



SSATP

Africa Transport
Policy Program



SSATP Annual Report

2013



SSATP Annual Report 2013

The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Africa. Sound policies lead to safe, reliable, and cost-effective transport, freeing people to lift themselves out of poverty and helping countries to compete internationally.

The SSATP generates added value through knowledge creation and dissemination, which form the basis for informed policy development and targeted capacity building.

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)
- ▶ Many public and private national and regional organizations

*Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Rep., Chad, Comoros, Congo, Dem. Rep, Congo, Rep., Cote d'Ivoire, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, South Sudan, Swaziland, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe

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TABLE OF CONTENTS

Acronyms	v
Message from the Chair of the SSATP Board	vii
Introduction	1
Better informed policy making	5
Results at a glance	17
Foundation for the future	29
Financial report	33
Annex	37

ACRONYMS

AFD	Agence Française de Développement
AfDB	African Development Bank
ASTF	Africa Sustainable Transport Forum
AUC	African Union Commission
BRT	Bus rapid Transit
CICOS	International Commission for Congo-Oubangui-Sangha Basin
DP2	Second Development Plan of SSATP (2009-2014)
DP3	Third Development Plan of SSATP (2015-2018)
EASI	Enable, Shift, Avoid, Improve
EC	European Commission
ECOWAS	Economic Community of West African States
FESARTA	Federation of East and Southern African Road Transport Associations
IRU	International Road Union
IsDB	Islamic Development Bank
KGGTF	Korean Green Growth Trust Fund
M&E	Monitoring & Evaluation
MoU	Memorandum of Understanding
MDTF	Multi-Donor Trust Fund
PGPTS	Pro-Poor Pro-Growth Transport Strategy
PPP	Public Private Partnership
REC	Regional Economic Community
REC TCC	Transport Coordination Committee of the Regional Economic Communities
RSLA	Road Safety Load Agency
SAFETE	South African Fund for Energy, Transport and Extractive Industries
SDG	Sustainable Development Goals
SECO	Swiss State Secretariat for Economic Affairs
SIDA	Swedish International Development Cooperation
SSATP	Africa Transport Policy Program
TF	Trust Fund
TFF	Trade Facilitation Facility
TSDMS	Transport Sector Data Management System
UK AID	Department for International Development of the United Kingdom
UNECA	United Nations Economic Community for Africa
UNEP	United Nations Environment Programme
UN Habitat	United Nations Human Settlements Programme
WB	World Bank

MESSAGE FROM THE CHAIR OF THE SSATP BOARD



This is my 3rd Annual Report as Chair of the Board of the Africa Transport Policy Program (SSATP) and the last Annual Report documenting SSATP's accomplishments under the Second Development Plan (DP2), which has been the strategic framework guiding SSATP's activities during the past five years. It is perhaps appropriate then to somewhat broaden the perspective and look a bit beyond the past year and briefly reflect on the DP2 period's significance for the Program.

SSATP's mission is to facilitate policy development in Africa's transport sector and provide associated capacity development. Central to fulfilling this mission is SSATP's function as a knowledge producer. It undertakes analytical work in the form of good practices and case studies; develops methodologies, and issues guidelines that offer countries tools, data, and approaches for effective policy making. This is complemented with initiatives which strengthen African countries' and regional institutions' capacity to formulate and implement necessary transport policies.

While these twin functions have continued to be at the heart of SSATP's operational mode during DP2, SSATP has gradually rebalanced its interactions with African countries and the Regional Economic Communities (RECs) during DP2 to include advocacy and knowledge application. With this, the Program has gone beyond being only a producer of high quality research and analysis. Recognizing the evolving needs clients are facing and the broader assistance SSATP can provide to transport policy development, SSATP is today engaging more closely with countries and RECs. By working directly with them, SSATP turns research findings and SSATP generated policy recommendations into concrete, well formulated policies that provide the necessary frameworks for implementing strategies that strengthen the transport sector and produce results benefiting the larger economy.

The impetus for a closer collaboration between SSATP and its clients was provided by the DP2 mid-term review, which recommended a results-based approach for the Program. The accomplishments this shift in focus has achieved have been made possible thanks to both the commitment of the Program Management Team and the strong support that SSATP enjoys from its stakeholders. This annual report presents some of these achievements during the past year.

A robust foundation has been laid for the next phase of the Program with the Third Development Plan (DP3). It is a coherent, focused, and realistic plan which will provide the necessary strategic guidance for the Program's operations over the next five years. Three areas of concentration have been identified after several rounds of consultation with the stakeholders: integration, connectivity and cohesion; urban mobility and accessibility; and road safety. The challenges in these three areas remain immense and new policies are needed so that transport is part of the solution rather than becoming the problem.

We have all fully endorsed DP3 as a well formulated framework which provides a firm basis for SSATP to make a real difference in supporting African countries develop efficient, safe and sustainable transport policies. DP3 is expected to be launched in early 2015. I would like to thank the donors who have already pledged support to the Program, and I also invite new donors to join. The guiding principles for implementation are ownership, sustainability, and partnership. It is therefore our collective responsibility as partners in this Program to ensure that SSATP receives adequate funding without further delays, so that full and effective implementation of DP3 can begin right away following completion of DP2.

Stephen Karingi
Chairman of the SSATP Board



1

INTRODUCTION

For the past several years, Africa has been experiencing a period of steady economic development with an average growth in gross national product exceeding five percent. As an enabler of access to jobs, goods, and services, transport has played a vital role in this economic expansion.

But increased transport activity comes with downside effects in the form of increased congestion, road accidents, and air pollution that unless efficiently managed, will offset the positive effects of higher economic activity. There is an immediate need therefore to deal with the negative consequences, and ensure that robust mitigating measures are put in place.

This Annual Report 2013 showcases SSATP's continued efforts under the Second Development Plan (DP2) to support African countries undertake needed policy reforms that will improve the performance of the transport sector and make it more efficient in a sustainable way.

During the past year, several important initiatives and knowledge products developed with the support from SSATP provide African countries with critical instruments and approaches for initiating policy reforms that can have a transformational impact on the transport sector. This work is also in line with the ongoing preparations of the Sustainable Development Goals and the post-2015

development agenda. The results of some of the major SSATP commissioned initiatives are highlighted in the section, "Better informed policy making" in this Annual Report.

Other major undertakings during the year have been the preparations for the launch of DP2's successor, the Third Development Plan (DP3), and organizing the first ever Africa Transport Forum in connection with SSATP's Annual Meeting in Dakar.

The Annual Report highlights the past years results, activities, and events, and provides an overview of SSATP's project portfolio and financial standing. Implementation of DP2 was originally scheduled to end on June 30, 2014, when the multi-donor trust fund which has provided the financing of DP2 was set to close. But considering that SSATP's portfolio included a number of activities that still were in an early phase of implementation, SSATP's donors decided in May 2014 to set March 31, 2015, as the new closing date of the multi-donor trust fund. This Annual Report covers the period from July 1, 2013 to September 30, 2014. Activities that are finalized after this date will be covered in the DP2 Completion Report, which will document the accomplishments and results that have been achieved under the entire DP2 period. This report is expected to be issued in the late spring of 2015.

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2

BETTER INFORMED
POLICY MAKING

In Africa, as elsewhere in the world, transport is an enabler of development and economic growth, a fact which has also been highlighted in the ongoing preparations of the post-2015 development agenda defining the Sustainable Development Goals (SDG). In many countries, transport contributes more to the economy than for instance energy, and transport has its own policies, institutions, and budgets. Even though sustainable transport may not become a specific SDG, transport has nevertheless been identified as a critical factor for achieving the objectives of seven of the SDGs.

In Africa, the transport sector still continues to face numerous challenges to sustain and scale-up its contribution to economic growth and prosperity. Considerable investments have been made over the years which in many cases, however, have been narrowly focused on infrastructure. Efficient transport is more than infrastructure and requires a broad based approach with both investments and well conceived policies with sound implementation strategies. The accelerating economic growth provides an opportunity for Africa's transport

policy makers to revisit earlier policies and develop new ones that can generate transformational change required for transport to tackle its challenges and contribute in a sustainable and efficient fashion to the overall economy.

All sound policy making must be based on rigorously researched data, stringent analysis, and well formulated recommendations. SSATP's work has increasingly under DP2 been focusing on generating and making available knowledge products that provide the foundation for evidence-based policy formulation. Learning from a review of the state of Africa's transport policy landscape, SSATP can offer its clients a set of Africa-centered frameworks, platforms, and tools to undertake necessary analysis to identify needs and shortcomings and create policy responses that will contribute to achieving measurable and sustainable improvements in the performance of the transport sector.

The four SSATP products highlighted in the following sections deal with different policy aspects of Africa's transport sector, with a common objective of presenting concrete, applicable approaches and responses to the needs.

“ Integrating transport into the sustainable development goals of the post-2015 Agenda will contribute to its overall success. ”

His Excellency Thierno Sall

*Minister of Infrastructure,
Land Transport and Access, Senegal,
at the Africa Transport Forum 2013*

While most African countries have established transport policy objectives and strategies, serious implementation issues nevertheless remain justifying the need for more robust policies.

Time for more robust policies

Although several important transport policy reforms have been designed and implemented with some notable results over the past 20 years in Africa, the overall outcomes at the sector level are still modest as compared to the rest of the world. For example, while international transport costs are estimated at 6 percent of the delivered value of exports, the corresponding number for Africa remains at 12 percent.

To identify the primary causes for the meager post-reform impact, SSATP undertook a comprehensive multi-country review of the performance of transport policies for several modes of

transport in Africa. While the review found that most African countries have established transport policy objectives and strategies, serious implementation issues nevertheless remain justifying the need for more robust policies.

To remedy the present situation and achieve the positive impact of continued efforts to reduce the infrastructure gap in Africa, a sustained policy response broadened to the non-infrastructure areas of transport policies is therefore needed. To support policy makers take necessary corrective actions, the main findings of the review have been synthesized and formulated into key messages in a special policy guidance note produced by SSATP. The review assessed the performance in the road, rail, and port sectors, as well as the performance of transport corridors in six countries, Benin, Burkina Faso, Ethiopia, Gabon, Ghana, and Zambia. In essence, the main messages of the policy guidance note are the following.

Road sector. With the reforms, dedicated road management agencies and road funds were established together with a novel approach of commercialized management and user-fee based systems for road financing. While some countries have still to implement the concept of road commercialization, the performance of those which already have implemented the concept seems to have stalled. Some institutions continue to be ineffective, revenues have stagnated and inadequate funding for maintenance is a common policy implementation challenge, and planning as well as monitoring and evaluation remain weak. In addition, influential groups in governments still oppose the reforms that have been instituted. To overcome these weaknesses, sufficient revenues need to be generated to meet

THE TRADE FACILITATION FACILITY (TFF) AND THE REGIONAL INTEGRATION COMPONENT OF THE SSATP

RECs and Corridor Authorities in Sub-Sahara Africa defined a corridor facilitation program early 2011 focusing on corridor performance monitoring and inclusive policy dialogue. SSATP and TFF provided a joint response, building on the synergies between the two programs and the alignment of their objectives to support the trade facilitation and regional integration agenda of RECs and corridors. Trade Facilitation Facility (TFF) is a multi-donor trust fund—with contributions from Canada, the Netherlands Sweden and the United Kingdom—that was created in 2009 as part of the WTO Aid for Trade Initiative. The Facility (i) supports operational activities that help beneficiaries take better advantage of regional and global trading opportunities and markets and reduce their trade-related transactions and logistics costs, and (ii) aims at mainstreaming the trade facilitation agenda in donors, notably the World Bank.

Corridor Performance Monitoring – Transport observatories and targeted surveys are critical to define comprehensive policy reform programs which are tackling the real bottlenecks and not only their symptoms, critical to better understand the needs of the industry to help it deliver efficient logistics, and critical to rebalance the need to improve physical infrastructure and policy reforms to facilitate cross border movements. Inclusive Policy Dialogue – The REC TCC (which comprises RECs, Corridors authorities, logistics industry regional federations, and development partners) is essential for aligning and harmonizing policies across countries and regions, fostering deeper regional integration. The adoption of norms and intergovernmental agreement for the Trans African Highways (TAH) is one among several examples of that continental convergence supported by the joint program. Highlights of Achievement – In East Africa, the cooperation between Corridor authorities and the trucking industry initiated with (i) surveys in Kenya, Rwanda and Tanzania, and (ii) road safety programs in Tanzania, was the cornerstone for the promotion of a voluntary compliance scheme with axle load regulation through a Charter ratified by 14 private industry associations, and public regulatory and enforcement agencies. In West Africa the joint program helped refocusing the regional dialogue on policy reforms versus infrastructure by (i) supporting performance monitoring through a pilot transport observatory on the Abidjan Lagos and Abidjan Ouagadougou corridors, , and (ii) providing critical input in the preparation of a complex reform agenda for trucking and logistics along the Abidjan Ouagadougou corridor.

mandated requirements, including resources to maintain the expanding road network which is being built with mainly donor funding. More importantly, road management institutions must be considerably strengthened to become more operationally efficient through improved governance and in particular better transparency and accountability.

Railway sector. The results of past reforms are mixed and the sector is in transition. By opening up the railways to private sector involvement, the governments' financial commitments to the sector were lessened and risks transferred to the private sector. But beyond the fiscal outcome, other results of the reforms are questionable, and there is little evidence that the reforms resulted in a shift of freight traffic from roads to railways. In many cases, total freight has declined together with passenger traffic, which in some cases has been terminated, resulting in increased pressure on the road networks. Learning from the past, a new vision needs to be adopted which requires railways to be accepted as a business and not just considered as a public service, a concept which has brought railway companies to financial bankruptcy; for governments to continue playing a role in providing the enabling environment which includes new financing models in which governments commit to invest in affordable assets¹ in the sector, thereby allowing for sufficient revenue generation for operations by the private sector, and at the same time unbiased land transport policies for fair

competition among modes. Those key principles can be the foundation of long-term development plans where railways can bring benefits to the countries and the global economy beyond their transport role, in particular through their low carbon performance reducing the impact of transport on climate change.

Ports. Although the overall results are modest, the port sector reforms seem to have worked slightly better than in the railway sector. On the one hand, there are improvements in terminal productivity, management of container tracking and storage, and general service level. With the transfer of port operations to the private sector, port reforms have reduced the fiscal burden on governments, created new investments in port operations, and in some cases have contributed to improved port productivity. At the same time, dwell times remain high, as do overall costs. There are surely opportunities to improve port reform models, but private sector operation of port terminals, guided by appropriate policy and regulation, will remain a key pillar of the reforms in the future. Similarly to railways, the challenge will be to put in place policies that ensure affordability at the higher level of the country and not only at the level of the port, at the same time providing competitive and viable services. RECs will also have a critical role to play in providing a regional vision promoting the competition among corridors, which will mitigate the risk of rent-seeking situations and high costs in captive markets.

A focus on closing the gaps in transport infrastructure is not enough. Only through corresponding efforts at the country, regional, and continental levels to address softer policy aspects of transport can the continent's competitiveness continue to significantly improve.

1. In this respect, in the current debate on the various standards for the railway gauge, it will be important to acknowledge that the gauge is not an objective in itself and should not be a political decision. The objective is not to provide a gauge but to provide a service which is competitive, affordable and viable from both the public and private points of view.

Transport corridors. It is not clear whether corridor management initiatives have actually improved corridor performance. The results of the review indicate that corridor management and transit performance have improved only marginally, if at all. While efforts have been made in improving infrastructure, less has been done in improving policies, although sound policies are required to make infrastructure efficient and gain from the investments. Moreover, weak performance of one corridor has negative consequences for the entire network that feeds into the corridor. Several challenges have been identified in implementing corridor strategies, among them, instead of being integrated regional systems, corridors are operated as fragmented national systems; corridor agencies and RECs have no implementation authority in member countries and lack dedicated country staff. To remedy this situation and other weaknesses, a proper institutional framework is required for a more coherent and deepened interaction between countries, RECs, and corridor agencies and to consolidate and sustain improvements that are often volatile. An integrated approach for corridor developments will create the synergies with other sectors such as trade, agriculture, and industry that are necessary for strong economic development.

The overall takeaway of the review findings is simple. A focus on closing the gaps in transport infrastructure is not enough. Only through corresponding efforts at the country, regional, and continental levels to address softer policy aspects of transport can the continent's competitiveness continue to significantly improve.

Framework for addressing Africa's urban mobility challenges comprehensively

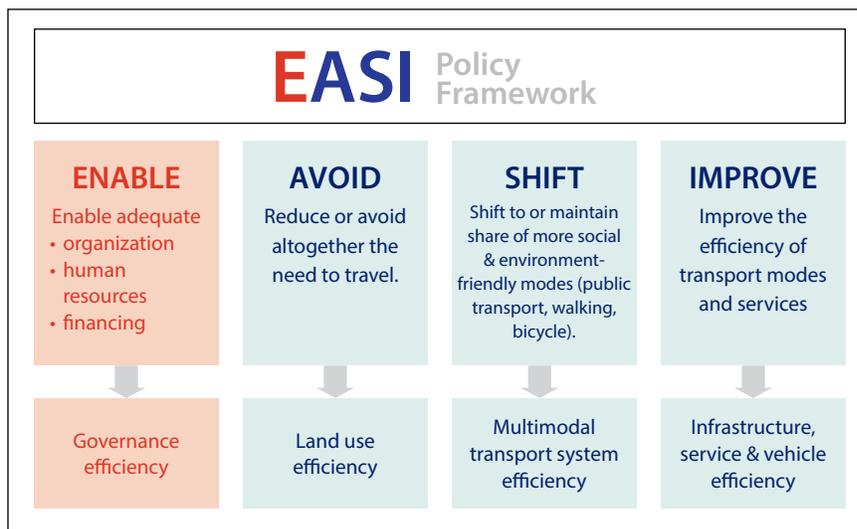
African policy makers are faced with the enormous task of having to respond to the various challenges the rapidly escalating urbanization of Africa presents. The estimated increase in Africa's urban population is likely to be one of the most dramatic any continent has ever experienced, from today's 415 million to one billion in 2050. At that time, 60 percent of the continent's population will be living in cities, with associated stress placed on the environment, public health and quality of life.

Dealing effectively and comprehensively with the spectrum of challenges associated with rapid city growth has for the most part generated modest interest among donors and national governments. Mayors and city administrations have been tackling the issues mostly on their own, constrained by weak capacity and limited financial resources, and lacking the knowledge and tools required for articulating a vision

for their city and developing effective policies to implement it. This situation and the continued rapid expansion of urban areas in Africa were compelling reasons for SSATP to include urban mobility and accessibility as one of the three pillars of the DP3.

Going forward, sustainable improvements to mobility and accessibility must become a key priority in the overall planning and management of Africa's urban growth. To provide city administrations with a strategic framework for addressing urban transport needs in an integrated fashion, SSATP commissioned a "Policy Paper for Sustainable Urban Access and Mobility in Urban Areas of Africa". The paper identifies the main issues and key lessons to be learned from past regional and international experience. It presents African policy makers with a set of guidelines and policy recommendations that will bring about a city's inherent role as a source of innovation and development.

The paper shows the complex nature of territorial accessibility and urban transport and the need for multidisciplinary and inter-sectorial responses. It develops the conceptual framework of "Enable, Avoid, Shift and Improve" (EASI)² to help policy makers understand and address this complexity. The EASI framework is envisioned as a powerful policy tool for developing sustainable solutions to urban accessibility and mobility in Africa's urban areas. It requires urban transport and land use to be considered in an



integrated fashion that recognizes their multiple and complex inter-linkages and mobilizes all stakeholders.

Using the EASI framework the paper produces a combined set of 20 policy recommendations, applicable to the integrated dimensions of governance, infrastructure and services and impacts and externalities of urban transport systems. The paper recognizes that the real opportunities for effective response lie in anticipating urban development needs and implementing integrated strategies, which require a comprehensive approach and coordinated actions involving all relevant stakeholders. Such strategies should be developed early on before issues of accessibility, congestion, and road safety problems emerge and countries are locked into trends that take a long time to reverse.

2. In the framework, "Enable" refers to the governance systems and interventions focused on the preconditions for sound urban transport governance. "Avoid", "Shift", "Improve" refers to the urban transport system and the different interventions that can be undertaken on the system itself. The proposed EASI approach is loosely based on the ASI concept documented in the literature (see Factsheet including "Sustainable Urban Transport: Avoid-Shift-Improve", GIZ in December 2013, www.ssutp.org), an initial concept focused on energy efficiency of transport in already highly motorized so-called developed countries.

However, before financial support to urban areas is considered, support to policy makers for dialogue and coordination should be provided. This emphasis highlights a crucial precondition which SSATP is uniquely positioned to help address. By using the study's diagnostics and findings as a basis, SSATP can efficiently engage in a dialogue with both policy makers and stakeholders to help frame the necessary components of an action plan that would serve as an instrument for articulating a vision, planning and design of effective policies to realize the vision. Providing this support will be an important component of SSATP's work in the urban mobility pillar of DP3. As such policies

are introduced, SSATP will assist the countries transform them into applicable frameworks for operationalizing investment projects for urban mobility.

Managing road safety actively

Although too well known, but worth recalling are the statistics describing Africa's horrendous road safety performance. While its vehicle fleet accounts for only 2 percent of the world's total, the number of traffic deaths per 100, 000 in Africa's streets and roads is 24, compared with 18 in Asia and 10 in Europe; and there is no improvement in sight.

The projected number of 240,000 African lives lost in road accidents in 2015 is estimated to increase by 112 percent to over half a million in 2030. To be sure, this is no longer a traffic and transport issue, or a social issue; it has become a development issue. For example, the costs for road traffic injuries in low and middle income countries have been estimated at more than the total development aid received by these countries.

Clearly, road safety management in Africa is insufficient, with weak institutions and low capacity for implementation. Just about every African country claim to have established a lead agency for road safety, but the results do not support this claim.

In line with the first pillar – road safety management – of the United Nations Decade of Action for Road Safety 2011 – 2020 and the subsequent African Road Safety Action Plan 2011- 2020, SSATP has developed an “African Road Safety Management Framework” to assist African countries develop and strengthen their road safety management systems.

KEY FUNCTIONAL AREAS OF A RSLA

Results focused approach – within government and the broader community, RSLA must drive an overriding results focus and apply all other management functions to achieve the key objective of sustained reduction in road trauma.

Coordination – managing coordination effectively is important for achieving final safety results and requires regular technical, management, and leadership engagement between RSLA and its key partner agencies, but also with business and civil society institutions.

Legislation – to guarantee effectiveness, RSLA is responsible for ensuring that laws and directives regulating roads, vehicles, and road users are evaluated and safety improvements proposed. This may require regular reviews of current legislation and the effective compliance and enforcement of it, which can translate into significant safety benefits.

Funding and resource allocation – a key function of a RSLA, which needs to ensure that sufficient funding is allocated to strategically important safety initiatives and therefore must be consulted on safety features for major road development projects. But equally important is that the agency itself is adequately funded.

Promotion - raising awareness of the huge road safety problem and build support for effective interventions are important responsibilities of RSLAs, but to be effective, the advocacy has to be executed in an integrated way with other safety measures, such as programs for making children's school routes safer or strict enforcement of road user rules.

Monitoring and Evaluation (M&E) – to correctly assess results in road safety and determine possible corrective measures, RSLA has a responsibility for doing M&E and reporting on program implementation, and analyzing and publishing data on deaths and injuries from road traffic crashes.

Research, development, and knowledge transfer – to arrive at evidence-based decision making for improved road safety, RSLA is responsible for supporting necessary research and development initiatives that look into specific areas of policy concerns, such as level of compliance with safety belt laws and speed limits, thereby providing a basis for informed consideration of policy issues, options, and implementation.

The focus of the framework is on the national road safety lead agencies (RSLA) as catalysts for road safety change.

The defining feature of a RSLA is the institutional management functions it performs, or ensures are being performed by other agencies. These functions can be delivered using different organizational forms. The final form will depend on how each country structures its national institutions. An inter-agency committee may have a governance role, but the institutional management functions to effectively lead the government's coordinating efforts rely on administrative and technical management capacity which requires a specific institutional structure. The framework presents in the context of RSLAs seven key institutional management functions that are critical to effectively design and implement interventions that will improve road safety in a sustainable way. These management functions are summarized in the Box attached to this section.

The framework provides coherent and targeted guidance to countries that are in the process of establishing or strengthening their lead agency for road safety in terms of key issues that need to be considered, but it also highlights the broader prerequisites needed. For a lead agency to successfully contribute to lasting improvements in road safety, it must be given a clear mandate with strong institutional capabilities, have secured funding, and enjoy political support.

In line with SSATP's re-emphasis of increasingly also working with countries to turn SSATP's analytical research into concrete policy responses, SSATP has applied the framework in several countries. In Ethiopia, SSATP customized

the framework into a blueprint for meeting the local requirements when strengthening the existing road safety institution, and also helped authorities develop an action plan. In Senegal, SSATP prepared, based on the framework, a detailed guide for establishing a lead agency, which is under consideration. In addition, SSATP facilitated stakeholder consultations, which are important for building acceptance and understanding of the lead agency to ensure that, once established, it is also supported. In Zambia, the existing agency is located in the ministry of transport, but road safety is more than transport. With the support of SSATP, a Memorandum of Understanding was developed that brought all relevant stakeholders together in a formal way and which created the ability for the lead agency to more effectively engage and coordinate others to achieve high impact interventions.

“ [The] Government is ready through its decentralized system to implement road safety under the MoU in all the 10 provinces and districts to benefit all people. ”

Yamfwa Mukanga

Minister of Transport, Works, Supply and Communications, Zambia

AFRICA SUSTAINABLE TRANSPORT FORUM OBJECTIVES

- ▶ Provide an Africa-platform for high-level policy dialogue on sustainable transport, both at national and sub-national levels
- ▶ Promote a common understanding of “sustainable transport” across Africa, and highlighting African solutions
- ▶ Improve knowledge and capacity for developing and implementing sustainable transport policies, pro-grams, and demonstration projects
- ▶ Provide a mechanism for sharing best practices, tools, technologies, research, and policy instruments, tailored to the African experience
- ▶ Support national and municipal level strategies and innovative approaches, along with common standards and protocols, and implementation monitoring
- ▶ Build on and complement existing initiatives underway in Africa
- ▶ Facilitate access to funding and investment for sustainable transport infrastructure

An African forum for elevating sustainable transport

Transport is a major contributor to development and economic prosperity, but at the same time is also responsible for air pollution, traffic congestion, and road fatalities. Transport policies that promote environmental, social, and economic sustainability are required to mitigate these risks and achieve long-term economic growth, improve public health, and respond to climate change.

In Africa, the time is right to put in place such policies. African high-level policy makers have been focusing on heavy infrastructure investments for improving connectivity, which has resulted in policies lacking the sustainability dimension of the development agenda. Still, the continent continues to face numerous challenges

of providing basic transport services, ensuring connectivity and, due to rapid urbanization exacerbated by weak urban planning, reducing the impact of increasing road fatalities and growing vehicle emissions.

To help African policy makers at both national and sub-national levels mainstream the concepts of sustainable transport and green growth into the continent’s transport policies, SSATP initiated the process for establishing the Africa Sustainable Transport Forum (ASTF) as a platform for dialogue, knowledge sharing, and Africa-specific innovation for sustainable transport. In partnership with the United Nations Environment Programme (UNEP), United Nations Human Settlements Programme (UN-Habitat), the World Bank, and the Government of Kenya, SSATP has provided technical and financial support to the preparation of the Forum, which will be launched in Nairobi in October 2014. At same time, the Forum will host its first ministerial level policy conference.

This is an opportune time to establish the Forum. With a steadily growing economy which has contributed to a notable reduction in poverty, African countries are going through a transformative change. But with continued strong economic activity comes increased urban pollution, traffic congestion, and road fatalities, with negative consequences for public health and the environment. Decision makers must therefore take urgent action to remedy these downside effects.

Fortunately, countries can use the opportunity provided by the vibrant economy to formulate policies that can lay the foundation for sustainable and more accessible forms of transport. In this, the Forum can play an important role in providing policy-makers with relevant knowledge and tested approaches to develop the necessary policies. Evidence-based decisions taken today on land use, infrastructure and transport related investments can “lock-in” traffic and mobility patterns, which will be sustainable for years to come. By integrating initiatives on road safety, non-motorized transport, public transport, air pollution and climate change, sustainable transport can become a central component of a broader strategy for green growth in Africa.

The activities proposed for the Forum are intended to challenge the policy makers on a range of key themes – urbanization, motorization, congestion, development and poverty reduction, connectivity, urban planning, transport and logistics services, and vehicle emissions—in a holistic and integrated way. In so doing, the ASTF will build a foundation for the key theme of transport and sustainability that is currently missing in existing initiatives.

A Framework of Action for Sustainable Transport in Africa will be developed to guide the activities of the Forum that will also include a number of technical initiatives in addition to the policy oriented measures. By bringing Africa into the global agenda of sustainable transport, ASTF will facilitate access to resources committed by the multi-lateral development banks in Rio de Janeiro in 2012 during the Rio+20 Conference³.

The Forum will have its own governance structure. A Secretariat will manage the day-to-day operations and report to an Executive Committee, which will oversee and provide guidance to the Secretariat on the implementation of the activities. An Advisory Group with high-level representation from Africa’s all five sub-regions will be responsible for setting the strategic direction of the Forum and provide necessary political support.

By bringing Africa into the global agenda of sustainable transport, ASTF will facilitate access to resources committed by the multi-lateral development banks in Rio de Janeiro in 2012 during the Rio+20 Conference.

3. The MDBs committed jointly to provide \$175 billion for sustainable transport projects over 10 years.



3

RESULTS AT A
GLANCE

The previous section showed in some detail the results of SSATP's knowledge generation and how it can be applied at the country level to support policy development and institutional strengthening. This section presents a brief summary of additional results, and provides a short overview of the SSATP portfolio, together with a few highlights of important activities and events from the past year.

Snapshot of accomplishments

Making legal instruments available

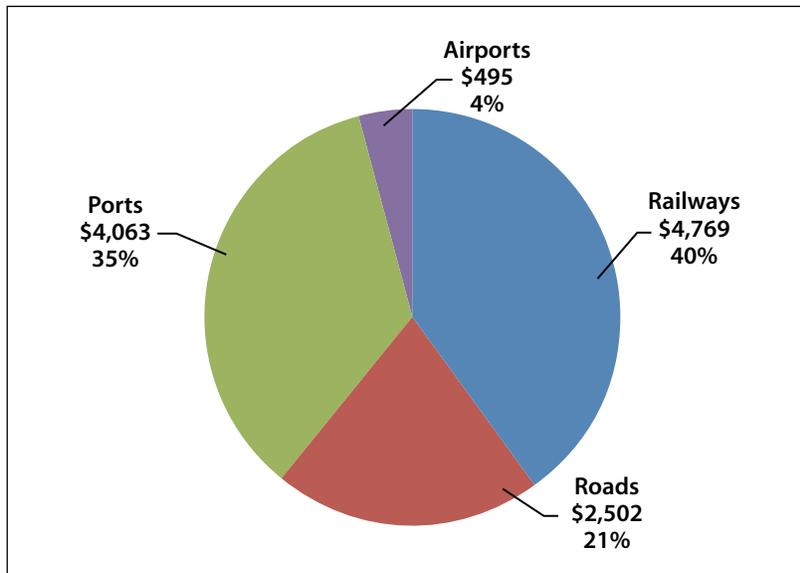
Many efforts are underway in Africa to establish institutional and economic ties, foster trade, and stimulate economic growth. Deeper regional economic integration requires not only harmonization of national policies but also implementation of multilateral legal instruments that provide the framework for sustainable development of trade flows. To help countries and sub-regions in the integration process to also focus on the legal frameworks in force in Africa, SSATP commissioned an update of the 2004 inventory of legal instruments aimed at facilitating trade and transport within Africa. The review, "A Review of International Legal Instruments for the Facilitation of Transport and Trade in Africa" examined 145 legal instruments. The document helps countries and RECs be consistent with applicable legal frameworks when they negotiate and enter into trade and integration related agreements. This facilitates harmonization which is conducive for trade and integration. At the request of African

countries, the review also describes a large number of other international legal instruments, including air transport and associated agreements and conventions, and it covers instruments relevant to all African countries.

Public-Private Partnerships – a vehicle also for roads

African countries are facing huge challenges to bring infrastructure investments and maintenance to the level needed to sustain the continent's accelerating economic growth. The needs will be difficult to meet through public financing alone. To solve the funding gap issue, governments have increasingly turned to Public-Private Partnerships (PPP). Today, PPPs are used in more than 134 developing countries, contributing to 15-20 percent of total infrastructure investments. There are several reasons for the expanding collaboration between governments and the private sector in developing and providing infrastructure services. Besides the obvious benefit of availability of additional financial resources, PPPs offer among other things, increased efficiency in project delivery, operation and management, which helps prevent cost overruns and delays in project delivery; access to advanced technology; and transfer of many project risks to the private sector. PPPs are today used to provide infrastructure services in sectors that once were delivered by the public sector. The chart below indicates, however, that in Africa, PPPs are under-represented in the area of roads.

Commitments by sub-sector, 1990-H1 2011, in US\$ millions



Considering that roads carry most of the traffic, there is obviously a huge potential for road PPPs, which are a cost effective financing instrument during the entire life cycle of a road. The potential for road-PPP may be greatest for urban roads where private investors may be prepared to take more risks because of the roads' higher and more stable traffic levels, as compared to that of interurban roads. PPPs are, however, complex mechanisms, and to help African countries make the most of PPPs, SSATP commissioned a report to enable in-depth understanding of key issues and principles of PPPs in road financing, including a description of the requirements investors have for project finance for road-PPP. The report, "Private Sector Financing, Provision and Management of Roads: Public-Private Partnership", presents case studies from Ghana, Nigeria, and Senegal, together with insights and lessons learned that are applicable to African countries.

Uganda - strengthening gender dimensions in the road sector

Advancing gender and inclusion as they relate to transport policy development has over the years been an important focus area for SSATP. Several significant initiatives have been launched, such as the Gender and Rural Transport Initiative and the Gender and Transport Action Agenda. In Uganda, the government requested SSATP for support to strengthen the ongoing implementation of the national gender policy commitments in the road sector. In response, SSATP produced an extensive review of the implementation process together with a set of recommendations. Drawing on the results from a survey of the legal and institutional framework and interviews from stakeholders, the review, "Support to the Implementation of the Government of Uganda's Gender Equality Policy Commitments in the Road sub-Sector", evaluated the progress in implementation and awareness of gender policies for the road sector. The review identified several implementation deficiencies, such as institutional and regulatory weaknesses that compromise effective incorporation of a gender dimension in road sector institutions, lack of awareness of gender policy and statements and guidelines, and underrepresentation of women in road sector positions. To strengthen the implementation process, the review proposed several recommendations, such as promotion of more gender balanced management teams, training and capacity building, and better monitoring of the effectiveness of the policy implementation efforts. There are several immediate and longer term

benefits of the review. The government in Uganda will use the findings as a basis for developing an action plan, and the review will also contribute to strengthening the gender aspects of a new national transport policy being prepared in Uganda. Although the review was on the implementation process in Uganda, the findings will also inform other countries of the critical issues that have to be addressed for improving the implementation of national gender policy commitments in the road sector.

M&E components for better policy formulation and implementation

The performance review of transport polices in Africa identified weak monitoring and evaluation (M&E) as a serious impediment to better policy formulation and implementation - having insufficient data and indicators to evaluate past and future performance makes it impossible to design effective transport policies going forward. To strengthen the capacity of countries to improve their M&E systems, SSATP has produced a policy note which provides an overview of Transport Sector Data Management Systems (TSDMS) and guidance on how to use them. The policy note complements the SSATP developed “Guidelines for Establishing a Sustainable TSDMS”, which offer more detailed information on the procedures for establishing a TSDMS. In essence, a TSDMS is a data management tool for tracking progress and evaluating results from transport sector policies and strategies, and forms part of a broader M&E framework. The

value of a TSDMS is that it provides information on past experiences and results, which are essential for policy makers for improving planning, resource allocation, and service delivery.

Determining performance of road agencies

Despite the massive investments that have been made in Africa’s road sector over the years, the sector has still to fully play its central role as a catalyst for the continent’s economic growth and development. With continued inadequate maintenance of the road network and inefficient road sector operations in many countries, the capacity of Africa’s road agencies to efficiently and effectively undertake road asset management has obviously been called into question. Various initiatives to evaluate the agencies’ performance have been carried out to get a better understanding of what needs to be done differently by the agencies to become more efficient and effective. In the past three years, two organizational assessments of road agency performance have been done in Africa. The first assessment used the Commercialized Road Management evaluation approach; the second used the Publicly Available Specification approach. There are considerable differences between the two approaches for assessing road agency capacity in asset management; they have a different focus and have been developed against significantly different contexts.

“ If you can’t measure it, you can’t improve it. ”

Lord Kelvin



With the mounting challenges facing Africa's transport sector there is an urgency to step up the efforts to identify the hurdles and the corresponding key measures that are required to improve the performance of the road agencies. Recognizing that both evaluation methodologies have their respective advantages, but do not address all critical factors in their analysis, SSATP undertook a review with the purpose of developing an evaluation framework which would combine the critical elements of the two approaches. The result of the review, 'Road Management: an approach to the evaluation of road agency performance', provides a comprehensive evaluation approach, which can measure the performance level of road agencies and assist countries reform and strengthen their national road agencies based on solid empirical evidence. Although having been developed against the backdrop of the prevailing road sector in Africa, the framework is applicable to any country where the conditions of the road network requires corrective actions on the part of the agencies responsible for its maintenance and operations.

Private sector led initiative for axle load self-regulation in East Africa

The road construction and rehabilitation portfolio in Eastern and Southern Africa is important, whether measured in absolute value of the investment it represents or by its importance in the economic development of the region, but it is endangered by the phenomenon of overloading, which has plagued roads for decades despite persistent efforts to eliminate it. Legislation for overload control has been developed for East Africa through a consultative process and the Overload Control Bill was passed by the East Africa Legislative Assembly in May 2013. However, there is a large consensus from the experience of axle load regulation that addressing the enforcement side only will not be sufficient to eradicate overloading of trucks, and that accompanying measures promoting compliance among private sector operators (traders and logistics operators) are necessary to ensure significant reduction of overloading. The trucking industry in Kenya is keenly aware that adequate road infrastructure is essential to enhance its business performance and is supportive of the efforts to suppress overloading.

The Northern Corridor Secretariat (NCTTCA), in its role of forum for policy dialogue among all categories of stakeholders and the trucking industry association (KTA in Kenya), have developed a Self-Regulatory Vehicle Load Control Charter endorsed by all concerned stakeholders that will complement, from the private sector perspective, the donor-supported road infrastructure programs that primarily engage the public institutions, line ministries and regulatory agencies. The SSATP as complement to its Road Maintenance Initiative, and later the joint SSATP/TFF corridor program, contributed to the debate and ongoing discussion between regulatory agencies, shippers and industry on axle load, through case studies, reviews of best practices in Eastern and Southern Africa, guidelines, trucking surveys, advocacy papers and regional workshops.

The Charter aims at obtaining a commitment from the shippers and logistics operators to voluntarily comply with axle load limits. It will be signed in the presence of the Minister of Transport and Infrastructure of Kenya in Mariakani (the first weighbridge on the Mombasa Nairobi Highway) on October 13th 2014, with participation of delegations from all Northern Corridor countries (and particularly from Uganda where the Charter will expand as first step to its regional extension).

PUBLICATIONS FROM SSATP

During the past year, SSATP has published several working papers in English and their translation in French as well as the translation in French of a few papers from the previous year. More publications and resources can be found on SSATP website: www.ssatp.org

- ▶ Corridor Transport Observatory Guidelines
- ▶ Good Policies and Practices on Rural Transport - Monitoring & Evaluation
- ▶ Good Policies and Practices on Rural Transport –Planning Infrastructure and Services
- ▶ A Review of International Legal Instruments for the Facilitation of Transport and Trade in Africa

Portfolio overview

The remaining activities in SSATP's project portfolio under DP2 have been completed at a steady phase during the reporting period. Although some activities remains open for accounting purposes, there are only a few activities left in the portfolio that are still under active implementation. These activities are mainly in DP2's third thematic area, regional integration, and are expected to be completed by the end of 2014. Most of the on-going activities are reviews and reports that are in their final stages of completion. More detailed information on SSATP's financial standing is provided in Annex 1 of this Annual Report. The only major still on-going activity, which is not an analytical piece of work, is the preparation for the "Africa Sustainable Transport Forum", which is described in more detail in the section "Better informed policy making" in this report.

SSATP Board Meetings

The Board of SSATP held two meetings during the reporting period, and both were held as virtual meetings. The Board Meeting on September 12, 2013 focused mainly on the preparations for the 2013 Annual Meeting of SSATP to be held in Senegal, and the associated Africa Transport Policy Forum, which SSATP organized prior to the Annual Meeting to bring together African and international transport practitioners to share insights and experiences.

The second SSATP Board Meeting was held on September 18, 2014, and had two main topics on the agenda: the preparations for the SSATP-initiated Africa Sustainable Transport Forum, which will be organized in connection with SSATP's Annual Meeting in Nairobi in October 2014, and some clarifications regarding the governance framework for the DP3. The Africa Sustainable Transport Forum and its purpose are described in the section "Better informed policy making" in this Annual Report. At the meeting, the Board members confirmed their support for the initiative and indicated they would participate and contribute to the proceedings of the Forum.

SSATP Annual Meeting 2013

SSATP's Annual Meeting was held in Dakar in December 2013. The annual meetings are important events in the governance structure of the SSATP, but they are also opportunities for consultations, knowledge sharing, and strengthening the ownership of the Program.

The SSATP mid-term review had recommended organizing separate learning events in connection with the annual meetings, and this time a major separate knowledge-sharing event was held prior to the Annual Meeting. SSATP co-hosted together with the Government of Senegal the first-ever Africa Transport Policy Forum on December 10-11. The level of participation and enthusiasm at the Forum demonstrated that there is demand for such learning events among African transport practitioners. Moreover, the outcomes generated by the presentations and lively discussions at the Forum served as valuable input to the deliberations at the SSATP's Annual Meeting which convened on December 12, 2013.⁴

4. SSATP has published separately the proceedings of the Annual Meeting and the Forum: "SSATP Annual Meeting – Africa Transport Policy Forum"

Africa Transport Policy Forum

The Forum provided an excellent opportunity for not only African, but also international experts to meet and share their knowledge and experiences on high-priority transport policy issues. More than 160 participants gathered in Dakar for the two-day event. They represented a broad range of critical players in the field of transport policy, from researchers to government decision-makers. More than 30 African countries participated, together with representatives from RECs, multilateral institutions, civil society, development partners, and the private sector.

The discussions at the Forum centered on two main topics: “The Sustainability Factor – towards clean and safe transport in Africa” and “Spearheading Transport Policy Reform in Africa”. The agenda was anchored around the three themes of sustainability, road safety, and urban mobility, with plenary sessions featuring presentations and discussions by both African and international transport experts. Related to each theme were parallel sessions with technical discussions focusing on specific topics.

In recognition of the pivotal role transport plays in facilitating economic growth, one of the key outcomes of the Forum was a consensus that sustainable transport must be included in the ongoing discussions on the Sustainable Development Goals (SDG), preferably with the objective of making sustainable transport one of the SDGs. A second best option would be that the intermediate goals and target indicators attached to the SDGs reflect the role of transport in other sectors. Other recommendations made by the Forum included: improving governance in order to achieve effective transport policies for which identification and collection of governance indicators must be systematized;⁵ making road safety an essential national implementation priority, instead of having it only as a technical concept in road management; and integrating urban development and transport policies.

One of the key outcomes of the Forum was a consensus that sustainable transport must be included in the ongoing discussions on the Sustainable Development Goals (SDG), preferably with the objective of making sustainable transport one of the SDGs.

5. SSATP has identified governance indicators as an M&E tool which allows authorities to measure, evaluate, and take corrective actions for better policy implementation and sector performance. For more, see the publication “Transport Governance – Indicators for sub-Saharan Africa”, published in English and French in 2013

SSATP Annual Meeting

The participation in the 2013 Annual Meeting was a clear manifestation of the ownership and importance SSATP's stakeholders attach to the Program. Almost 100 delegates attended the meeting, representing 28 countries, three RECs, four regional organizations, 11 development partners, and the private sector. As recommended in the DP2 mid-term review and starting in 2012, the permanent secretaries for the ministries responsible for transport were invited to the Annual Meeting to ensure that countries are represented by officials with a mandate for decision-making at the policy level.

The Annual Meeting under DP2 was also an occasion for looking forward. SSATP's Program Manager gave an overview of the next development plan for SSATP, the DP3. The plan has gone through a detailed preparation process with extensive stakeholders' consultations, and is formulated around three strategic focus areas: Integration, Connectivity, and Cohesion; Urban Mobility and Accessibility; and Road Safety, with the principles of ownership, partnership, and sustainability that will guide program implementation. The overall goal for the plan is that African countries adopt robust policies and strategies for efficient, safe, and sustainable transport. The Program Manager also outlined the progress made under DP2 and the work program for 2014.

The productive sessions at the Africa Transport Policy Forum provided a useful context for the deliberations at the Annual Meeting. A rich exchange of views and experiences took place and the recommendations the Forum had produced were welcomed as important elements in the ongoing discussions on needed transport policy reforms. The proposed recommendations by the Forum were confirmed at the Annual Meeting, and there was a commitment by the representatives to continue to actively promote making sustainable transport one of the SDGs. They also agreed to promote establishing National Road Safety Lead Agencies as entities with their own mandate, resources, and capacity to coordinate all relevant agencies in making road safety a priority.

The decisions by the Annual Meeting also included the approval of Morocco as a designated new SSATP member, thus increasing the number of member countries to 39. The meeting also approved the designation of the Federation of East and Southern African Road Transport Associations (FESARTA) and the Regional Committee for Africa of the International Road Union (IRU) as representatives of the private sector in the SSATP Board of Directors.



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FOUNDATION
FOR THE
FUTURE

Though a few more months still remain to complete implementation of DP2, on balance it has proved to be a productive and successful phase of SSATP.

Several pioneering products have been developed - some of them showcased in this Annual Report. Moreover, a well defined strategic framework in the form of DP3 has been devised for the next stage of the Program, the Action Plan which was formulated to execute the recommendations of the mid-term review has been fully implemented, and a renewed sense of ownership and commitment among the partners and beneficiaries of the Program has been established. Taken together, this gives the Program a strong foundation to build upon going forward.

With DP2 ending in March 2015 and the subsequent launch of DP3, the coming year will be a transitional period for SSATP. All major administrative and operational requirements for the launch of DP3 are underway and the recruitment process for hiring team leaders for DP3's three clusters will be soon initiated. A governance framework with well defined statutes and an operational manual have been developed, which will ensure good governance and effective management of DP3. However, getting the new project activities underway and evaluating the accomplishments of DP2 and incorporating the lessons learned fully into the business plan of DP3 will require some time and effort.

SSATP COMMUNITY OF PRACTICE

With the opportunities created by today's information technology, communities of practice have become a widely used and effective channel for globally sharing information, experiences, and learning for practitioners who share a common profession. To provide transport practitioners with a shared online forum, SSATP launched its Community of Practice in June 2014. It is accessible through the SSATP website (www.ssatp.org), and is a two-way knowledge-sharing platform, which provides access to discussions, documents, and expertise on topics related to transport policies in Africa. In addition, it also serves as a channel for sharing good practices among the larger community of practitioners and stakeholders who are interested in issues related to the transport sector. Anyone interested can join and participate in the ongoing discussions or start new ones, share knowledge, opinions, and expertise, or pose questions and seek information. The exchange is lively and the discussions cover a broad range of topics. Examples of discussions that have been featured on the Community of Practice include: "Road safety lead agency models: What is an ideal road safety lead agency model and to whom should it report?"; "A rural transport target in the Sustainable Development Goals: An opportunity to revive rural transport in Africa".

Africa's transport challenges, on the other hand, are not going away anytime soon. But with the right approaches and sufficient support, capacity can be strengthened and necessary policy reforms can be undertaken to improve the current situation - and this is where SSATP has a comparative advantage. As a well established program for transport policy development, it provides tools and analysis that will support African policy makers develop policies to remedy past deficiencies, and help them create the right conditions for interventions that will allow Africa's transport sector to become effective in a sustainable way.



Guided by DP3's strategic objectives and following the policy development cycle, SSATP will over the coming years provide support to the transport component of the agenda for trade and regional integration, help countries develop coherent urban transport policies and establish necessary institutions to implement them, and provide analytical support and capacity building to improve road safety management in a comprehensive way. In addition, SSATP will continue to actively support countries and RECs in knowledge application.

In view of the frequent requests for support from many clients, SSATP is regarded as a valued partner whose products and knowledge can make a real difference in the preparation of needed policy reforms and institutional

capacity building. These services, however, are dependent on the financial resources available to SSATP. The strategic framework for a successful next phase of the Program has been put in place. Resources have started to be mobilized from a number of donors that have pledged support to the DP3. Now it is time to ensure that the Program will be fully funded, so it can reach its full potential and effectively respond to the increasing number of calls from clients for cutting-edge support.



5

FINANCIAL
REPORT

Receipts

With the payment of the last tranche of funds by the European Commission, all funds pledged by the SSATP donors have been received totaling US\$24.8 million for the period 2009-2015. In addition, during the reporting period, the World Bank granted resources from two trust funds to support activities that have been promoted by the SSATP:

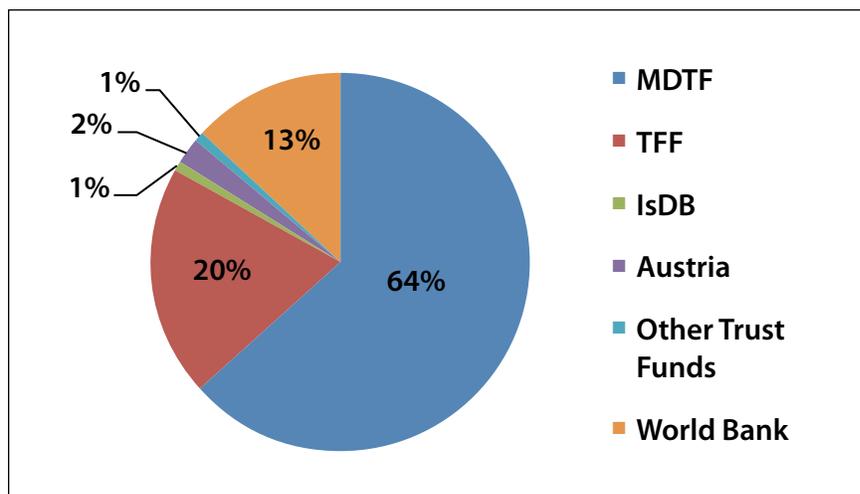
- ▶ The South African Fund for African Energy, Transport and Extractive Industries (SAFETE) provided \$200,000 to support the organization of the Africa Sustainable Transport Forum (ASTF).
- ▶ The Korean Green Growth Trust Fund provided \$1,200,000 to finance sub-regional, national, and city-level activities included in the action plan which will be discussed and adopted during the ASTF. These activities will include knowledge sharing and training, conferences and workshops, development of virtual networks, tools and guidelines development, and pilot and demonstration projects.

Disbursements and Commitments

As of September 30, 2014, SSATP had disbursed \$22,324,559, representing about 90% of paid-in and in kind contributions. Disbursements from the Multi-Donor Trust Fund amounted to \$14,227,136 million at the end of the period (93% of the receipts). Donors contributing to the MDTF are: the European Commission (EC), the

Swedish International Development Cooperation (SIDA), the Department for International Development of the United Kingdom (UK AID), the Agence Française de Développement (AFD), the Norwegian Ministry of Foreign Affairs and the African Development Bank (AfDB). Disbursements from the Trade Facilitation Facility (TFF) focused on corridor management, regional integration and trade facilitation and amounted to \$4,359,660 (78.5% of the receipts). Contributions in kind (United Nations Economic Community for Africa-UNECA, World Bank, Austria Development Cooperation) and from other trust funds (Islamic Development Bank-IsDB, World Bank) were disbursed at 100 percent and amounted to the balance of \$3,737,763⁶. Figure 1 provides the distribution of disbursements by source of financing.

FIGURE 1: Distribution of disbursements by source of financing (2009-2014)



6. Islamic Development Bank (\$187,528), Austria (\$350,000), Trust Fund on Climate Change (\$200,000), World Bank (\$3,000,235)



6

ANNEX:
Financial Situation
of all SSATP
Activities as of
September 30, 2014

Activity	Granted*	Disbursed*	Committed*	Available Balance*
Theme 1: Transport Strategies and Policies				
Pro-Growth Pro-Poor (PGPTS)				
PGPTS Sierra Leone – Supervision Costs	113,000	113,000	0	Closed
PGPTS Sierra Leone – Transport Sector Strategy	187,528	187,528	0	Closed
PGPTS Burkina-Faso – Recipient executed	185,647	185,647	0	Closed
PGPTS Burkina-Faso – Supervision costs	16,782	16,782	0	Closed
Transport Policy Performance Review	778,700	768,360	5,467	4,873
Governance Indicators (Phase 1)	223,088	223,088	0	Closed
Governance Indicators (Phase 2)	33,000	14,693	17,820	487
Climate Change Mitigation and Adaptation	544,750	487,255	40,000	17,495
Building Analytical Capacity to mainstream Adaptation to Climate Risk	200,000	200,000	0	Closed
Road Safety Support to Countries – Phase 1	1,178,000	1,177,920	0	80
Application and Impact Review of Poverty Reduction and Transport Strategy	71,185	71,185	0	Closed
Gender and Inclusion	103,054	103,054	0	Closed
Transport and Gender in Uganda	21,145	15,249	0	5,897
Total Theme 1	3,655,879	3,563,761	63,287	28,832
Theme 2: Transport Management				
Urban Transport				
Documentation of BRT Experiences	122,951	122,951	0	Closed
Development of a Module and Toolkit on Fare Collection for Urban Transport	243,274	243,274	0	Closed
Urban Transport Capacity Building and Policy Reform Workshop	101,507	101,507	0	Closed
Urban Mobility Policy Paper	298,100	216,534	55,712	25,854
Rural Transport				
Rural Transport Activities	1,084,758	1,075,761	8,910	87
Removing Rural Access Constraints to Agricultural Productivity, Growth and Marketing	30,815	30,815	0	Closed
Road Management and Financing	285,000	250,430	20,454	14,116
Transport Data Management Systems – TSDMS	521,000	508,734	0	12,266
TSDMS in Zambia (Austria)	350,000	350,000	0	Closed
Framework for Improving Railways Performance	16,100	16,100	0	Closed
Total Theme 2	3,053,505	2,916,106	85,076	52,323

Activity	Granted*	Disbursed*	Committed*	Available Balance*
Theme 3: Regional Integration				
CICOS – Baseline Survey on the river corridor	415,495	415,495	0	Closed
Review/Design Legal Instruments for Regional Trade and Facilitation	202,459	202,234	0	225
Support to REC-TCC 2010	396,476	396,476	0	Closed
Support to SSATP National Coordinators - Regional Coordinators	109,554	109,554	0	Closed
Support to National Coordinators	98,913	98,913	0	Closed
Choke Monitoring Survey	166,563	166,563	0	Closed
Baseline Survey of the Central and Dar Corridor	144,964	144,964	0	Closed
TFF Corridor Facilitation	3,250,000	2,918,716	214,908	116,376
TFF Corridor Facilitation – Supervision Costs	780,000	704,549	0	75,451
Operationalization CICOS River Transport Observatory	65,000	30,368	4,656	29,976
Trans-African Highway Support	557,369	557,369	0	0
Support to ECOWAS One-Stop Border Posts	900,000	148,656	664,506	86,838
Total Theme 3	7,086,793	5,893,857	884,070	308,866
Core Activities				
DP2 Program Management	1,399,000	1,378,314	11,060	9,626
Operational TF for core DP2 program activities	1,703,000	1,682,876	25,856	(5,732)
DP2 Regional Coordination	1,043,013	1,043,013	0	0
Website Development	212,000	198,584	1,920	11,496
Annual Meeting 2009	584,923	584,923	0	Closed
Annual Meeting 2010	871,119	871,119	0	Closed
Preparation of DP3 (incl. Annual Meeting 2012)	720,000	719,019	1,049	(68)
Annual Meeting 2013	472,751	472,751	0	0
Total Core Activities	7,005,806	6,950,599	39,885	15,322
Total	20,801,983	19,324,323	1,072,318	405,343
World Bank	3,000,236	3,000,236	0	0
Total	23,802,219	22,324,559	1,072,318	405,343

* Including resources in kind provided by the World Bank which are not accounted by activity



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