassian Houmadi	Ahamed	Secrétaire Général - Vice-Présidence en charge du Ministère de l'Aménagement du Territoire, des Infrastructures, de l'Urbanisme et de l'Habitat
Comores	Aboubacar	Said Housseini	Directeur General des Routes et des Transports Routiers - Vice-Présidence en charge du Ministère de l'Aménagement du Territoire, des Infrastructures, de l'Urbanisme et de l'Habitat
Comores	Abdou	Mohamed Dhakoine	Secrétaire Général - Ministère en charge des Transports
Comores	Bacar Sohir	Saindou	Directeur Exécutif - Fonds d'Entretien Routier
Congo	Innocent	Debengue	Inspecteur General des Transports - Ministère des Transports, l'Aviation Civile et Marine Marchande
Congo	Yves-Roger	Gokanat	Conseiller à la Prospective - Ministère des Transports, l'Aviation Civile et Marine Marchande
Congo	Rebattet	Gilles	Premier Conseiller - Union européenne, Délégation au Congo
Congo, République démocratique	Elia Engombe	Baudouin	Directeur, Coordonnateur Adjoint à la Direction d'Etude et Planification - Ministère des Transports et Voies de Communications
Côte d'Ivoire	Bebehon Christiane	Duncan	Directrice de la Promotion des Entreprises de Transports - Ministère des Transports
Côte d'Ivoire	Diouf	Ibou	Sr. Transport Specialist - World Bank
Côte d'Ivoire	Wendeou	Désirée	Chargée de programme Intégration régionale - JICA
Côte d'Ivoire	Zoro	Bi Nagone	Secrétaire Général - UATP
Djibouti	Azhari	Abdelkarim	Programme Manager Transport and Communication - IGAD

États-Unis	Teravaninthorn	Supee	Sector Manager, Transport - World Bank
États-Unis	Juhel	Marc	Sector Manager - World Bank
États-Unis	Kopp	Andreas	Lead Transport Economist - World Bank
États-Unis	Pozzo di Borgo	Pierre	Principal Investment Officer - IFC
États-Unis	Runji	Justin	SSATP Program Coordinator - World Bank
États-Unis	Lema	Camilla	SSATP Sr. Transport Specialist - World Bank
États-Unis	Small	Martin	Road Safety Consultant - SSATP
États-Unis	Samara	Zeina	SSATP Trust Fund Administrator - World Bank
États-Unis	Guillossou	Jean-Noel	SSATP Program Manager - World Bank
États-Unis	Oueslati	Inje	SSATP Program assistant - World Bank
États-Unis	Dethuis Francis	Monique	SSATP Publications Officer - World Bank
États-Unis	Spadacini	Maria	Communication Consultant - SSATP
États-Unis	Benhaddou	Hamza	SSATP Intern - World Bank
États-Unis	Hartmann	Olivier	Sr. Trade Facilitation Specialist - World Bank
États-Unis	Lechka	Katarzyna	Intern - World Bank
États-Unis	Gorham	Roger	Transport Economist - World Bank
Éthiopie	Tekle	Metaferia	Head, Policy Affairs Unit - Ministry of Transport
Éthiopie	Tilahun Yimer	Tassew	Head of National Road Safety Council Office – Ministry of Transport
Éthiopie	Guiebo	Marie Therese	Economic Affairs Officer - UNECA
Éthiopie	Gatera	Soteri Ruta- bagisha	Chief, Industrialization and Infrastructure - UNECA
France	Carcas	Stephane	Project Manager - Agence française de développement
Gabon	Jonas Prosper	Lola Mvou	Secrétaire General Adjoint - Ministère de la Promotion des Investissements et des Transports
Gabon	Libebele	Jean-Paul	Chef de service Infrastructures - CEEAC
Gambie	Essa	Drammeh	Director of Planning - Ministry of Transport, Works & Infrastructure
Gambie	Ramatoulie	Cessay	Planner - Ministry of Transport, Works and Infrastructure
Ghana	Soukamneuth	B. James	Deputy Chief - USAID
Guinée	Ahmadou	Gueye	Secrétaire General - Ministère d'Etat, des Travaux Public et des Transports
Guinée	Soumah	Ibrahima	Directeur National Adjoint - Ministère des Transports/Direction nationale des Transports Terrestres
Kenya	Akumu	Jane	Transport Unit - UNEP
Kenya	Mundara	Rahab	UN Habitat
Luxembourg	Mathiasen	Per	Senior Engineer - European Investment Bank
Lesotho	Karabo Thomas	Marite	Director of Planning - Ministry of Public Works and Transport
Madagascar	Houssen	Mohamed	Secrétaire Général - Ministère des Travaux Publics et de la Météorologie
Madagascar	Henri Robert	Rajerison	Assistant Technique - Ministère des Travaux Publics et de la Météorologie
Malawi	Phiri	John	Director of Planning - Ministry of Transport and Public Works
Malawi	Moffat Justin	Chitimbe	Principal Secretary - Ministry of Transport and Public Works
Malawi	Ganzani Thomas	Liwewe	Economist - Ministry of Transport and Public Works
Malawi	Chagunda	Jephthah	Secretary - ARTA

Mali	Maley	Danfakha	Chargé de Mission - Ministère de l'Équipement et des Transports
Maroc	Mustapha	Laazizi	Membre du Conseil Général de l'Équipement et du Transport - Ministère de l'équipement, du transport et de la logistique
Maroc	Mohammed	Karara	Chef de service des études - Ministère de l'équipement, du transport et de la logistique
Mozambique	Pedro Miguel Paulino	Murreriua	National Director - Ministry of Transport and Communications
Niger	Abdoulaye	Ida	Conseiller Technique en Transports Terrestres – Ministère des Transports
Nigeria	Bosede Funimalayo	Osho	Deputy Director, Policy Coordination - Federal Ministry of Transport
Sénégal	Marieme	Ndoye Decraene	Directrice des Routes - Ministère des Infrastructures des Transports Terrestres et du Désenclavement
Sénégal	Sidibe	Maimouna	Senior Transport Specialist - African Development Bank
Sénégal	Van Tilborg	Hugo	Advisor Infrastructure Sector - European Union, Delegation to Senegal
Sénégal	Robert	Samuel	Program Officer - European Union, Delegation to Senegal
Seychelles	Marie	Tim Michael Ronny	Director of Policy Planning & Development – Department of Transport
Sierra Leone	Hindolo Mohamed	Shiaka	Project Director - Ministry of Transport
Soudan du Sud	Maurice Rehan	Deng	Director General, Road Transport & Safety - Ministry of Transport
Soudan du Sud	Emmanuel Roy	Longo	Coordinator, Transport Sector Development. Program Ministry of Transport
Suisse	Celio	Mattia	Program Manager EuropeAid - SECO
Swaziland	Cyril Jabula Mathokoza	Kunene	Principal Secretary - Ministry of Public Works and Transport
Swaziland	Sifiso Gabriel	Mamba	Principal Planning Officer - Ministry of Public Works and Transport
Tanzanie	Nyangweso	Hosea	Principal Civil Engineer - East African Community
Tanzanie	Shaaban Ramadhan	Mwinjaka	Permanent Secretary - Ministry of Transport
Tanzanie	Aunyisa Boniface Sadikiel	Meena	Assistant Director - Ministry of Transport
Tchad	Francois	Noitora	Directeur Adjoint des Transports de Surface – Ministère des Infrastructures et des Transports
Tunisie	Atchia	Stefan	Principal Transport Policy Specialist - African Development Bank
Tunisie	Naula	Tapio Kalle Olavi	Principal Transport Economist - African Development Bank
Tunisie	Kabanguka	Jean Kizito	Head of Unit - African Development Bank
Tunisie	Olaye	Ralph	Head of NEPAD Division and Regional Integration - African Development Bank
Tunisie	Katala	Jumbe Nalgia	Transport Engineer - African Development Bank
Zimbabwe	Mufaro Eric	Gumbie	Principal Director - Ministry of Transport and Infrastructural Development