



# SSATP

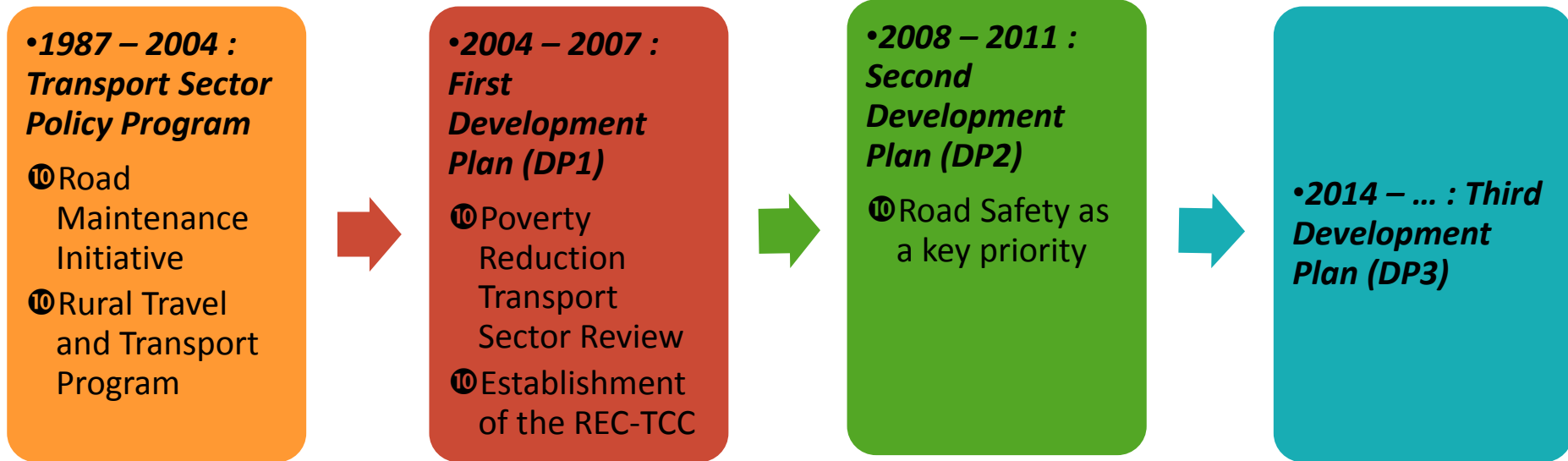
Africa Transport  
Policy Program

## **ANNUAL REPORT (January-December 2016)**

**Third development Plan (DP3)**

***A new path to Supporting the Africa Development Agenda***

# Lessons from thirty years of experience



# DP3: Tackling current transport issues

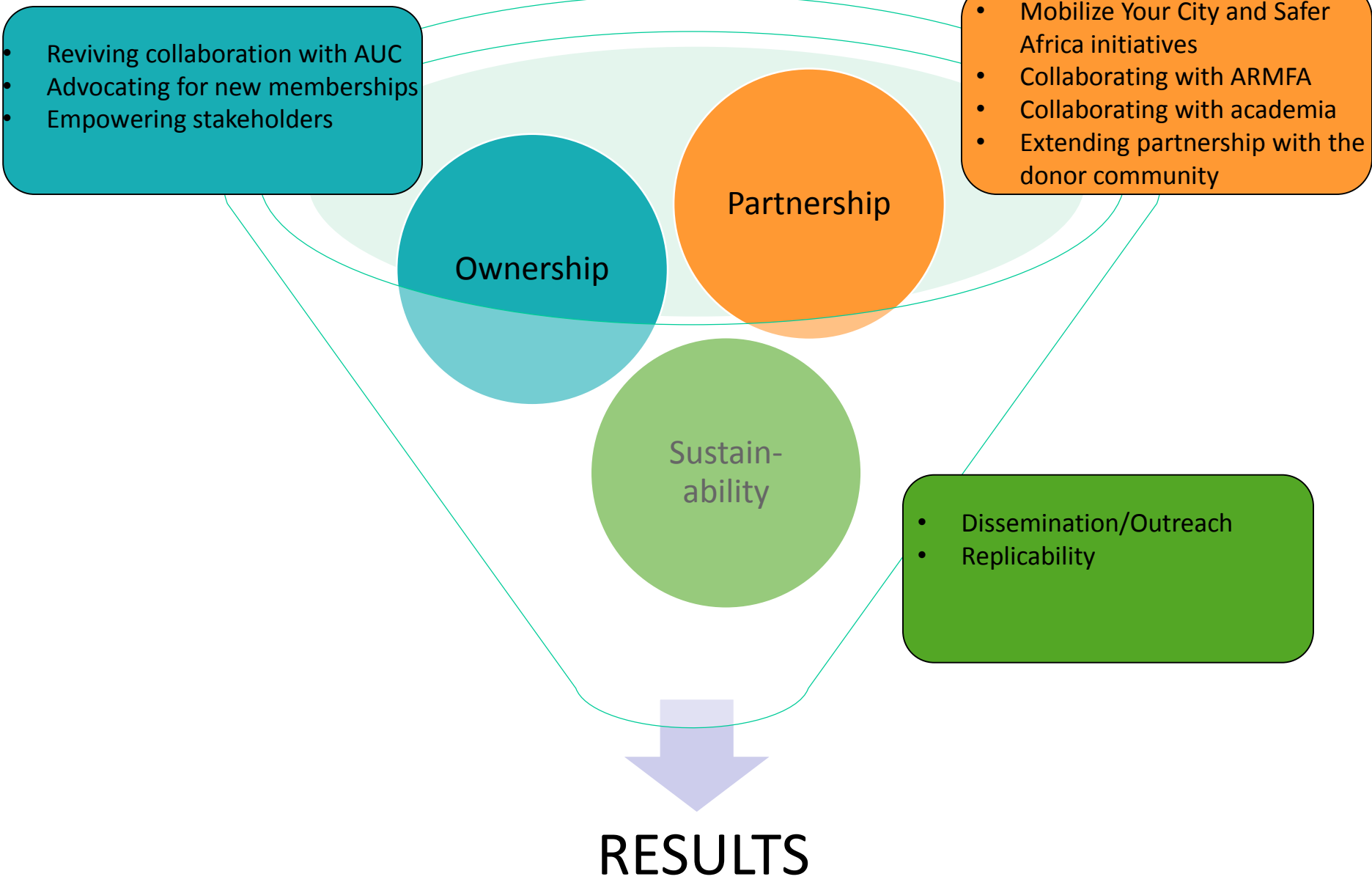
## Third Development Plan

**Pillar A :  
Integration,  
Connectivity  
and Cohesion**

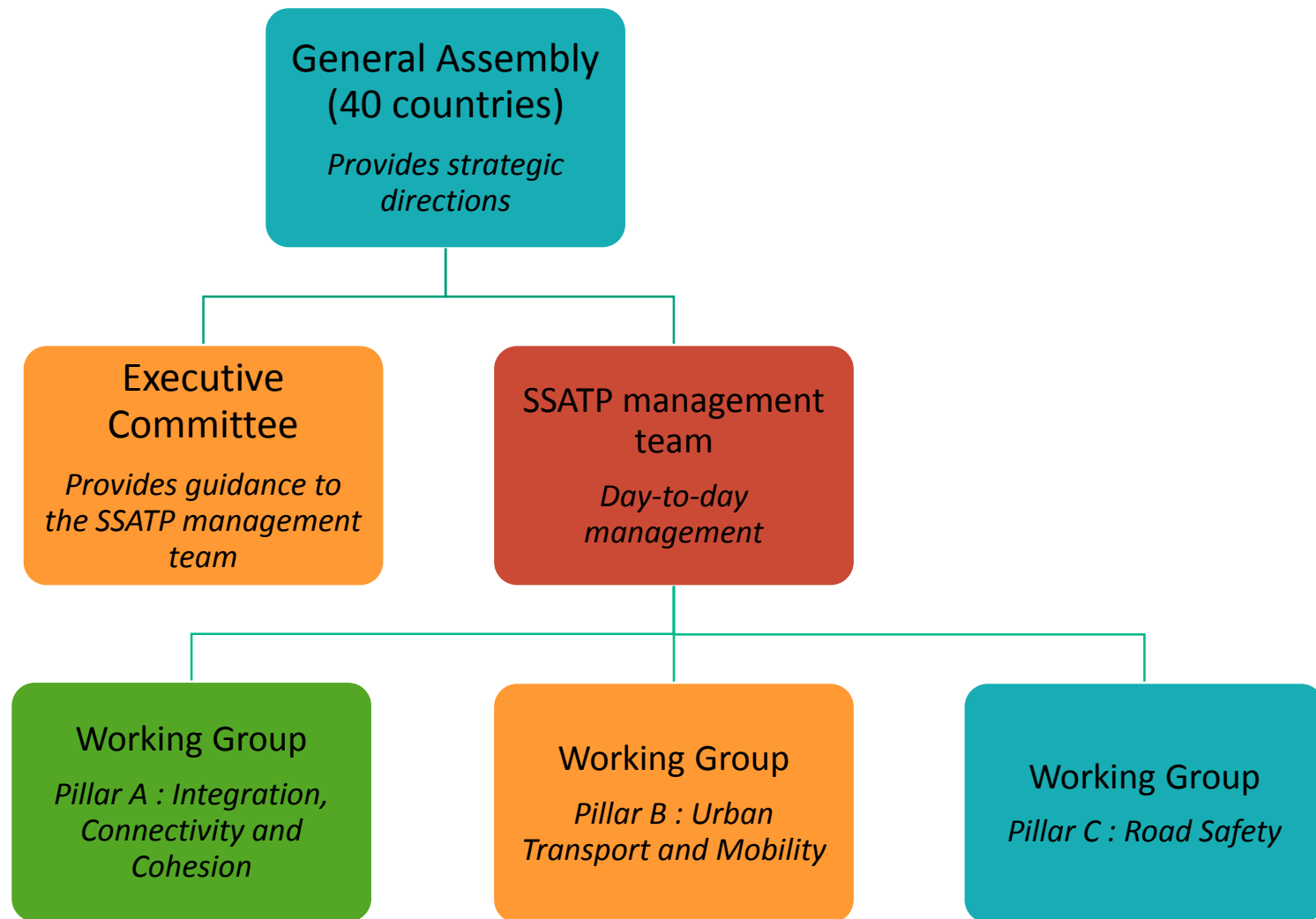
**Pillar B :  
Urban  
Transport and  
Mobility**

**Pillar C : Road  
Safety**





# SSATP Governance Structure and Focus Areas



# Pillar A: Integration, Connectivity and Cohesion

## *A Paradigm Shift*

<b>Objective/outcome</b>	<b>Indicators</b>
<i>Promote effective policy and strategy formulation and implementation for corridor development at the country and regional levels</i>	Continental Free Trade Area (CFTA) agreement indicators
<b>Intermediate outcome</b>	<b>Indicators</b>
<ol style="list-style-type: none"> <li>1. Consensus built on the strategic orientations for integrated corridor development</li> <li>2. Consensus built on the strategic orientations for performance-based corridor development plans</li> </ol>	<ul style="list-style-type: none"> <li>■ One Regional Economic Community (REC) having adopted a holistic and multimodal approach in planning and executing integrated corridor development</li> <li>■ One REC having adopted strategies for performance-based corridor development</li> </ul>
<b>Outputs</b>	<b>Indicators</b>
<ol style="list-style-type: none"> <li>1. Assessment of corridor development approaches in Africa, review of REC and corridor strategic development plans</li> <li>2. Preparation of technical notes on knowledge gaps, assessment and dissemination of experience and good practices, and promotion of integrated corridor development and performance-based corridor development</li> <li>3. Program to promote integrated corridor development and performance-based corridor development</li> </ol>	<ul style="list-style-type: none"> <li>■ Assessment of strategic plans in RECs and corridor authorities carried out</li> <li>■ Case study of integrated corridor development in Africa</li> <li>■ Review of international good practices</li> <li>■ Stakeholders' meetings having taken place to advocate integrated corridor development and performance-based corridor development approaches</li> </ul>

Objective/outcome	Indicators
<i>Develop the capacity of institutions for an inclusive policy dialogue on regional integration</i>	One institution meeting capacity criteria (must be sustainable, inclusive, and have monitoring and diagnosis tools)
Intermediate outcome	Indicators
<ol style="list-style-type: none"> <li>1. Capacity building to ensure that institutions are <ul style="list-style-type: none"> <li>● Sustainable</li> <li>● Inclusive</li> <li>● Have adequate monitoring and diagnosis tools</li> </ul> </li> <li>2. Continental framework for cooperation in place through the REC Transportation Coordination Committee (REC-TCC)</li> </ol>	<ul style="list-style-type: none"> <li>● Capacity development plan prepared in one institution, including financing framework with composition of institution reflecting diversity of stakeholders (control agencies, logistics operators, traders, agricultural producers, civil society organizations)</li> <li>● Indicators on corridor performance published</li> <li>● One institution has agreed to host the REC-TCC</li> </ul>
Outputs	Indicators
<ol style="list-style-type: none"> <li>1. Capacity review of regional integration institutions, including funding needs and ways to involve stakeholders</li> <li>2. Assistance for establishment and expansion of transport observatories</li> <li>3. Support of regional coordination mechanism</li> </ol>	<ul style="list-style-type: none"> <li>● Capacity review and capacity development plan approved by one institution with funding framework for the institution identified and strategies prepared to engage, involve, and inform stakeholders</li> <li>● Two Regional Economic Communities with unit created having corridor performance monitoring responsibility</li> <li>● Two REC-TCC meetings per year during four years</li> </ul>

<b>Objective/outcome</b>	<b>Indicators</b>
<b>Promote efficient logistics services</b>	Decrease in total logistics cost on selected corridors
<b>Intermediate outcome</b>	<b>Indicators</b>
Regulatory framework in place per type of logistics service: <ul style="list-style-type: none"> <li>● Trucking services</li> <li>● Cost and freight (C&amp;F)</li> <li>● Terminal operators</li> <li>● Rural logistics</li> <li>● Railways</li> <li>● Inland waterways</li> <li>● Control agencies (customs)</li> <li>● Single windows</li> </ul>	Number of countries having adopted revised regulatory framework
<b>Outputs</b>	<b>Indicators</b>
For each type of logistics service, a case study would <ol style="list-style-type: none"> <li>1. Analyze the problems</li> <li>2. Prepare reform scenarios and review of options</li> <li>3. Quantify the cost of inaction</li> <li>4. Perform a political economy analysis</li> <li>5. Assess the capacity development and training needs for operators</li> </ol>	Three case studies carried out. Each case study covers: <ul style="list-style-type: none"> <li>● Analysis of the problems</li> <li>● Preparation of reform scenarios and review of options</li> <li>● Quantification of the cost of inaction</li> <li>● Political economy analysis</li> <li>● Assessment of capacity development and training needs for operators</li> </ul>



# Pillar B: Urban Transport and Mobility

## *Promoting a New Integrated Approach*

Objective/outcome	Indicators
<i>Secure universal access by sustainable transport for urban populations by 2030</i>	<ul style="list-style-type: none"> <li>● As defined in the SDGs</li> </ul>
Intermediate outcome	Indicators
<p><b>ENABLE</b>—National and urban decision makers and technical staff aim at adopting and are capable of putting in place sustainable urban transport planning, monitoring, coordination, and financing mechanisms</p> <p><b>AVOID</b>—Urban decision makers and technical staff have knowledge of and start to apply urban forms that minimize the need for motorized transport and favor public and nonmotorized transport</p> <p><b>SHIFT</b>—Urban decision makers and technical staff have knowledge of and have competently completed the preliminary steps toward adopting and implementing sound integrated multimodal urban mobility plans</p> <p><b>IMPROVE</b>—Urban decision makers and technical staff have knowledge of and have competently completed the preliminary steps toward adopting and implementing the key measures needed to improve traffic conditions in African cities</p>	<ul style="list-style-type: none"> <li>● Number of references to SSATP best practice standards in official documents regarding urban transport</li> <li>● Number of urban areas where the preparation of strategies to improve urban transport experiences</li> <li>● Number of urban areas where sound programs exist for the creation of an urban transport planning, monitoring, and coordination agency; or financing mechanisms for urban transport have been established; or the nonmotorized transport modes have been improved; or the restructuring and modernization of informal public transport operators have been drafted with support from SSATP best practice standards and submitted to the highest decision-making authorities; or where the elaboration of an integrated multimodal urban mobility plan or a traffic and parking management program has started.</li> </ul>

Outputs	Indicators
<p><b>Knowledge creation and dissemination</b></p> <p>1. Best practice standards</p> <p>2. Advocacy and dissemination workshops</p> <p>3. SSATP e-platform</p>	<ul style="list-style-type: none"> <li>• Number of working groups. <i>Baseline: 0; Target: 20</i></li> <li>• Publication of best practice standards. <i>Baseline: 0; Target: 6</i></li> <li>• Publication of research papers and strategy notes on urban form and land use. <i>Baseline: 0; Target: 4</i></li> </ul> <p>Number of decision makers and technical staff who have attended SSATP workshops. <i>Baseline: 0; Target: 400</i></p> <p>Number of entries on urban mobility CoP (community of practices). <i>Baseline: 0; Target: 100</i></p>
<p><b>Capacity building</b></p> <p>1. Implementation documents adapted to the specific context for the establishment of urban transport agencies, the setting up of financial systems, and the restructuring of informal public transport services</p> <p>2. Strategy notes presenting issues related to, and key features of, sound integrated multimodal urban mobility plans and traffic management plans, as well as the terms of reference to prepare these plans</p> <p>3. Increased capability of technical staff on these subjects</p> <p>4. Training events</p>	<p>Implementation documents completed. <i>Baseline: 0; Target: 5</i></p> <p>Strategy notes completed. <i>Baseline: 0; Target: 4</i></p> <p>Number of decision makers and technical staff who have been actively involved. <i>Baseline: 0; Target: 100</i></p> <p>Number of decision makers and technical staff who have attended SSATP workshops. <i>Baseline: 0; Target: 150</i></p>

# Pillar C: Road Safety

## A New Holistic Approach

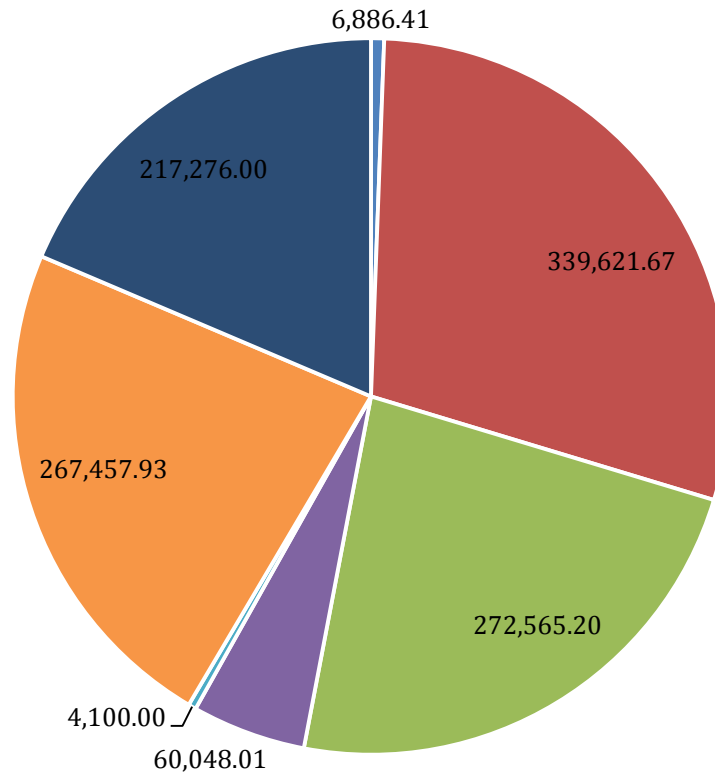
Objective/outcome	Indicators
<i>Enable AUC and UNECA to inspire countries to achieve the UN Decade of Action for Road Safety 2011–2020 and Africa Road Safety Action Plan 2011–2020 goals</i>	Indicators of UN Decade of Action and African Road Safety Action Plan as they exist
Intermediate outcome	Indicators
Knowledge and understanding of status and prospects of attaining road safety goals in Africa strengthened	Africa Road Safety Action Plan reviewed by the African ministers of transport to achieve the objectives of the UN Decade of Action
Outputs	Indicators
<ol style="list-style-type: none"> <li>1. Progress monitored at continental, regional, and country levels in the implementation of the Africa Road Safety Action Plan</li> <li>2. Country analysis of reporting status, actions, and progress</li> </ol>	<ul style="list-style-type: none"> <li>• Continental, regional and country reports</li> <li>• Number of country assessments</li> <li>• Action plans adopted to collect indicators</li> </ul>
Intermediate outcome	Indicators
Framework in place for monitoring progress of UN Decade of Action and Africa Road Safety Plan of Action 2011–2020	<ul style="list-style-type: none"> <li>• African road safety observatory operational</li> <li>• Regional road safety observatory operational in one REC</li> <li>• Road safety monitoring and evaluation strategies and systems available in six countries</li> </ul>
Outputs	Indicators
<ol style="list-style-type: none"> <li>1. Road safety data that observatories need have been identified</li> <li>2. Road safety data are harmonized</li> <li>3. Road safety data management capacity and needs assessed at the country, regional, and continental levels</li> </ol>	<ul style="list-style-type: none"> <li>• Assessment of road safety data management and monitoring and evaluation system at the continental level, for one REC, and in three countries</li> <li>• Guidelines for establishment of a country-wide road safety monitoring and evaluation system</li> </ul>

Objective/outcome	Indicators
<i>Promote effective policy and strategy formulation and implementation at the country level</i>	Recorded stabilization of road crashes in three countries
Intermediate outcomes	Indicators
<ol style="list-style-type: none"> <li>1. Country road safety policies and strategies better aligned to the UN Decade of Action and Africa Road Safety Action Plan goals</li> <li>2. Effective high-impact road safety interventions implemented</li> </ol>	<ul style="list-style-type: none"> <li>• Three countries adopt strategies that are revised to reflect the Africa Road Safety Action Plan</li> <li>• Five countries report actions on high-impact road safety interventions</li> </ul>
Outputs	Indicators
<ol style="list-style-type: none"> <li>1. Existing countries' policies and strategies reviewed and required changes identified to better align them with the UN Decade of Action</li> <li>2. Road safety capacity and institutional strengths assessed and needs for policy and strategy development identified in selected cities to advance urban road safety strategies</li> <li>3. Road safety capacity for policy and strategy development strengthened in cities</li> </ol>	<ul style="list-style-type: none"> <li>• Three countries/cities have prepared road safety strategies</li> <li>• Guidelines for road safety policy in urban areas</li> </ul>

# Financial status

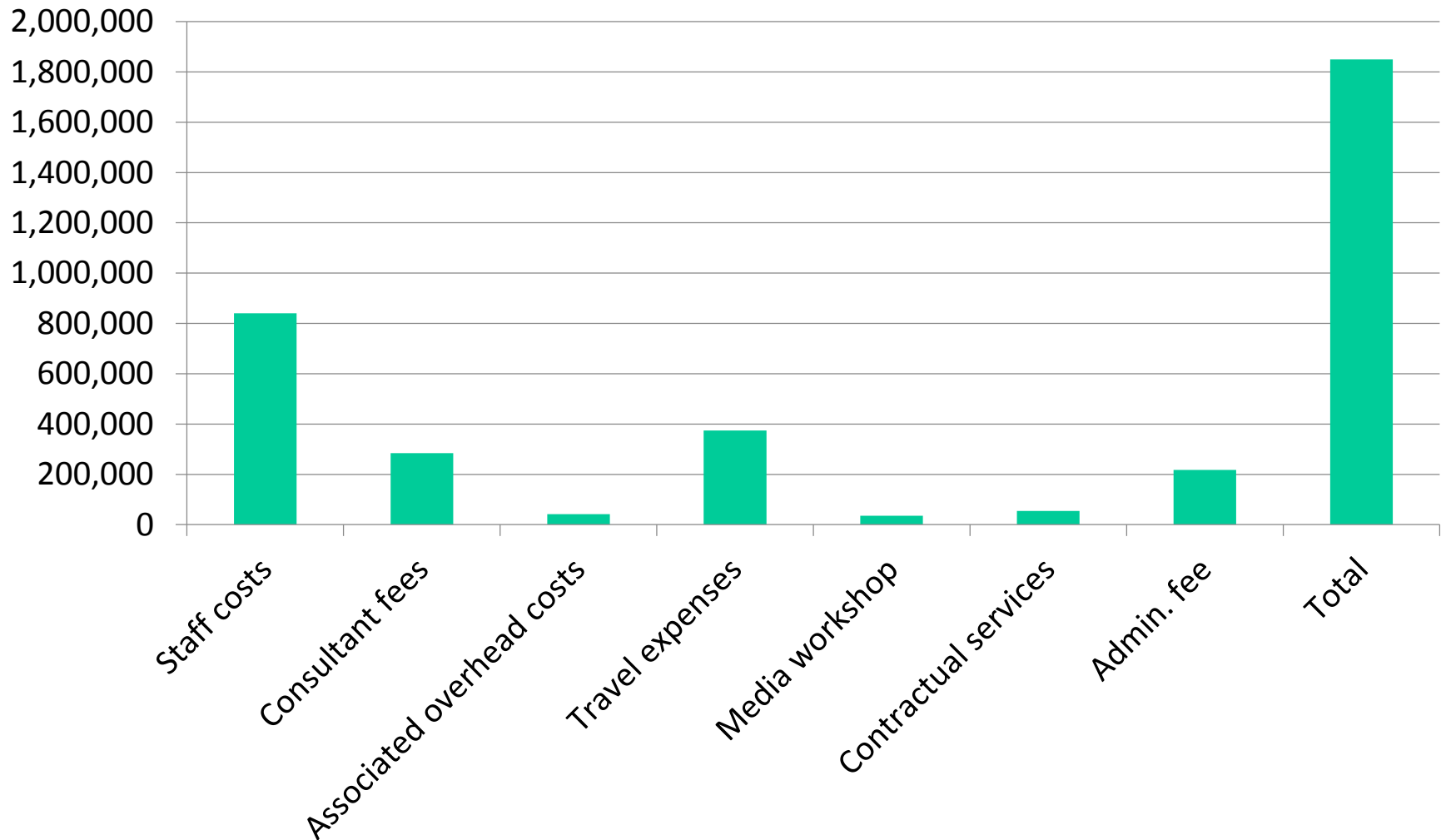
Financing partner	Currency	Amount in contributor's currency	Amount in US\$	Paid in contributor's currency	Paid in US\$	Unpaid in contributor's currency	Unpaid in US\$
Swiss State Secretariat for Economic Affairs (SECO)	US\$	5,000,000	5,000,000	5,000,000	5,000,000	0	0
France— Agence Française de Développement	EUR	1,000,000	1,058,100	1,000,000	1,058,100	0	0
African Development Bank (AfDB)	US\$	900,000	900,000	300,000	300,000	600,000	600,000
EU— Commission of the European Communities	EUR	8,000,000	8,789,500	4,000,000	4,505,700	4,000,000	4,283,800
Total			15,747,600		10,863,800		<b>4,883,800</b>

# Disbursements by Pillar and Activity



- Pillar A
- Pillar B
- Pillar C
- Annual meeting 2017
- Outreach
- Implementation support
- Admin. fee

## Disbursements by Category of Expense (US\$)



# Looking ahead : Working toward Achieving Results

- **Tackling emerging issues :**
  - ✓ How **digitalization** will impact integration and connectivity ?
  - ✓ How we can foster regional integration while mitigating **globalization** risks
  - ✓ How can we encourage transport policies which mitigate **climate change**?
  - ✓ How can we encourage **citizen engagement** to support the fights against vested interests in the transport reforms?
- **Keep dealing with other challenges :**
  - ✓ High rates of road crashes across the Continent
  - ✓ Lack of structuring of public transports (informal sector)
  - ✓ Growing urbanization/new urban agenda
- **SSATP's strategic advocacy role is based on :**
  1. Working with **countries** on the policy reform agenda
  2. Working with **development partners** to support SSATP knowledge application through operations
  3. Reaching out to **stakeholders** to build awareness and trust for in-country replication of best practices
  4. Communicating is a key for dissemination





# SSATP

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# THANK YOU