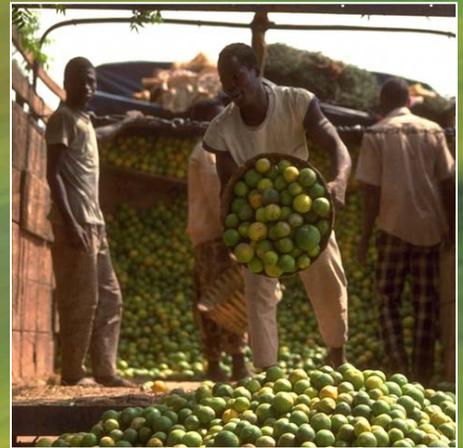


# 2009



## SSATP Annual Report



SUB-SAHARAN AFRICA TRANSPORT POLICY PROGRAM





# SSATP Annual Report 2009



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December 2010



Sub-Saharan Africa Transport Policy Program

The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Sub-Saharan 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 is a partnership of

- 36 SSA countries
- 8 regional economic communities
- 2 African institutions: *UNECA, AU/NEPAD*
- 8 donors: *European Commission (main donor), Austria, Norway, Sweden, United Kingdom, Islamic Development Bank, African Development Bank, and World Bank (host)*
- Numerous public and private state and regional organizations

\* \* \* \* \*

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\* \* \* \* \*

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## Abbreviations

ADA	Austrian Development Agency
AfDB	African Development Bank
AGEPAR	Association of African Road Managers and Partners
AGM	Annual General Meeting
ALCO	Abidjan-Lagos Corridor Organization
ARMFA	African Road Maintenance Funds Association
ARTA	African Rural Transport Association
ASANRA	Association of Southern African National Road Agencies
AU	African Union
CA	Constituent Assembly
CCTFA	Central Corridor Transit Transport Facilitation Agency
CICOS	<i>Commission Internationale du Bassin Congo-Oubangui-Sangha</i>
CN	Concept note
DfID	Department for International Development (United Kingdom)
DP2	SSATP Second Development Plan
DRC	Democratic Republic of Congo
EAC	East African Community
EC	European Commission
EU	European Union
FESARTA	Federation of East and Southern Africa Transporters Associations
GRSP	Global Road Safety Partnership
HDM	Highway Development and Management Model
IsDB	Islamic Development Bank
LTDP	SSATP First Long Term Development Plan 2004-2007
MDG	Millennium Development Goal
MDTF	Multi-Donor Trust Fund
MDTF	Multi-Donor Trust Fund
NSF	North Star Foundation
OSBP	One-Stop Border Post
PGPTS	Pro-Growth, Pro-Poor Transport Strategy
PPIAF	Public-Private Infrastructure Advisory Facility
PPP	Public-Private Partnership
PRS	Poverty Reduction Strategy

PRTSR	Poverty Reduction & Transport Strategy Review
REC	Regional Economic Community
REC-TCC	Regional Economic Community–Transport Coordination Committee
RMF	Road Management and Financing
RONET	Road Network Evaluation Tools
RS	Road safety
SADC	Southern Africa Development Community
SGPRS	Second Generation Poverty Reduction Strategy
SIDA	Swedish International Development Cooperation Agency
SITRASS	<i>Solidarité Internationale sur les Transports et la Recherche en Afrique</i>
SME	Small and medium enterprise
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee
TSDMS	Transport Sector Data Management System
TTCA	Northern Corridor Transit Transport Coordination Authority
UATP	African Association of Public Transport
UEMOA	West African Economic and Monetary Union
UITP	International Association of Public Transport
UNCTAD	United Nations Conference on Trade and Transport
UNECA	United Nations Economic Commission for Africa

## **Message from the SSATP Board Chairman**

2009 is the year when SSATP started to move onwards from the first Long-Term Development Plan to engage in the implementation of the Second Development Plan or DP2, as adopted in 2007 by the Annual Meeting and launched in 2008. Much effort was therefore applied by the Board in mobilizing the resources and recruiting the appropriate staff to handle this plan. In this regard, the Board is happy to report that our traditional partners have provided financial support with the European Commission the main contributor. On behalf of the Board, I would like to thank all partners for their continual support and commitment to develop transport infrastructure and services in Africa.

The outputs and activities implemented during the period under review have been organized under the three themes of DP2, with selected cross-cutting issues addressed across these themes. Activities under all three themes have made progress in 2009. For the first theme, addressing improvements in transport sector strategies, a framework was prepared for developing Pro-Growth, Pro-Poor Transport Strategies (PGPTS). For the second theme, which focuses on transport sector management, a study on the performance of road agencies has progressed; a study on removing rural access constraints on agriculture was undertaken; and assistance was provided for a workshop on urban transport planning. The third theme of DP2 supports regional integration through improvements in transit corridors. A meeting of the Regional Economic Communities Transport Coordination Committee (REC-TCC) updated the work program of SSATP activities supporting regional integration, and two new transit corridor observatory activities were initiated for the Central and Dar Corridors, and for CICOS.

The SSATP Annual Meeting 2009, under the theme “Strengthening the transport policy partnership for sub-Saharan Africa in the face of today's global challenges”, held in Lilongwe, Malawi, from October 19 to October 22, was an important opportunity for the SSATP partnership to revive the professional and knowledge networks, reconnect with the transport family and SSATP member countries, and review the work program and make recommendations regarding refinements and priorities. The work program adopted during the Annual Meeting moves the Program into the right direction to achieve the set objective. Over 200 participants attended the meeting including SSATP National Coordinators, African and international transport sector practitioners, and representatives from regional economic communities and financing partners. Structured group discussion sessions assisted in ensuring that SSATP has a demand driven work program for 2010 which addresses the

priorities recognized by the stakeholders of the SSATP partnership. SSATP is very grateful to the Government of Malawi for hosting this important meeting.

In conclusion, I would like to take this opportunity to recognize the commitment and dedication of the SSATP staff and SSATP's partner countries, the regional economic communities and organizations, working together to achieve the objectives of the SSATP Second Development Plan.

A handwritten signature in black ink, consisting of several overlapping, fluid strokes that form a cursive script. The signature is positioned centrally above the printed name.

Hachim Koumaré  
Chairman, SSATP Board

# Theme 1

## Transport Sector Strategies

### Comprehensive Pro-Poor and Pro-Growth Transport Strategies

#### *Background to the activity*

It had become apparent over the years that essentially, the initial round of Poverty Reduction Strategies (PRSs), prepared by SSA countries, did not pay adequate attention to the effects of transport on poverty and economic growth. As a result, national transport strategies were often not well aligned with PRSs despite the common aim of both processes to help reduce poverty and foster broad-based economic growth. This stock-taking further highlighted the need to devise means to promote the achievement of better results through increased coherence between national development strategies and transport sector policies and investments through improvements in the efficiency and effectiveness with which internal and external resources are utilized. Specifically, transport interventions needed to be more responsive to national development, growth and poverty reduction strategies and the Millennium Development Goals (MDGs). The resulting instruments are called second generation poverty reduction strategies (SGPRSs).

During the SSATP Long Term Development Plan, SSATP sought to find ways and means of developing dynamic tools to assist member countries in developing PRSs that incorporate transport sector strategies as a necessary component of the nation-

al overall poverty reduction plan. To help find workable solutions to this problem, SSATP initiated a process that would lead to a country-by-country Poverty Reduction and Transport Strategy Review (PRTSR). During the SSATP first LTDP (2004-2007), the PRTSR broadened the discussion on the facilitating role of transport and its relationship with other sectors. As it was designed, the review is undertaken by local stakeholders supervised by steering groups composed of public, private, and other transport sector representatives.

#### *Completion & dissemination of the PGPTS guidance note*

To provide for a more structured approach to the creation of the second generation poverty reduction strategies, SSATP developed in 2009 a Guidance Note which defines a Pro-growth, Pro-Poor Transport Strategy (PGPTS). The PGPTS is meant to set forth strategies that pay particular attention to the transport needs of the poor and includes provisions in the PRS for specific measures to promote transport growth in the poorer parts of the country and thereby facilitate economic growth and poverty reduction.

The Guidance Note further defines the principal elements of pro-growth, pro-poor transport strat-

egies; it also identifies interventions that allow transport to play a facilitation role in economic growth, poverty reduction and in achieving the MDGs. Practical sections help in identifying the questions that need to be asked and the possible choices needed in framing such a strategy and offer at each stage a checklist of issues for consideration and some examples of good practice. Other important practical tools in the Note are a results matrix which helps to map funded activities to growth priorities, and an annual harmonization action plan for monitoring the effectiveness of development assistance in supporting the SGPRS.

Given the high importance accorded stakeholder participation in all SSATP programs, the Guidance Note has been structured around strong stakeholder participation: government representatives, private businesses and organizations and other sector players are expected to take ownership and conduct the Poverty Reduction and Transport Strategy Review (PRTSR); they are also expected to play a lead role in developing the various pro-poor transport strategies and the PGPTS, making each one of these documents a local product produced by and put into action by local players. SSATP will continue to give technical guidance and other support to the process. The stakeholders' role here is considered of great importance because both as service providers and users they bring new views into the process, help ensure transparency and contribute to generating balanced policies as well as being useful as effective monitoring instruments, in particular, in gauging user satisfaction.

**Dissemination Plan:** In 2009, the main deliverables, including the various reports and workshop recommendations were made available to all SSATP member States, transport sector government agencies, stakeholders, the business community and donor agencies. Presentations were made to the participants at plenary sessions of the SSATP Annual Meeting and other technical transport meetings.

Benin completed the Poverty Reduction and Transport Strategy Review in 2009 and the Gov-

ernment adopted the review recommendations and action plan by April 2009.

## **Making Transport Climate Resilient**

Adaptation to climate change is increasingly becoming a major development concern across all sectors, including transport. However, little or no significant work has been done to make Africa's transport climate resilient, though the transport infrastructure and services in the continent are at risk due to climate change, climate variability, and extreme weather events.

SSATP and the Africa Transport Unit of the World Bank (AFTTR) jointly launched an initiative supporting the effort of making transport infrastructure in Africa climate resilient. A financial support from the Trust Fund for Environment and Sustainable Social Development (TFESSD) was granted to undertake a study on adaptation of transport to climate change: "Making Africa's Transport Climate Resilient". Climate change has a negative impact on all modes of transport; however, the study focuses on road transport, which is the dominant mode in Africa.

The study is based on four climate scenarios selected by the World Bank to be consistent with the scenarios used in the World Bank ongoing flagship study entitled "Economics of Adaptation to Climate Change". Three countries were selected as interesting case studies: Ethiopia, Mozambique and Ghana. The study aims i) to establish a knowledge base on the extent and nature of the technical and economical challenges the transport sector is facing due to climate change, climate variability and extreme weather events; ii) to undertake analytical work to provide guidelines for transport policy decision makers on options to protect Africa's transport infrastructure and services from disruptions due to climate change; and iii) to contribute to the process of creating awareness on climate risk and how Africa's transport could adapt to climate change.

SSATP and the Africa Transport Unit of the World Bank (AFTTR) will play a catalytic role to

create capacity to cope-up with the impacts of climate change on transport, mainly through facilitating the development of appropriate design standards and operational procedures. Furthermore, SSATP, through its networks, will sensitize key policy makers, focal institutions responsible for design standards and operational procedures development, as well as private and public bodies involved in early warning and aftermath management to adopt appropriate laws, regulations and institutional arrangements.

SSATP will utilize its national and regional networks for the dissemination of the findings and proposals. The Africa Transport Unit of the World Bank will also disseminate the outcomes through its operational projects and leverage resources for capacity building.

SSATP will provide expertise to support the analytical work and will finance the related regional workshop. The Africa Transport Unit AFTTR will also provide expert input during the analytical work and assist with dissemination.

### **Governance in Transport**

A discussion session on governance and integrity at the Annual Meeting in Lilongwe reaffirmed the importance of addressing governance issues across all three themes of SSATP activities and that additional work is needed in this area. A lot of data relevant to governance is available through regional organizations and existing studies, but this needs to be presented in a way that actively supports improvements in governance. To support improvements in transport sector strategy, a peer review mechanism was recommended in collaboration with non-state entities to assess governance and integrity in transport sector organizations. There is also a need to gather and disseminate examples of good practice. At a more operational level, to support improved transport sector management, governance and integrity indicators need to be developed for monitoring and comparison, making use of existing sources of data and information. SSATP was requested to develop methods of addressing these recommendations.

### **Road Safety**

The SSATP Second Development Plan (DP2) continues in its efforts to address member countries' concerns on road safety. The annual cost of road traffic injuries in low-income and middle-income countries is estimated at over \$65 billion; in SSA alone, between 62,000 and 82,000 lives were lost in 2000 at an estimated cost of \$3.7 billion. However, since the costs of crashes are not carried by one particular organization, none of the relevant sectors have identified road safety among its main priorities. A number of road safety champions provide studies, workshops, technical assistance services, capital investment, and these efforts have enabled introduction and implementation of various good practices, but often in a fragmented manner and under lack of ownership of the countries concerned.

DP2 defines the road safety targets over 4 years as "road safety policy developed for urban and rural poor (related to infrastructure and services) and mainstreamed in transport strategies" through (i) piloting road safety policy development; (ii) support to road safety institutional reforms and dialogues; and (iii) dissemination of results.

Prior to developing/piloting road safety policy and support institutional reforms, it was essential to identify the major road safety problems, institutional arrangements, and assess the capacity of major players at the country level; this has now led to formulation of a new approach called the Road Safety Management Capacity Review, currently promoted and supported by a multi-donor funded Global Road Safety Facility (GRSF) managed by the World Bank.

A draft concept note (CN) on SSATP road safety activities prepared in late 2008, laid a foundation for the activities proposed under DP2; per the CN, the Road Safety initiative was to focus on three major activities: (i) supporting RS policy framework development through collecting and disseminating RS knowledge and good practices; (ii) promoting partnership with regional and international RS initiatives and through close collabora-

tion with GRSF to conduct national RS management capacity reviews, provide diagnostic recommendations and a sound policy framework; and (iii) engaging key stakeholders in moving to the Second Generation Road Safety Program approach and promoting “Showcase Corridor/s” in an effort aimed at creating full country ownership.

In June 2009, SSATP invited officials of member countries involved in road safety activities to a GRSF workshop held in Washington where a special session was dedicated to discussion of the DP2 Road Safety Concept Note. Also, a Road Safety Training Course organized by GRSF was held in Washington June 16-19, 2009 on the Second Generation Road Safety Program. GRSF invited seven road safety experts from SSA countries to the course, along with some 40 participants from various other regions. In addition, SSATP and GRSF combined efforts to invite four additional road safety experts.

Following the course, SSATP’s Program Manager and team members organized a special session in which they met with the 11 RS experts from member countries and with GRSF members working on Africa. The purpose of the meeting was to focus on the needs of the member countries in strengthening RS activities; the discussions were based on lessons from the course and also dealt with areas where SSATP would have comparative advantage in providing the needed support. The issues identified were consistent data collection, scaling up of RS assessment reviews, training, and good practice sharing to “Showcase Africa in Road Safety”.

### **HIV & AIDS Activities**

HIV is an unpleasant reality along major transport routes in Sub-Saharan African countries. Due to the transboundary nature of road transport work, private and public health organizations and partners have come to the consensus that close collaboration across countries and regions is the only way to hope for any success in their efforts to combat HIV/AIDS.

During the year under review (2009), SSATP, along with the Federation of East & Southern African Road Transport Associations (FESARTA) and the Abidjan-Lagos Corridor Organization (ALCO) in West Africa continued work geared towards improvements in the delivery of programs and informational systems to help curb the transmission of HIV/AIDS among truck drivers, sex workers and border communities as well as provide treatment facilities for populations along corridors. The objectives are to:

- Create a partnership between FESARTA and ALCO in West Africa,
- Monitor and evaluate the effectiveness of the Wellness Centre System,
- Organize missions to FESARTA areas by ALCO personnel in order to give the latter first hand information on how best to replicate the Wellness Centres along the Abidjan-Lagos Corridor,
- Increase the effectiveness of the HIV/AIDS program by further partnering with the North Star Foundation (NSF),
- Obtain road transport sector commitment to HIV/AIDS initiatives, and
- Mobilize government and private sector funding for the Wellness Centres and the overall HIV/AIDS prevention/treatment program.

Two missions were undertaken in 2009: the HIV/AIDS project leader (World Bank) visited Wellness Centres in South Africa and Swaziland to assess the program and operation of the centers and to gather statistical information to be analyzed and used in future improvements. The second mission was undertaken in October by an ALCO delegation, as part of an effort to establish a strong partnership with FESARTA who already has in place a more advanced system of centers for dealing with the HIV/AIDS problem along its transport corridors. ALCO was given tours of facilities which could be used as models in establishment of similar types of centers along the Abidjan-Lagos Corridor (the busiest passenger corridor in West Africa connecting five countries - Côte d’Ivoire, Ghana, Togo, Benin and Nigeria via the capital cities of Abidjan, Accra, Lome, Coto-

nou and Lagos). The mission visited the following centers:

- Mwanza in Malawi located at the Malawi/Mozambique border and operational since 2005.
- Musina in South Africa, located at the South Africa/Zimbabwe border and operational for about 7 months.
- Beitbridge in Zimbabwe located at the South Africa/Zimbabwe border and opened in mid-September 2009, shortly before the visit.
- Ngwenya in Swaziland, located at the South Africa/Swaziland border and operational since September 28, 2007.

Following the visit, the Executive Director of FESARTA, the Team Leader of NSF and the ALCO team met in debriefing sessions and came to agreement that FESARTA and NSF would visit Cotonou in December 2009 to give ALCO's counterpart organizations a more complete picture of how to proceed with setting up Wellness Centres in the Western Africa corridor.

Another achievement during the year was the redesign of NSF's reporting system and of FESARTA's quarterly reporting form, in an effort to facilitate information gathering and also improve the quality of the data collected.



# Theme 2

## Sustainable Institutional and Financial Arrangements for Road Infrastructure and Rural & Urban Transport Services

### Road Management & Financing

The core of Road Management & Financing (RMF) work in recent years has been to support country efforts to bridge the gap between transport infrastructure needs and available funds, by establishing appropriate mechanisms for the efficient mobilization and management of road user charges in favor of road maintenance. A second element of its work has been the development of tools to strengthen management and planning capacity at the country level, and a third dimension has been the promotion of knowledge sharing at the country level and in partnerships with three continental road associations, namely:

- African Road Maintenance Fund Association (ARMFA)
- Association of African Road Managers and Partners (AGEPAR)
- Association of Southern Africa National Road Agencies (ASANRA).

This work has led to the establishment and restructuring of second generation road funds in 30 countries and road agencies in 20 countries. Three key continental road associations have been established and are being supported on an ongoing basis by SSATP through the provision of technical

assistance and staff-led knowledge sharing. The impact of the work has been assessed through SSATP-backed analytical work and the results show a steady increase in performance, especially in countries that are implementing both financing and management reforms.

Despite these results, recent reviews and surveys sponsored by SSATP point to the need to equally improve implementation capacity and result effectiveness on the ground. Furthermore, a survey carried out in 2009 in seven SSA countries on commercialized road management revealed many instances of deviation from recommended RMI good practices, thus raising questions as to whether (i) the RMI is not inherently flawed and unrealistic in some respects; (ii) there has been enough benefit sharing of good practices achieved by some countries; and (iii) there are enough good practices in RMF to show case. Addressing these questions will require that the focus on financing is balanced with additional attention to the institutional and human capabilities of implementing agencies at the country level and that a more appropriate tool is developed to measure progress across countries in a more quantitative manner.

SSATP began to address this challenge in 2009, by:

- Identifying key issues and constraints affecting the management of road agencies in SSA, and putting forward some basic guidelines for increasing their managerial effectiveness and efficiency. The aim was to deepen the understanding of good practice based on the underlying principles of commercial road management and to provide guidance to SSATP partner countries setting up new road authorities or restructuring existing road agencies
- Disseminating the user guide to road management tools published in December 2008 in English and French (available on the SSATP website);
- conducting staff-led surveys to measure the extent of ownership and use of the RMF tools developed over the years by or with the support of SSATP,
- pursuing the dissemination of the flagship Road Network Evaluation Tools (RONET) developed in 2008 as a free tool to promote road management and maintenance programming.

Based on this work, the RMF work program was redesigned to provide a practical framework for broadening consultation on the results of these assessments in a new partnership with continental associations that lays emphasis on increased ownership and capacity building at the country level. This approach is in line with DP2 commitment to hand over as many RMF activities as possible to sector associations. The strategy for the RMF to meet this requirement has been to:

- mainstream SSATP contribution into the work programs of these associations;
- help them establish strategic plans to guide their work over the longer term
- promote partnerships to help strengthen their capacity.

In this regard, SSATP continued its collaboration with ARMFA as reported in 2008 and renewed discussions with ASANRA that led to an improved Memorandum of Understanding (MoU) which is expected to take SSATP's partnership with ASANRA to the same level as the one with ARMFA.

Going forward, the focus will be how to strengthen the capacity of ARMFA and ASANRA to play the leadership role expected of them.

### **Rural Transport**

The main activity under Rural Transport covered the study and preparation of the paper on the topic – Removing Rural Access Constraints to Agricultural Productivity, Growth and Marketing in Sub-Saharan Africa. The concept paper was circulated in January 2009 and approved in February 2009 after which work began on carrying out the reviews, data collection and analysis and preparing the paper. It was carried out as a joint effort of the SSATP and the Agriculture and Rural Development Unit of the World Bank Africa Region in order to obtain the best insights from the two sectors in understanding the problem and making recommendations. The study's motivation was the need to ensure that Bank, donor and country projects and programs take into account the outputs from the Program's advocacy work on rural transport policy and its recommendations regarding good practice on implementing rural transport projects. The study provides a stocktaking of existing approaches to rural access improvements and, based on lessons of experience, highlights both proven and promising approaches for the removal of rural access constraints to agricultural growth. The study relies heavily on lessons from past project experience that form an operational framework for growth-promoting rural transport. Its outputs are directly relevant to country and regional bodies in SSA involved in national and local area planning, agricultural and rural development, and rural transport infrastructure investment and maintenance.

The review detailed in this paper contributes to the existing knowledge and practice in rural transport development. Its specific objectives are: (i) to assess the factors of success and failure in past actions to improve rural transport and contribute to poverty reduction in SSA; and (ii) based on lessons learned, to outline an operational framework for improving future practices. The scope of the

study includes: (i) review of existing reports and literature, leading to identification of the lessons learned in investments on rural access (rural transport infrastructure and services) in support of agricultural productivity and growth; (ii) Development of a framework for the provision of rural access that is responsive to the objective of increasing the contribution of smallholder farmers to increased agricultural productivity and growth.

The initial findings of the review were presented at the 2009 SSATP Annual meeting in Lilongwe and further discuss at a special meeting of representatives of key rural transport stakeholders (DfID, gTKP, ARTA, AFCAP and IFRTD). The comments and recommendations received at the meeting provided additional information for refining the study and to finalize the output. The principal audience of this study is policy makers and practitioners making decisions on investments in rural transport as well as in agricultural and rural development. These include governments, donors, local and international NGOs and international finance institutions and agencies. The recommendations should be equally relevant to practitioners in the agriculture and rural transport sectors.

## **Urban Transport**

### *Public transport planning and regulation*

The World Bank Africa Region, the SSATP and the transport anchor (ETWTR) partnered with PPIAF to present a Public Transport (PT) workshop in Tshwane (South Africa), on June 11-13, 2009. The workshop was held in the Leriba Lodge, Gauteng, South Africa.

The purposes of this workshop were:

- To present a structured process to national and city policy makers for the planning and regulation of environmentally and financially sustainable transport services and operations;
- To highlight international good practices in public transport service and operations planning that are applicable to the African context;
- To provide management training on public transport services and operations planning, or-

ganizational/market structures and regulation, particularly as it applies to Bus Rapid Transit (BRT);

This 3-day urban transport workshop was designed for high policy officials and senior and middle managers of urban transport agencies at all levels of government (national, provincial/state and municipal). It was devoted to an overview of metropolitan strategic transport planning and public transport reform, and covered public transport investment, service and operations, planning, traffic management and finance. Presented through a series of lectures, case studies and open discussion, the workshop covered a variety of urban transport topics with emphasis on public transport planning, institutional reform and traffic management.

One of the key case studies was on the introduction of a Bus Rapid Transit system in the city of Lagos, Nigeria. This case study was added to previous case studies on the Latin America experience because the issues addressed were comparable to the South African situation. Through presentations by the Metropolitan Transport Authority of Lagos (LAMATA) and officials of the existing taxi and mini-bus operators, the case study described how existing operators became part of the BRT system. The response to the case study was very favorable and further interaction between the South African participants and the Nigeria project team is envisaged.

Councillor Subesh Pillay, Member of the Mayoral Committee responsible for Public Works and Infrastructure Development for the City of Tshwane was very supportive of the workshop. He said in his opening address that “the course is presented at a very opportune time when many cities in our country are currently planning and implementing public transport interventions to significantly improve public transport.” He added “... the transformation of public transport is a major priority for our government to improve the quality of life of our people”.

The workshop was attended by 65 delegates of whom 14 delegates were from Nigeria, Lesotho, Zambia, Kenya and Rwanda. Other delegates were from the South African City of Tshwane, the South African National Roads Agency, the Department of Transport, the Gauteng Transport Management Agency, academic institutions, provincial administrations, other cities in South Africa and consultants involved in public transport.

Councillor Subesh Pillay was enthusiastic about the attendance from South Africa as well as from other African countries. He said that "... we are delighted to welcome 14 representatives from the African Continent, sponsored by the Sub-Saharan Africa Transport Policy Program. This re-enforces our government's commitment to give special focus to the implementation of the new partnership for Africa's Development".

Most attendees belonged to the public sector and had backgrounds in the engineering and technical fields, followed by the economic/finance and policy fields.

## **Data Management**

Data management activities commenced with the appointment of a Data Management Specialist who joined the SSATP team in August. Initial work included a review of previous work related to the SSATP performance indicator initiative, focusing mainly on the data collection exercise, TSDMS Guidelines and the database. Further activities involved identifying potential countries to carry out pilots, which led to a mission to Swaziland. Following the mission, Swaziland was selected as a pilot for TSDMS based on an earlier request for assistance with the development of a data management system. Three other countries were also identified for possible pilots: Uganda, Cameroun and Burkina Faso.

Within the context of Corridor effectiveness, one of the key areas for monitoring of the sector as part of the indicators agreed to by SSATP members, the Swaziland mission was combined with another mission to Namibia for a meeting with the Trans-Kalahari Corridor Secretariat. The objective of meeting was to discuss the Secretariat's intention to establish a corridor performance monitoring system.

# Theme 3

## Transit Transport

### Improving Transit Transport along Selected Corridors

#### *REC-TCC meeting and inter-REC activities*

During the period under review the REC-TCC Meeting took place on 20-23 April 2009 in Mombasa along with the dissemination workshop of the Northern Corridor Transport Observatory.

The meeting discussed the methodology, data collection, analysis and results of the Northern Corridor Transport Observatory, the cost of being landlocked and the study findings on transport prices and costs in Sub-Saharan Africa<sup>1</sup>; many contributions on Transport Monitoring Initiatives came from regional economic communities.

The formal REC-TCC Meeting reviewed the implementation of Regional Integration activities for the rest of the year. Subsequently there was an update on the 2009 Action Plan and recommendations on issues which arose during the session on the Transport Cost Study and the RECs/Corridors progress report.

#### *Legal instruments*

**Update of the Review of International Legal Instruments for the Facilitation of Transport and Trade in Africa.** In 2004 and under the first

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<sup>1</sup> Transport Prices and Costs in Africa, A review of the International Corridors, Supee Teravaninthorn and Gael Raballand, The World Bank, 2009.

SSATP Long Term Development Plan was published “Facilitation of Transport and Trade in Africa – A Review of International Legal Instruments”<sup>2</sup>, a compendium of all legal instruments pertaining to trade and transport facilitation in Africa complemented by an analysis of Sub-Saharan states' position with regard to the various multilateral or bilateral agreements. The preparation for the update of the Review was completed during the last quarter of 2009. The virtual review of the Project Concept Note was conducted as well as the preparation of Terms of Reference for the activity.

The aim of this review is to provide an up-to-date compendium of all relevant trade and transport facilitation legal instruments currently applicable in Sub-Saharan Africa and on its main corridors, as well as an analysis of the scope and content of these instruments, and updated information on jurisprudential issues.

With regard to the drafting of a protocol on river transport, the objective is to define a legal regime applicable to river transport. The current general *Commission Internationale du Bassin Congo-Oubangui-Sangha* (CICOS) convention only de-

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<sup>2</sup> Jean Grosdidier de Matons, SSATP Working Paper No 73, Africa Region, The World Bank, May 2004, Washington DC.

defines general principles and details measures only applicable to dangerous goods. The protocol will more specifically define responsibilities of the various stakeholders in the transport chain.

For the Central Corridor, the purpose of the activity is to ease the implementation of the Central Corridor Transit Transport Facilitation Agency (CCTTFA) and provide a framework for organization of the various administrations and stakeholders involved in transit traffic.

**Northern Corridor Transit Agreement.** Consultations continued throughout 2009 with member States for the ratification of the new Northern Corridor Agreement adopted and signed in 2007 and which expands the scope of the previous agreement incorporating all modes of transportation and amending existing articles.

**North-South Corridor legal arrangements.** In 2008 SSATP produced a legal instrument (Memorandum of Understanding) to establish a corridor structure for the North-South Corridor. The countries involved in that initiative are Botswana, Democratic Republic of Congo, Malawi, Mozambique, South Africa, Zambia and Zimbabwe.

At the end of the lawyer's consultations with key stakeholders in these countries, Memorandum of Understanding was adopted during a stakeholders' meeting in Lusaka on April 18, 2009. This MoU constitutes the current binding legal agreement between all member states using the North South Corridor.

#### *Observatories and monitoring*

**Northern Corridor - Development of a Transport Observatory concluded.** In 2009, the setting up of the Observatory at the Northern Corridor was completed. The aim of this activity was to assist the Northern Corridor Transit Transport Coordination Authority (TTCA) Secretariat to set up a sustainable Corridor Performance Monitoring.

This was the next step after the Baseline Survey on Key Non Physical Barriers along the Northern Corridor carried out in 2004-2006.

The final results of the Observatory were presented during the report dissemination meeting that took place in Mombasa, 20-22 April 2009.

**Central and Dar Corridors Baseline Survey.** As part of the 2009 program, the REC-TCC approved the establishment of a Transport Observatory at the Central and Dar Corridors. The initial step towards the implementation of this activity is to carry out a baseline survey along the Central and Dar-es-Salaam Corridors to serve as a diagnostic instrument for identifying problem areas and constraints and monitoring future progress with these problem areas and constraints. To carry out this work the procurement process was completed and the contract awarded to AURECON consulting firm to carry out the study, which was launched during the first quarter of 2010.

**CICOS Multimodal Corridor.** For the CICOS Transport Observatory, the consulting firm of STUDI was awarded the contract in 2009 to carry out the baseline survey to measure the cost of transport, the port dwell time (in main ports) and the duration of navigation along the Congo River Basin. It will be a stock-taking survey which will provide a framework for organization of the various administrations and stakeholders involved in river transit traffic. This activity was also started in early 2010.

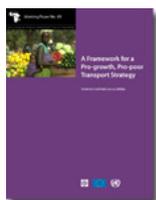
**Chirundu Border Post Monitoring.** During 2009, the detailed monitoring of transit times at Chirundu Border Post was completed. An SSATP Discussion Paper on this activity "The Chirundu Border Post, Detailed Monitoring of Transit Times" was published toward the end of the year (see section on Dissemination).

## Publications, Workshops and Meetings

### Dissemination Works in 2009

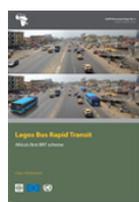
The formulation of sound transport policies and strategies needs to be grounded on knowledge and understanding, supported or inspired by success stories or examples of good practices coming from other countries. Based on this principle, the SSATP seeks to provide African countries, including its member countries, and the stakeholders and development agencies, including the World Bank, with a large array of information related to the theme activities of the SSATP, thereby enhancing understanding and awareness of the economic and developmental aspects of the transport sector. In 2009 SSATP publications were released under the banner of all three SSATP themes:

#### *A Framework for a Pro-Growth, Pro-Poor Transport Strategy – A Guidance Note*



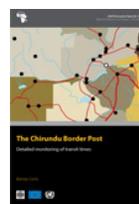
The purpose of this framework document or guidance note is to highlight possible options for the formulation of a pro-growth, pro-poor transport strategy (PGPTS), an essential instrument to promote the transport sector's key role in facilitating economic growth and poverty reduction. The paper defines the principles and methodology for developing a comprehensive transport strategy supporting economic growth, poverty reduction and regional integration. A PGPTS is expected to address deficiencies in existing transport strategies, delivering adequate access and affordable transport services to the rural and urban poor to help them benefit from economic opportunities and social services. This Guidance Note was released in English in October 2009.

#### *Lagos Bus Rapid Transit – Africa's First BRT Scheme*



This publication describes how the first bus rapid transit system based on the well known good practice examples of Columbia and Brazil, adapted to the local context of Lagos, was implemented. It shows the strategic role of transport in a megacity like Lagos but also and maybe more importantly the critical role of commitment and leadership necessary at the highest levels of government for such a project to succeed. Launched in March 2008, the new BRT system provided Lagos commuters with clean, affordable and reliable means of getting around the city.

#### *The Chirundu Border Post – Detailed Monitoring of Transit Times*



This paper is part of the effort of the Regional Integration activities of SSATP to remove physical barriers and promote intra-African trade which suffers from high costs of transport services. It presents the findings of an initiative carried out by the Program and its regional partners to monitor transit performance along the North-South corridor. Based on the extensive data collection exercise undertaken along the corridor, the Chirundu border post between Zambia and Zimbabwe was identified as one of the key impediments to the smooth flow of traffic. It was therefore decided that Chirundu would be the pilot one-stop border post created for the Southern Africa region.

### *“Gazing into the Mirror” – Operational Internal Control in Cameroon Customs*



Reform of Customs and other regulations is also an important measure to facilitate trade. Cameroon is a leading African country showing a political will to modernize its Customs system and in the process fight corruption. This

bilingual paper entirely authored by the Cameroon Customs executive staff and primarily by its Director General presents the original approach adopted towards this effort towards the modernization of the system. This publication which is also the first of a new SSATP series of publications to promote initiatives or existing good practices will be captured and synthesized.

As a partnership and as part of its mandate to help its partners disseminate important findings related to the transport sector, the SSATP distributed via its Annual Meeting and other important workshops one major World Bank study “Transport Prices and Costs in Africa” in its French version which was released in 2009. This paper analyses the various reasons for poor transport performance throughout Africa and provides a compelling case for a number of national and regional reforms to address the underlying causes of high transport prices and costs in Africa. This work should greatly help supervisory authorities develop and implement a comprehensive transport policy that should facilitate long term growth.

#### **Internet-based Dissemination**

The SSATP website continues to play a crucial role in disseminating the work of SSATP. It is also worth noting that the bilingual SSATP e-Newsletter released three times a year counts over 2,800 subscribers. A sign-up window is available on the home page at [www.ssatp.org](http://www.ssatp.org).

#### **Update on SSATP Road Management Tools**

In early 2009, SSATP released a new version of RNET-Road Network Evaluation Tools (version 2.0) to supersede the older SSATP road manage-

ment tools – Road User Charges Model (RUC, Performance Assessment Model (PAM) and version 1.1 of RNET. The tool can assess the performance of a road network over time and under different maintenance standards. This new version can now determine the optimal maintenance standard for each road class. It is developed from the same principles underlying the Highway Development and Management Model (HDM-4) but requires less data and less technical capacity to run than HDM-4. The primary audience of RNET is decision-makers in the road sector, for whom it is designed to advocate for continuous support for appropriate road maintenance funding. In April 2009, a RNET training session was part of a major learning event organized every year during the Transport Week at the World Bank where staff was first introduced to this version.

#### **SSATP Visibility in International Events**

##### *UNCTAD Partnership*

Following the suggestion of the SSATP Board, the Regional Coordinator (Team Leader for Theme 3) traveled to Geneva, Switzerland, to attend the UNCTAD Multi-Year Expert Meeting on Transport and Trade Facilitation which took place 8-10 December 2009. The theme for this second meeting was “Transport and trade facilitation, public and private partnerships for the development of infrastructure to facilitate trade and transport”.

The objectives of the meeting was to explore modalities and best practices for public-private partnerships and the role of technology in developing and operating efficient transport infrastructure and services to facilitate international trade and transport in developing countries. The implementation of the Almaty Programme of Action to address the special needs of landlocked developing countries and develop transit transport cooperation was also at the core of discussions.

During this Multi-Year High Level Expert Meeting, the SSATP representative made a presentation on SSATP programs and initiatives. The content of the presentation focused on programs and activities implemented by SSATP; this was also an

opportunity to increase the visibility of SSATP's work, to share knowledge and promote exchange of technical experiences on Trade & Transport Facilitation and Regional Integration.

#### *SITRASS*

From 16 to 19 November 2009, the Regional Coordinator for Eastern and Southern Africa participated in Lomé, Togo to the 2009 SITRASS Seminar. The seminar focused on lessons learned, analysis of transport systems over the past 20 years, findings and the way forward.

The seminar received more than 30 presentations followed by discussions. 150 high level experts from all across Africa attended the conference as well as SITRASS traditional partners such as the World Bank, the African Union, the Agence française de développement and research centers dealing with transport policy (LET, INRETS). The three days seminar discussed the following the-

matic: institutional reforms in urban transport, axle and overload control along selected corridors, transport prices and costs in Africa and the emerging private sector in transport infrastructure development and management.

During the breakout session which focused on prices and costs of transport in African trade corridors, the SSATP representative made a presentation on the role of SSATP in improving the efficiency of transit corridors in Africa.

Finally, in the margins of the seminar, the SSATP Regional Coordinators had a meeting with the Chairman and the Secretary General of African Association of Public Transport (UATP) who were seeking SSATP support in the preparation of the 100<sup>th</sup> Anniversary of UITP (the International Association of Public Transport) which will coincide with the next AGM of UATP to be held in Dakar.

## Summary of SSATP Workshops

<i>Events</i>	<i>When, Where and Participants</i>	<i>Objectives</i>	<i>Outcomes</i>
1. Introduction to Public Transport Planning and Regulation	June 11-13, 2009, Tshwane, South Africa, co-organized by the World Bank Africa Region, the Sub-Saharan Africa Transport Policy Program (SSATP), the transport anchor and Public-Private Infrastructure Advisory Facility (PPIAF). Approximately 65 delegates of whom 14 delegates were from Nigeria, Lesotho, Zambia, Kenya, and Rwanda participated. The South Africa delegates from the City of Tshwane, the South African national Roads Agency, the Department of Transport, the Gauteng Transport Management Agency, academic institutions, provincial administrations, other cities in South Africa and consultants involved in public transport also participated.	<ul style="list-style-type: none"> <li>- provide basic overview of public transport with emphasis on public transport reform and service and operations planning</li> <li>- provide a fundamental understanding of public transport concepts and terminology, service planning, operations, management and institutional/organizational arrangements</li> </ul>	<p>Provide better understanding in such topics as reforming the bus industry, designing networks and routes, and carrying out cost analysis and financial planning. The course was presented through a series of lectures, case studies and open discussions on public transport reform, public transport characteristic and terminology, market/demand factors and forecasting, performance measurements, data collection, service analysis and planning fare policy development and fare collection, cost &amp; revenue estimation and scheduling.</p> <p>One of the case studies on the introduction of a Bus Rapid Transit system in the city of Lagos, Nigeria was viewed as relevant to the South African situation. Presentations were made by the Metropolitan Transport Authority of Lagos and officials of the existing taxi and mini-bus operators. The emphasis of their presentations was how existing operators became part of the BRT system.</p>
2. REC-TCC Workshop	April 20-23, 2009 in Mombasa, Kenya where 50 delegates participated including representatives of ALCO, UNECA, CICOS, EAC, SADC, ECCAS, FESARTA, Walvis Bay Corridor Group, Dar Corridor Committee, UEMOA, Northern corridor/TTCA, AU Commission, Maputo Corridor Logistics Initiative (MCLI), Central Corridor transport Transit Facilitation Agency and SSATP-PMT.	<ul style="list-style-type: none"> <li>- provide stakeholders with a detailed feedback on the establishment of the Transport Observatory;</li> <li>- confirm the ongoing collection of data to the contributors;</li> <li>- share the Northern Corridor Database Design and Characteristics</li> <li>- prepare the discussions on the enhancement of the data submitted</li> <li>- share the experience with other corridors for possible replication</li> </ul>	<ul style="list-style-type: none"> <li>- Draft work plan for 2010: The REC-TCC developed the draft work plan for 2010. The draft with provisional cost estimates was adopted by the Committee, contingent upon SSATP's receiving funding</li> <li>- Transport Costs Study: a special event to discuss the subject was held in Mombasa.</li> </ul>

## Program Governance

The SSATP governance structure was put in place in 2003 at the start of the first SSATP Long Term Development Plan. The three main elements of this structure are described below. Overall strategic issues are addressed at the Annual Meeting.

The **Program Manager** is responsible for the day-to-day implementation of SSATP activities, taking the lead on preparing work plans and has oversight of budget planning and monitoring. The Program Manager is also responsible for liaison with donors, partner countries and regional institutions. He reports to the SSATP Board.

The **Constituent Assembly**, comprised of representatives of the World Bank and participating donors, provides strategic guidance.

The **SSATP Board** comprises representatives of bilateral and multilateral donors, beneficiary countries, regional economic communities and the private sector. The Board meets regularly and is responsible for approving work plans, reviewing progress reports, monitoring Program performance and mobilizing resources.

### *SSATP Annual Meeting 2009*

In 2009, the SSATP Annual Meeting was held in Lilongwe, Malawi from 19<sup>th</sup> to 22<sup>nd</sup> October 2009. Organized by SSATP and hosted by the Government of Malawi, the Meeting was conducted under the theme “*Strengthening the transport policy partnership for Sub-Saharan Africa in the face of today's global challenges*”. The proceedings of the meeting have been published in English and French on the SSATP website.

### *Staffing*

In 2009, SSATP experienced renewal in its core staffing and new seasoned staff were recruited. **Stephen Vincent**, selected through an internation-

### SSATP Board Members

- **Hachim Koumaré**, Director, UNECA, Sub-Regional Office, Yaoundé (Cameroun), representing African member states and partners, SSATP Board Chairman
- **Paulus Geraedts**, Head of Transport Sector, Directorate General Development, European Commission, Brussels (Belgium), representing bilateral donors
- **Sanjivi Rajasingham**, Sector Manager, Africa Transport Unit (AFTTR), The World Bank, Washington D.C (USA), representing multilateral donors
- **Ali Kies**, Sector Manager, Transport, African Development Bank
- **Hosea Nyangweso**, Civil Engineer, East African Community, REC-TCC Chairman (replacing Ms Guissou on January 1, 2009)
- **Hamallah Kaba Diakité**, Chairman, Enterprise Network, Abidjan (Côte d’Ivoire), representing the private sector

al competitive process as the new Program Manager assumed his responsibilities towards the end of March 2009. In the interim, **Jean-Francois Marteau**, a Senior Transport Specialist with the World Bank, assumed the responsibility of Acting SSATP Program Manager.

**Tshepo Kgare**, seconded to SSATP by the Austrian Development Agency as a Data Management Specialist assumed her responsibilities in August.

**Jean Kizito Kabanguka** was appointed Regional Coordinator for Southern and East Africa, replac-

ing Charles Kunaka, and assumed his responsibilities in October. He is also acting as Theme leader for Theme 3. As funds became available, in early 2010 SSATP decided to launch the recruitment for the new thematic leader position, foreseen under the DP2 strategic framework. In the interim, Alain Labeau, a former World Bank Transport Sector Program Coordinator was appointed on a part time basis as thematic leader for Theme 2.

Yao Adzigbey continued to assume his responsibility as Regional Coordinator for West and Central Africa and is acting thematic leader for Theme 1, Transport Sector Strategies.

In the meantime, SSATP continued to benefit from the support of its former staff and team members who joined other units within the Bank.

**Staffing (1) from January to December 2009 (the figures are in percentage)**

Name	Title (2)	DP2	WB	Other
<i>Full Time</i>				
Stephen Vincent (3)	Program Manager	75	0	0
Monique Desthuis-Francis	Communication Officer	100	0	0
Ndeye Ana Ba	Program Assistant	100	0	0
Tshepo Kgare (4)	Data Management Specialist	0	0	10
Yao Adzigbey	Regional Coordinator	100	0	0
Jean Kizito Kabanguka (5)	Regional Coordinator	0	0	0
Mustapha Benmaamar (6)	Road Management Specialist	25	0	0
<i>Part Time</i>				
Zeina Samara	<b>Cofinancing Officer/SSATP Program Administrator</b>	0	70	0
George Banjo	Sr. Transport Specialist/Rural Transport Specialist	0	10	0
Jean-Francois Marteau (7)	Sr. Transport Specialist/Regional Integration Specialist	0	25	0
Kingson Apará	Sr. Transport Specialist/RMF Specialist	0	10	0
Tekie Sium	Cofinancing Assistant/SSATP Budget Support	0	50	0
Fang Xu	Economist/Climate Change Specialist	0	15	0
Jocelyne Do Sacramento	Operations Analyst/ HIV AIDS Specialist	0	5	0
Gael Raballand	Sr. Economist/Regional Integration Specialist	0	5	0
Yoshimichi Kawasumi	Sr. Highway Engineer/Road Safety Specialist	0	15	0
Tesfamichael Nahusenay	Sr. Transport Engineer/PGPTS Specialist	0	10	0
Charles Kunaka	Senior Trade Specialist	0	5	0
Ajay Kumar	Lead Transport Economist	0	5	0
<i>Part Time Consultant</i>				
Fanny Barrett	Consultant/Procurement Support	70	0	0
Alain Labeau	Consultant/Theme 2 Leader	15	0	0

(1) WB staffing would vary with time as staff may move or change assignment

(2) Position for WB staff includes actual position at the WB and Role in SSATP

(3) Program Manager started in April 09

(4) Data Management Specialist started August 09

(5) Regional Coordinator started October 09

(6) Road Management Specialist left and Joined the World Bank in April 09

(7) SSATP acting Program Manager assignment for three months

# Financial Report

## DP2 Financing

### *Donors and contributions (2008-2011)*

DP2 is supported by partners who provide cash contributions to the Program—the European Commission (EC), the United Kingdom (Department for International Development, DfID), Sweden (Swedish International Development Agency, Sida), Norway, (Ministry of Foreign Affairs), the African Development Bank (AfDB), the Islamic Development Bank (IsDB), and the World Bank in its capacity as administrator of the DP2 MDTF, contribution to staff costs and travel costs as well as through its administered trust fund facilities such as the Trust Fund for Building Analytical Capacity to Mainstream Adaptation to Climate Risk in Bank Operations. DP2 also benefits from partners who provide in-kind contribution, such as the World Bank which provides staff time, staff travel and technical experts to administer the Program and lead a number of its activities, Austria (ADA), which have recruited and seconded to SSATP a Data Management Specialist for two years and UNECA, who have continued to provide in kind contribution in staff costs and technical expertise.

### *Cash Contributions:*

Total cash commitments amounted to \$15.50 million equivalent, provided per the following breakdown:

One multi-donor trust fund account (MDTF) established by agreement with donors and adminis-

tered by the World Bank, i.e., SSATP, captures the contributions of five donors: EC, Norway, DfID, Sida and AfDB. EC's contribution amounts to 69% of the total MDTF. The contributions from IsDB are managed through a single-donor account whose proceeds are earmarked specifically by the donor for the Pro-Poor Pro-Growth Transport Policy Review under Theme 1. This account which was established towards the end of the LTDP program in 2007 had an undisbursed balance of \$187,528.00 when LTDP ended. Following prior agreement with IsDB, the remaining balance was transferred to Theme 1 under DP2.

Cash contributions from Trust Fund facilities and partnership with the World Bank: SSATP benefited from a \$200,000.00 contribution from the Trust Fund for Building Analytical Capacity to Mainstream Adaptation to Climate Risk in Bank Operations.

### *In-kind Contributions*

The Austrian Development Agency (ADA) hired a Data Management Specialist to work with SSATP for two years, to assist in fostering policy development and capacity building in the transport Sector of Sub-Saharan Africa, particularly in the areas of regional integration, poverty reduction and economic growth. The specialist is expected to support the development of effective, fully operational data management systems that would assist

decision makers in making better investment decisions. The specialist who joined SSATP in August 2009 was initially located at the Bank's Washington DC offices and is expected to relocate to Africa six months thereafter.

#### *World Bank contribution*

The World Bank, in addition to funding the SSATP program administration, which was a major task during the initiation phase of DP2, has assigned eight transport sector specialists to the program on a part-time basis; they provide specialized technical support in the priority areas of DP2, i.e., urban mobility, rural transport, road management, climate change, transport sector policy pro growth pro poor policy development, transit transport and regional integration. The World Bank also plays another vital role to SSATP in that the program outputs and deliverables are managed through the Bank's systems and are subject to the same quality control, peer review and monitoring procedures as the projects under all other World Bank portfolios.

#### *UNECA contribution*

The SSATP chairman of the Board is from UNECA.. UNECA also donates the time of transport professionals who provide technical advice when needed. In addition, in 2009 UNECA provided workshop venues for events organized by SSATP.

#### *Members and stakeholder contributions*

SSATP benefits from in-kind contributions from its stakeholders and member countries in terms of their pro bono time and efforts given to the preparation and formulation of the DP2 strategic framework and implementation of SSATP activities. These include but are not limited to the time of: the National Coordinators appointed by SSATP member countries, representatives of Regional Economic Communities and TCCs along with representatives of civic societies, transport sector practitioners or private sector representatives who have particular interest in the transport sector in Sub-Saharan Africa.

## **2009 Receipts and Disbursements**

Sida and Norwegian financing agreements were signed in the summer of 2008. Sida's first contribution to DP2 was received in the fall of 2008 and their second contribution in the second quarter of 2009. Norway and DfID first installments to DP2 were received during the first quarter of 2009. The Agreement with AfDB was signed early 2009 and their first installment was received in June 2009. The EC agreement was signed in August 2009 and their first installment was received by the end of the same month.

By the end of September 2009, the DP2 Multi-Donor Trust Fund was sufficiently funded for 2010 activities, putting the program in a strong financial position to convene its first annual meeting under the SSATP Second Development Program (DP2) to review and refine the work program for 2010. In addition, SSATP continued to utilize available funds from the LTDP to complete activities already initiated. Some of the activities in 2009 were in-house activities funded from residual funds from LTDP and supported or led by World Bank staff and consultants.

Because of the financial constraints caused by the delayed receipts in funds, SSATP had to exercise financial restraint and delayed engaging in new activities. Before launching any activity requiring substantial amounts of funds, SSATP made sure the necessary agreements were signed and a large part of the promised funds received. Hence holding the Annual Meeting, the largest activity of 2009, was decided only after firm EC commitment that their contribution would be remitted before October 2009, to allow enough time to prepare and carry out this important annual SSATP event.

#### *Receipts*

SSATP holds its accounts in US dollars (USD) although contributions are received in different currencies. Total receipts in DP2 in 2009 amounted to \$6,615,257. While the administration fee under

LTDP was 5%, the administration fee under DP2 has been reduced to 2%. Administration fees are applied to each contribution received. In 2009, the administration fees deducted from the total receipts amounted to \$132,305.14. Also the undisbursed balance under the MDTF earns an investment income which is reapplied to the MDTF accounts to be used against SSATP eligible expenditures. In 2009, the investment income earned was \$33,693.40 leading to a total investment income earned under DP2 up to December 2009 of \$91,478.57. Table 1 shows the pledges and commitments to DP2 MDTF in the currency of partners and the USD equivalents. Table 2a shows total receipts in the DP2 MDTF account from initiation in 2008 up to end December 2009, and table 2b shows total receipts in 2009 only. Table 2c shows the outstanding contributions expected to be made available to DP2 MDTF during the remaining of its life cycle.

There were no receipts into SSATP single donor trust funds in 2009 except for the Islamic Development Bank which had an undisbursed balance of \$187,528 (See Table 2d); IsDB agreed to have this unutilized balance transferred from LTDP to DP2. With the exception of the IsDB trust fund, all single donor trust funds associated with LTDP are almost all fully disbursed. The balance of around \$10,500 which remained in the French Trust fund was canceled. To the extent possible, single donor trust funds are being phased out to promote a one pooled-account through which all donors can channel funds. World Bank contribution for 2009 amounted to \$414,329.86 (See Table 2e), and a residual balance from LTDP of \$300,478.36 (See Table 2f) was also utilized.

#### *Disbursements*

Although the DP2 program cycle is from 2008 to 2011, actual disbursement from DP2 only started in 2009 since first receipts were only received by the end of 2008. In 2009, total disbursements from

DP2 MDTF amounted to \$1,481,589.19, including a \$132,305.14 administration fee. See Table 4 for a summary of DP2 receipts and disbursements up to December 2009. The residual amount of \$300,478.36 from LTDP was also disbursed in 2009. Overall disbursement under DP2 from LTDP, DP2 MDTF, World Bank and other World Bank trust funded facilities amounted to \$2,236,397.41. See Table 3 for details of disbursements.

The program management costs amounted to \$522,525.35 representing 23.3% of the total disbursement in 2009. This includes \$253,993.03 from the DP2 MDTF representing 17.1% of the total DP2 MDTF disbursement in 2009. This percentage is above the 12% program management cost target, stated in the DP2 administration agreement with the donors. These costs appear to be relatively high with respect to the total disbursement figures, because program management costs are most fixed costs and therefore vary little with the volume of program activities. Also included is a residual contribution from the LTDP of \$23,474.52. In addition, the World Bank support to DP2 program management and administration amounted to \$245,057.80. This amount reflects part of the World Bank contribution in 2009 to staff time in establishing the DP2 multi donor trust fund, donors' coordination, setting up the necessary monitoring tools and in particular the provision of an interim program manager during the first quarter of 2009 to ensure continuity in the program's leadership while awaiting the current SSATP Program Manager to assume his duties in late March 2009.

#### *SSATP 2009 Expenditures Review*

A detailed review of all expenditures incurred in 2009 was conducted in January 2010. No major mischarges were reported. Where applicable, records were updated and actions to ensure compliance were taken.

**Table 1. Donors pledges and commitments to DP2 MDTF account (\$USD)**

<i>Donor</i>	<i>Contribution currency</i>	<i>Contribution amount</i>	<i>USD Equivalent</i>
United Kingdom - Department for International Development (DFID)	GBP	750,000.00	1,187,370.00
African Development Bank (AfDB)	USD	600,000.00	600,000.00
EU-Commission of the European Communities	EUR	7,600,000.00	10,777,712.00
Norway - Ministry of Foreign Affairs	NOK	2,000,000.00	281,714.00
Norway - Ministry of Foreign Affairs	USD	300,000.00	300,000.00
Swedish International Development Cooperation Agency (SIDA)	SEK	17,000,000.00	2,424,666.00
<b>TOTAL</b>			<b>15,571,462.00</b>

**Table 2a. Total receipts in DP2 MDTF account (\$USD), from initiation in 2008 up to December 2009**

<i>Donor</i>	<i>Total</i>
Swedish International Development Cooperation Agency (SIDA)	1,138,678.00
United Kingdom - Department for International Development (DFID)	176,125.00
Norway - Ministry of Foreign Affairs	281,714.00
African Development Bank (AfDB)	200,000.00
EU-Commission of the European Communities (EC)	5,419,940.00
<b>TOTAL</b>	<b>7,216,457.00</b>

**Table 2b. Total receipts in DP2 MDTF account (\$USD), in 2009**

<i>Donor</i>	<i>Total</i>
United Kingdom - Department for International Development (DfID)	176,125.00
African Development Bank (AfDB)	200,000.00
EU-Commission of the European Communities (EC)	5,419,940.00
Norway - Ministry of Foreign Affairs	281,714.00
Swedish International Development Cooperation Agency (SIDA)	537,478.00
<b>TOTAL</b>	<b>6,615,257.00</b>

**Table 2c - Outstanding contributions (\$USD)**

<i>Contributions</i>	<i>US\$</i>	<i>US\$</i>
Total Pledged Contributions		<b>15,571,462.00</b>
Of which: Paid-In	7,216,457.00	
Of which Unpaid		<b>8,355,005.00</b>

**Table 2d - Total brought forward from single donor account (\$USD), in 2009**

<i>Single Donor Trust Fund</i>	<i>Receipts</i>
Islamic Development Bank (transferred from LTDP)	187,528.00
<b>Total Single Donor Receipts</b>	<b>187,528.00</b>

**Table 2e - Total World Bank contribution (\$USD), in 2009**

<b>Total World Bank Contribution</b>	414,329.86
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**Table 2f - Total brought forward from LTDP account (\$USD), in 2009**

<b>Total LTDP Contribution</b>	300,478.36
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**Table 3 – Details of disbursements per activity and theme (\$USD), in 2009**

	<i>World Bank</i>	<i>LTDP</i>	<i>DP2</i>	<i>Other</i>	<i>Total</i>
<b>Theme 1: Transport Strategies and Policies</b>					
<b><i>Pro-Growth Pro-Poor</i></b>					
PGPTS Transport Strategy Framework			29,815.99		<b>29,815.99</b>
PGPTS preparations			45,562.17		<b>45,562.17</b>
PRTSR-Burundi		39,833.08			<b>39,833.08</b>
PRTSR-Benin		2,695.37	9,154.78		<b>11,850.15</b>
<b><i>Climate Change</i></b>					
Making Transport Climate Resilient	17,464.70			40,000.00	<b>57,464.70</b>
<b><i>Road Safety</i></b>					
Development of Road Safety Policy	4,218.84	14,464.77			<b>18,683.61</b>
<b>Total Theme 1</b>	<b>21,683.54</b>	<b>56,993.22</b>	<b>84,532.94</b>	<b>40,000.00</b>	<b>203,209.70</b>
<b>Theme 2: Transport Management</b>					
<b><i>Road Management</i></b>					
RMF Ronet		4,444.19	7,408.80		<b>11,852.99</b>
Road Management Tool Guide	6,647.52	43,493.26	1,572.48		<b>51,713.26</b>
Guidelines for Vehicles Overload		14,952.00			<b>14,952.00</b>
Support to Road Funds		12,495.90	11,873.84		<b>24,369.74</b>
Commercialization of Road Agencies		6,369.00	41,277.15		<b>47,646.15</b>
<b><i>Urban Transport</i></b>					
Impact of Motorcycle Growth	3,960.00	20,549.93	19,917.53		<b>44,427.46</b>
UT Training IPTSOP PPIAF/SSATP		11,588.13			<b>11,588.13</b>
<b><i>Rural Transport</i></b>					
Support to ARTA					
Removing Rural Access Constraints to AG	29,969.66		3,750.00		<b>33,719.66</b>
<b>Total Theme 2</b>	<b>40,577.18</b>	<b>113,892.41</b>	<b>85,799.80</b>		<b>240,269.39</b>
<b>Theme 3: Regional Integration</b>					
Chirundu-Beitbridge		4,386.06	17,568.44		<b>21,954.50</b>
North South Corridor Legal Agreement**		-21,077.82			<b>-21,077.82</b>
NCTTCA Corridor Observatory		23,698.43	41,253.66		<b>64,952.09</b>
Support to REC-TCC - DP2	13,968.35	25,372.33	275,210.47		<b>314,551.15</b>
TSDMS			10,967.00		<b>10,967.00</b>
Support to Central Corridor	3,334.34				<b>3,334.34</b>

	<i>World Bank</i>	<i>LTDP</i>	<i>DP2</i>	<i>Other*</i>	<i>Total</i>
Support to CICOS			37,102.65		<b>37,102.65</b>
HIV AIDS	14,314.30		35,507.25		<b>49,821.55</b>
<b>Total Theme 3</b>	<b>31,616.99</b>	<b>32,379.00</b>	<b>417,609.47</b>		<b>481,605.46</b>
<b>Support Activities</b>					
DP2 2009 AGM	75,394.35	16,409.29	474,574.30		<b>566,377.94</b>
Program Management	245,057.80	23,474.52	253,993.03		<b>522,525.35</b>
Dissemination		57,329.92	32,774.51		<b>90,104.43</b>
<b>Total Support Activities</b>	<b>320,452.15</b>	<b>97,213.73</b>	<b>764,065.97</b>		<b>1,179,007.72</b>
<b>Administrative fee</b>			132,305.14		132,305.14
<b>Total Disbursements</b>	<b>414,329.86</b>	<b>300,478.36</b>	<b>1,481,589.19</b>	<b>40,000.00</b>	<b>2,236,397.41</b>

**Table 4: Summary of DP2 receipts and disbursements (\$USD), up to December 2009**

<i>Receipts &amp; Disbursements</i>	<i>USD</i>	<i>USD</i>
Contributions Paid-In	7,216,456.55	
Investment Income	91,478.57	
Total Receipts	7,307,935.12	
Admin Fee USD		132,305.14
Disbursements		1,349,284.05
Total Disbursement		1,481,589.19
Available Balance carried over to 2010	5,826,354.93	

\*Trust Fund for building analytical capacity to mainstream adaptation to climate risk in World Bank operations.

\*\* Adjustment due to costs previously charged to the incorrect category.