



SSATP

Africa Transport
Policy Program

Second Development Plan (DP2) Progress Report

January to June 2012



Acronyms

AFD	Agence Française de Développement
AfDB	African Development Bank
AGEPAR	Association des gestionnaires et partenaires africains de la route
AIKP	African Infrastructure Knowledge Program
ARMFA	African Road Maintenance Funds Association
ASANRA	Association of Southern African National Roads Agencies
AU	African Union
AUC	African Union Commission
BRT	Bus Rapid Transit
CCTTFA	Central Corridor Trade and Transport Facilitation Agency
CEO	Chief Executive officer
CICOS	Commission Internationale du Bassin Congo-Oubangui-Sangha
CRM	Commercialized Road Management
DFID	UK Department For International Development
DP2	Second SSATP Development Plan
EAC	East Africa Community
EC	European Commission
GFP	Governance Partnership Facility
IDA	International Development Association
MOU	Memorandum of Understanding
MTR	Mid Term Review
PIDA	Program for Infrastructure Development in Africa
PGPTS	Pro-growth, pro-poor transport strategies
PMT	SSATP Program Management Team
PPP	Public Private Partnership
REC	Regional Economic Communities
REC-TCC	Regional Economic Communities Transport Coordination Committee
RMI	Road Management Initiative
RONET	Road Network Evaluation Tools
SADC	Southern African Development Community
SSA	Sub Saharan Africa

SSATP	Sub Saharan Africa Transport Policy Program
TFF	Trade Facilitation Facility
TMEA	TradeMark East Africa
TOR	Terms of Reference
TSDMS	Transport Sector Data Management System
UNECA	United Nation Economic Commission for Africa
WB	World Bank

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A. Addis Retreat

1. The mid-term review of the SSATP identified three key strategic orientations to improve the impact of the program:

- a. Need for increased ownership and anchorage of SSATP in Africa;
- b. Better align SSATP with PIDA and other recent initiatives; and
- c. Make SSATP more demand driven.

2. The Addis retreat which took place on March 31-April 1st to review the recommendations of the mid-term review agreed to an action plan based on these three orientations. The minutes of the Addis retreat were distributed to the participants on April 6, 2012. The progress in the implementation of the action plan is provided in the attached table.

3. The progress on some actions has been hampered pending progress on disbursing the SSATP resources pledged by the European Commission, extending the Closing Date of the Multi-Donor Trust Fund agreement until June 2014 as decided by the SSATP Board in Addis and deciding on the amendment to the MDTF agreement requested by the World Bank. This lack of progress is putting on hold the signing of the agreement with the Agence Française de Développement (AFD) and further disbursement of AFD resources pledged by the AFD to the SSATP. As a result of this lack of decision, SSATP has been unable to invite the Permanent Secretaries to become the country representatives in the SSATP and to designate the members of the working groups assigned to work with the SSATP team on the program activities. Indeed proceeding further with the action plan requires resources to be in place and a program to be agreed in order to present the program to the countries to justify their involvement in the SSATP.

Table 1: MTR Action Plan Implementation, as of April 6, 2012

Action	Responsibility	Timetable	Progress
Invite the African Union Commission (AUC) to become part of the SSATP Board	UNECA	April 8, 2012	Letter sent by UNECA to AUC on May 11. Answer from AUC pending
Prepare analysis of options for physical and institutional relocation of SSATP	SSATP PMT	May 31, 2012 (draft) June 30, 2012 (final)	Report available provided to the Board for review on June, 2012
Review the coherence of SSATP with PIDA and other initiatives and how SSATP is positioned in the current institutional framework of these initiatives	SSATP PMT	May 31, 2012	Included in analysis of institutional options for SSATP
Make SSATP more demand driven: Clarify with MTR consultants how they reached this conclusion.	SSATP PMT	April 8, 2012	Note sent to the Board on April 11, 2012
Start dialogue with AUC on mission statement for endorsement at higher level	UNECA	June 30, 2012	Not started waiting for AUC answer to invitation to be in SSATP Board
Request AUC to invite North African countries to join the program	SSATP PMT	After AUC responds to invitation to be in SSATP Board	Not started waiting for AUC answer to invitation to be in SSATP Board
Decide on priorities for completion of DP2 based on activities proposed in draft 2011 annual report	Board/UNECA	April 8, 2012	Results framework included in present report with greater focus on advocacy and results
Draft paper on potential priorities beyond DP2 to be submitted to the Board	EC	June 30, 2012	Progress to be provided by EC
Send letter to Ministers on Permanent Secretaries as National coordinators and creation of working groups	SSATP PMT	April 16, 2012	Delayed until agreement on revised results framework and decision on replenishment of SSATP account, extension of closing date and amendment to administration agreement Delayed pending decision on institutional relocation of SSATP
Review graph on governance structure and provide reasoning	SSATP PMT	June 30, 2012	
Finalize governance structure	SSATP Board	Dec 31, 2012	Not yet due
Prepare terms of reference of consultants	SSATP PMT	Dec 31, 2012	Not yet due
Prepare business plans	Consultants	Nov 30, 2013	Not yet due
Decision on SSATP business plan	SSATP Board	Dec 31, 2013	Not yet due
Strategy to be included in business plan			Not yet due
Prepare revised SSATP framework for completion of DP2	SSATP PMT	May 15, 2012	Results framework included in present report with greater focus on advocacy and results
Prepare framework for DP3 as part of business plan			Not yet due
Develop preparation plan for review by the Board in careful coordination with other transport events organized in Africa	SSATP PMT	May 31, 2012	Provided in present report

Action	Responsibility	Timetable	Progress
Continue discussion with development partners contributing to the multi-donor trust fund and finalize amendment to agreement	SSATP PMT/EC	Before extension of agreement	Letter sent by WB to EC on May 25
Prepare extension until June 30, 2014 after verifying the date	SSATP/PMT/EC	June 30, 2012	Letter sent by WB to EC on May 25

B. Revised workprogram

Focus on advocacy and results

1. Based on the recommendations of the mid-term review, the workprogram until completion of the Second Development Plan (DP2) has been revised as follows to give a greater focus on advocacy and results:
 - **Policy performance review:** The scope of the activity is being reviewed to strengthen the advocacy objective of the review. This will be facilitated by the change in the structure of the SSATP at country level with the national coordinators replaced by the Permanent Secretaries in the Ministries of Transport, who are key players in the decision-making process for transport policies. Lessons learned from the policy performance review will be presented to emphasize the impact and the transformational role that policies promoted under the SSATP Poverty Reduction Transport Strategy Review (PRTSR) had in the sector.
 - **Road safety:** The SSATP revised the terms of reference of the consultants which were selected to initially support the following activities: (a) road safety (RS) management capacity review; (b) preparation of Decade of Action for Road Safety; (c) preparation of country specific action plans for the Decade of Action; (d) promoting recommended RS policy and institutional strengthening/reforms in enhancing road safety for two selected international trade corridors; (e) workshop and piloting of recommended RS policy” in selected countries (two countries per year) with completed road safety management capacity assessment – focusing on knowledge transfer, research and development, monitoring and evaluation, safety promotion, funding and resource allocation, legislation and result focus. The revised terms of reference request the consultants to: (a) help establish road safety lead agencies in countries where none exists; (b) prepare country specific road safety action plans where none exists; (c) help implement high-impact road safety policy interventions; (d) help implement interventions to improve road safety in a selected trade transit corridor. The activity will require active and engaged participation by the key agencies in the selected countries. The issues to be addressed must be highly demand driven to get the required commitment, ensure that the implementation process will start and results will be achieved. The issues will be identified in a consultative process with the ministries and agencies in the countries. The budget of the activity has been revised to include workshops with the SSATP stakeholders (early August about establishment and organization of lead agencies and preparation of national action plans/strategies). The activity already includes advocacy workshops in each of the countries covered by the activity. Subject to availability of funds, a follow-up similar activity will be carried out in new countries/corridors learning from the lessons and building on the advocacy work of the first activity.

In addition to the activity above, the SSATP is partnering with the Global Road Safety Partnership to organize a road safety seminar in Lusaka on September 12-14. The objective of the seminar is to provide a capacity building opportunity to participants on how to apply a proactive partnership model in a city’s road safety management approach. SSATP will share the preliminary findings from the three countries and regional corridor SSATP is working with (Ethiopia, Zambia and Cameroun as well as from the Lagos - Abidjan road Corridor). This will take place in lieu of the workshop on progress of the SSATP activity included in the contract with the consultant working on the SSATP activity. SSATP suggested covering two more areas:

Essentials of a Road Safety Lead Agency; and Data Management. The seminar will be used to identify elements of the road safety agenda for a future Third Development Program.

- **Governance:** Since the report on governance indicators was produced in December 2011, the management team has worked on the dissemination of the report and finding a way to implement the report's recommendations. The team is discussing with World Bank teams which have been implementing governance activities with funding from the Governance Partnership Facility (GPF). Partnership between SSATP, GPF and World Bank is being explored in three countries (Kenya, Zambia and Cameroon). The objective would be to: (a) refine indicators and scoring system based on feedback; (b) score the three pilot countries; (c) formalise scoring methodology and guidance; (d) develop a simple methodology for institutional mapping; (e) prepare briefing papers and communication tools for roll-out; and (f) conduct a robust impact assessment to evaluate changes in governance scores as they relate to transport sector performance improvement. SSATP resources have been allocated to this activity which was not in the initial scope of the consultants' services for the preparation of the report on governance indicators.
- **Gender and inclusion:** Following the recommendation of the gender forum during the 2010 SSATP Annual General Meeting, case studies were carried out in four countries in 2011 to identify policy elements required to promote gender inclusion in the transport sector. A program of action is being defined to support labor-based employment policy and contracting for women in Uganda. Advocacy work will rely on cooperation with the network of participants to the gender forum.
- **Climate change:** The 2011 SSATP workprogram includes activities to build the capacity of countries to enable transport sector compliance with MRV (measurable, reportable and verifiable) standards for National Adaptation and Mitigation Actions (NAMAs). SSATP will help strengthen the advocacy capacity on environmentally sustainable transport by leading the initiative to create an Environmentally Sustainable Transport Forum in Africa, where climate change will be embedded but which goes beyond climate change. This initiative in partnership with UN-DESA/UNCRD and other stakeholders will help provide the framework for regional discussions on transport and the environment, bringing together various parties interested in transport's effects on health and the environment within each country, and promoting new and strengthen existing policies and strategies that encourage governments of all levels to support sustainable transport.
- **Rural transport policies and strategies:** The main thrust of the support from SSATP is to ensure stronger integration of rural transport and rural development and agriculture sectors to increase their efficiency and complementarity in contributing to rural growth and poverty reduction. The initial scope of the support to pilot countries was to prepare draft rural transport policies and strategies. It has now been extended to the preparation of action plans and operational and monitoring frameworks and development of strategies for implementation including resource mobilization and identification of funding partners. This goes further than the scope defined in the 2011 workprogram limited to policies and strategies and much further than the scope in the 2007 development framework which was limited to dissemination of models on rural road management and financing. Selection of two countries (Uganda, Nigeria) where SSATP will provide support was based on the interest expressed by candidate countries, their readiness to improve rural transport policies and strategies, existing initiatives and the demonstrated commitment to improve rural transport infrastructure and services.

- Rural transport knowledge gaps:** The 2009 SSATP Annual Meeting agreed to a workprogram for the rural transport component of SSATP, confirmed during the 2010 SSATP workshop on the findings and recommendations of the Framework Paper *'Rural transport – improving its contribution to rural growth and poverty reduction in Sub-Saharan Africa* around the theme *'Getting the Harvest to the Market - Food Security, Agriculture and Rural Transport in Africa'*. As part of the workprogram, one activity was identified with the objective of advocating the adoption of good policies, strategies and operational practices on rural transport that effectively contribute to rural growth and poverty reduction. The scope of the activity initially limited to identification of knowledge gaps and preparation of a dissemination strategy for promoting the adoption of good policies and practices in rural transport has been revised to add results to the advocacy objective. In particular, beyond identifying knowledge gaps, the activity will include preparation of concept notes for new tasks focusing on moving towards results. These new tasks include development of: (a) procurement guidelines including standard bidding documents for small-size Performance Based Contracts; (b) planning and prioritization tools for rural transport interventions taking into account infrastructure, transport means and services, the link with other key sectors like agriculture and employment creation; (c) Monitoring and Evaluation (M&E) tools, including relevant indicators and instruments for measuring performance and impact of rural transport contribution to rural growth and poverty reduction; and (d) sustainable maintenance approaches for rural transport infrastructure (e.g. input-based, community-based, Output- and Performance-Based Road Contracts). Resources were earmarked to work on these new tasks and will be allocated based on priorities and availability depending on estimated budgets.
- Congo River Observatory:** The initial activity which consisted in the elaboration of a baseline survey and institutional study on the establishment of a Congo River observatory was finalized in May 2012. As a result of the work done and discussions with stakeholders, SSATP was requested to continue its advocacy support in the different CICOS (Commission Internationale du Bassin Congo-Oubangui-Sangha) member countries during the next phase of implementation. Funding is provided by the Trade Facilitation Facility.
- Axle load control:** The objective is to build on the knowledge produced by the SSATP, to promote axle load control through advocacy work in the Central Africa region. SSATP produced extensive work on axle load control: (a) guidelines on vehicle overload control in Eastern and Southern Africa, March 2010; (b) overload control practices in Eastern and Southern Africa, April 2010; (c) emerging good practices in overload control in Eastern and Southern Africa. This new activity will be in partnership with the Association of Road Maintenance Funds (ARMFA).
- Regional Economic Communities (REC) Transport Coordination Committee (TCC):** At the time of the definition of the work program 2012, a meeting of the REC TCC was envisaged as part of the 2012 SSATP Annual General Meeting (AGM) planned around mid 2012. However, with the postponement of the AGM towards the end of the year 2012 and the good progress made on the SSATP Corridor program, the TCC requested SSATP to facilitate a coordination workshop with the trade facilitation and regional integration partners (countries, RECs, regional organizations and development partners). The workshop was held in Mombasa in March 2012, focusing on corridor performance monitoring activities supported by SSATP and other development partners, with a view to exchange experience on approaches and methodologies, draw lessons from the early stages of the SSATP Corridor program and review the action plan for the remaining part of the program in coordination with the partners' activities. The partners also

explored possible focus areas for a tentative regional integration component of a possible Third Development Program, and agreed to continue jointly to prepare and implement it. One of the key lessons from the meeting is that it confirmed the pivotal role of SSATP in bringing together the regional integration community for coordination and mutual learning purposes. The meeting resulted in successful cross-fertilization of experiences and several activities are now coordinated across regions in Sub-Sahara Africa, involving several donors communicating on programs and results.

Geographical reach of SSATP activities

22 countries (two third of SSATP members) have benefited or will benefit from an SSATP activity under the DP2. The regional integration component of the SSATP is covering 17 corridors (see following map).

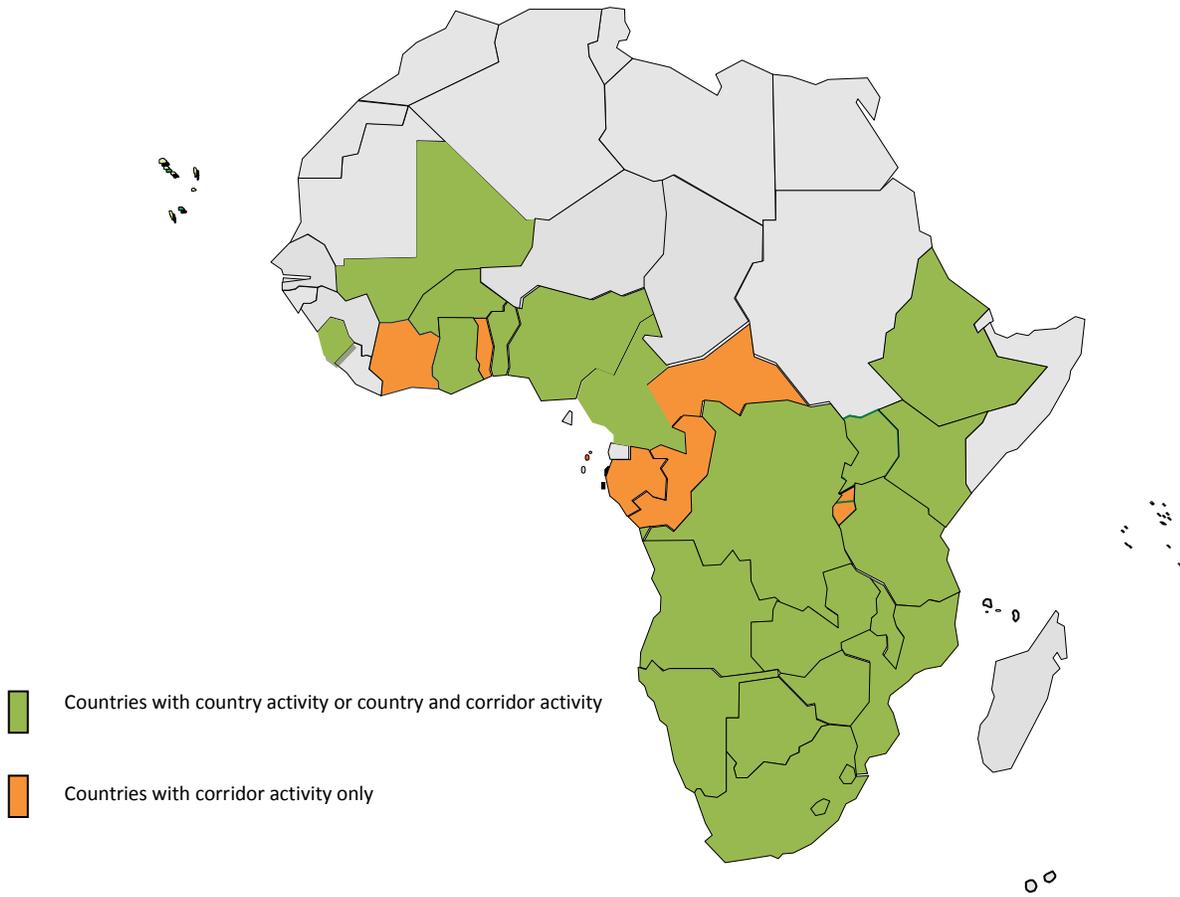
Countries:

- Policy performance review: eight countries to be chosen among Ethiopia, Ghana, Mozambique, Tanzania, Uganda, Zambia, Benin, Burkina Faso, Cameroon, Gabon and Mali.
- Pro-poor pro-growth transport strategies: Burkina Faso, Sierra Leone
- Road safety: Zambia, Ethiopia, Cameroon
- Governance: Kenya, Zambia, Cameroon, Tanzania, Mali
- Gender and inclusion: Uganda, Ghana, Cameroon, Benin
- Transport Data Management Systems: Swaziland, Burkina Faso, Uganda, Zambia
- Rural Transport Policy Framework: Uganda, Nigeria
- Progress on Commercialized Road management: Botswana, Cameroon, Ethiopia, Ghana, Namibia, Tanzania, South Africa
- Peer review of road asset management practices: South Africa, Lesotho, Mozambique, Zimbabwe, Namibia, Botswana, Angola, DRC, Zambia, Malawi, Tanzania, Mauritius, Swaziland
- Road Network Evaluation Tool (RONET) training: representatives from 30 countries
- Survey of Road Transport Industry (Kenya, Tanzania, Rwanda, Uganda)
- Review of transit regime: Mozambique

Corridors:

- Abidjan-Lagos (Cote d'Ivoire, Ghana, Benin, Togo, Nigeria)
- Central corridor (Tanzania, Rwanda, Burundi, DRC)
- Northern Corridor (Kenya, Uganda, Rwanda)
- Congo River Basin (seven corridors-DRC, Rwanda, Burundi, Congo, Gabon, Central African Republic, Cameroon)
- Douala Corridors (Cameroon, Chad, Central African Republic)
- Maputo Corridor
- Walvis Bay Corridors (four corridors)

Mapping of SSATP country and corridor activities



Revised results framework

The following table presents the proposed revised results framework based on the actual program of activities under the DP2 with measurable and verifiable indicators.

Table 2: DP2 Logical Framework, as of April 26, 2012¹

Narrative summary	Verifiable indicators	Means of verification	Outputs	Activity
Overall Goal Transport policies and strategies contributing to regional integration, poverty reduction, and economic growth.	Increase in volume of regional trade Logistics Performance Percentage of population below poverty level Increase in economic growth	World Trade Organization reports Logistics Performance indicator survey (World Bank) Doing Business Survey (World Bank) Country statistical reports		
Purpose Countries, RECs and donors implement sound policies and strategies leading to provision of reliable, safe, clean, efficient and affordable transport.	Reduction of transit times along targeted regional corridors Reduction of road fatalities Countries' support to creation of ESTF Development of BRTS as efficient and affordable public transport system	SSATP surveys along corridors Countries' road accident statistics Declaration of countries supporting the creation of ESTF Number of countries having initiated BRTS		
Output 1 (Theme 1) Comprehensive pro-poor and pro-growth transport sector policies and strategies adopted at REC and country level.	PGPTS used to prepare transport strategies in selected countries (Burkina, Sierra Leone) Capacity to monitor PGPTS in place (Uganda, Zambia, Swaziland, Burkina Faso) Lessons learnt during preparation and implementation of the PRTSR are consolidated and shared among stakeholders <u>Climate change:</u> Framework in place for collaborative effort in Africa to promote Environmentally Sustainable Transport <u>Road Safety:</u> Policy, institutional and financing frameworks for RS agreed by countries/RECs	PGPTS approved by cabinet and ministers of transport Reports and case studies on TSDMS establishment Report from seminar with stakeholders Environmentally Sustainable Transport Forum (ESTF) created African Road Safety Policy Framework and Action Plan prepared in support of the Decade of Action for Road Safety ²	Transport strategy reports SSATP Institutional assessment of data management capacity Updated SSATP guidelines for TSDMS SSATP Policy performance review report Approach paper on climate change mitigation and adaptation Concept paper, implementation plan and launching event for creation of ESTF SSATP/UNECA Road Safety Policy Framework and Action Plan	T1.2: Transport Sector Strategies CC5.1: Institutional Assessment of Transport Sector Data Management Systems CC5.2: Transport Sector Data Management: Strategic Direction for improvement of DP2 and Delivery of DP3 T1.1: Transport Policy Performance Review CC3.1: Development of an Environmentally Sustainable Transport Forum in Africa CC1.1: SSATP Road Safety Program/Activities Management Support & Technical Advisory Services

¹ The codes after the verifiable indicators are the codes of the activities in the table in chapter C presenting the progress of activities.

² Activity already completed

Narrative summary	Verifiable indicators	Means of verification	Outputs	Activity
		Decisions taken by governments to implement new RS policies, strategies, institutional and financing frameworks in support of the Decade of Action	Country/REC reports, strategies, action plans and policy documents documenting decisions on RS interventions	CC1.2: Support to UNECA for the Africa Decade of Action for Road Safety
	Capacity built for improved road safety along regional corridors	Number of truck drivers trained along Central Corridor	Report on Road Safety Practice on Transport Corridors: Experience and Best Practice Guidelines Report on technical assistance to the CCTTFA	CC1.3: Road Safety Practice on Transport Corridors: Synthesis of Experience and Best Practice Guidelines CC1.4: Technical assistance to the Central Corridor Trade and Transport Facilitation Authority (Dar es Salaam)
	<u>Governance</u> indicators tested by selected countries (Cameroon, Kenya, Zambia)	Reports by countries on applied indicators	SSATP report on Governance Indicators with methodology for institutional mapping and scoring Briefing papers and communication tools	CC2.1: Transport Governance Indicators
	<u>Gender</u> : Gender policies mainstreamed in Uganda	Labor-based method targeting women mainstreamed in civil works contracts	Country case studies in Uganda, Ghana, Cameroon, Benin Approach paper on gender and inclusion in transport Model contract revised	CC4.1: policies for gender and inclusion CC4.2: Labor-based employment policy and contracting for women
Output 2 (Theme 2) Effective institutional and financial arrangements adopted for safe, reliable, affordable and accessible road transport services and infrastructure	<u>RMF</u> : Sound strategies improving institutional and financing arrangements for roads disseminated and adopted	Action plan adopted by countries for improved road asset management practices	SSATP Report on Commercialized Road Management practices in selected countries. Report on good practices for advocacy on private sector involvement in road financing, provision and management applicable to SSA	T2.2.1: Progress on Commercialized Road Management in SSA T2.2.3: Good practices for advocacy on private sector involvement in road sector
	Capacity to measure performance on road asset management in place in selected countries	Benchmarks established for road management and performance of countries compared to benchmarks Number of persons trained in the use of Road Network Evaluation Tool (RONET)	Peer review report by ASANRA Report from training sessions	T2.2.2: Strengthen the capacity of regional road associations T2.2.4: RNET Training
	<u>Rural Transport</u> : Strategies and action plans adopted by selected countries, including for road safety	RT strategy submitted to cabinet and action plan approved by Ministry in charge of rural transport	SSATP Working paper on RT – improving its contribution to poverty reduction and growth ³	T2.1.1: Promoting the Adoption of Good Policies and Practices on Rural

³ Report available prepared for publication

Narrative summary	Verifiable indicators	Means of verification	Outputs	Activity
			SSATP document on RT strategies for selected countries. SSATP document on knowledge gaps and dissemination strategy.	Transport, Knowledge Products, Dissemination Strategy and Approach Paper T2.1.2: Improving Rural Transport Policy Framework
	<u>Urban Transport</u> : Capacity building for urban mobility planning initiated	Two workshops on urban mobility planning (Pretoria & Lagos), urban transport events with CODATU & UATP. Urban mobility strategy for DP3	SSATP Advocacy policy paper on <i>Access and Mobility in Urban Areas: Defining Policy Framework for Development</i> SSATP Case study report on BRT SSATP/WB Toolkit and policy guidelines for capacity building in urban transport ⁴	T2.3.1: Access and Mobility in Urban Areas of Africa: Defining Policy Framework for Development T2.3.2: Participation to CODATU conference
	<u>Railways</u> : Framework provided for improving performance of railways and the railways environment in SSA	Action plans for improvement of railways performance adopted in selected countries in SSA	Study report with policy recommendations for improvement of railways performance in SSA	T2.4.1: Framework for improving railways performance
Output 3 (Theme 3) Trade facilitation measures adopted and implemented in major regional transit corridors.	Policy decisions taken using data collected with support from SSATP	Performance objectives defined by RECs using benchmarks and corridor performance monitoring	SSATP Corridor diagnostic reports SSATP Choke monitoring reports	T3.8: Transport Observatories T3.7: Facilitation of Regional Economic Communities Transport Coordination Committee
	RECs use methodology developed by SSATP to monitor corridor performance	Observatory/corridor monitoring reports applying SSATP methodology	SSATP Corridor diagnostic reports SSATP Choke monitoring reports	T3.11: Logistics cost study for Central and West Africa T3.12: Border crossing delays on the Northern corridor
	Corridor observatory established	REC decision on creation of corridor observatory	Minutes of meetings of West Africa Transport Observatory stakeholders SSATP report on Congo River Basin transport observatory	T3.6: Review of Maputo Corridor Logistics Initiative T3.13: Walvis Bay corridor T3.2: Congo River Observatory
	Improved legal framework for management and operations of transit corridors	Dissemination workshop for review of legal instruments relevant to trade facilitation in Africa Adoption of TAH intergovernmental agreement, bilateral agreement between Benin and Nigeria and legal framework and operational manuals for one-stop border posts	SSATP Updated Review of legal instruments Consultants' reports on TAH agreement, draft bilateral agreement between Benin and Nigeria, draft manuals for OSBPs	T3.3: Review of legal instruments T3.4: Central Corridor Protocols T3.1: Harmonization of road standards on the Trans-African Highway network T3.10: Revision of the Mozambique Transit regime

Narrative summary	Verifiable indicators	Means of verification	Outputs	Activity
	Measures taken to improve road safety along corridors	Specific, results-oriented RS pilot projects implemented	Records of training and testing of commercial vehicle drivers Records of coordinated enforcement and information programs Impact evaluation reports Low-cost measures implemented	T3.5: Good practices on axle load control T3.9: Support to Road Transport Associations in East Africa CC1.3: Road safety practice on transport corridors CC1.4: Technical assistance to the CCTTFA (Dar es Salaam)

C. Progress of activities

Theme 1: Comprehensive pro-poor and pro-growth transport sector policies and strategies adopted at REC and country level

Policy Performance Review

Scope	Progress	Comment
T1.1: Transport Policy Performance Review		
(a) analyse transport policy performance; (b) assess compatibility between country and AIKP data collection systems; (c) assess the integration of MDG-related transport indicators	First phase will cover eight countries; second phase will cover 12 countries subject to availability of funding and successful completion of first phase. Results of the first phase will be presented to experts group and Permanent Secretaries in the Ministries of Transport. Results of the second phase will be presented during the 2013 Conference of African Minister of Transport.	First-phase activity expected to be completed in December 2012. The review will identify areas where there is a demand for further policy work possibly under a Third development Program.

Pro-Poor Pro-Growth Transport Strategies

Scope	Progress	Comment
T1.2: Transport Sector Strategies		
Promote pro-poor pro-growth transport strategies through participatory process: transport sector update; sector vision developed by stakeholders; investment framework, policy measures and strategies; monitoring framework; awareness of sustainable transport strategies facilitating economic growth and poverty reduction	In Burkina Faso, the strategy was adopted by the Council of Ministries on December 21, 2011, and a roundtable of donors is scheduled in June 2012. Currently, regional workshops are taking place in order to confirm projects based on the priorities established by the strategy. The strategy incorporates the Poverty Reduction Framework Strategy, the Millennium Development Goals (MDG), the decentralization framework, the National Land Development Scheme (Schéma d'Aménagement du Territoire-SNAT) and the transport sector orientation law. The main concerns raised during the consultation workshops were: (i) the role of decentralized communities in the transport strategy; (ii) the definition of competency transfer strategy from the central level to the local level; (iii) the inclusion of mobility concerns of disabled people; (iv) the careful integration of safeguard issues and compensation—with the implication of the decentralized level in the implementation; and (v) the implication of local	

	<p>communities in the definition and design of rural transport projects. The projects in the new strategy have been selected based on their contribution to the objective of increasing the sector competitiveness. This has placed the priority on roads and regional transport (64%), followed by rural transport (15%) and urban and air transport (8% each).</p> <p>Transport strategy being updated in Sierra Leone including transport contribution to Poverty Reduction Strategy/Agenda for Prosperity. Final report expected mid-September 2012. The approach includes: transport demand assessment, transport system assessment, infrastructure gap analysis, transport network development, priority projects, transport sector organization, sector governance, infrastructure delivery, cost recovery, commercialization and private sector participation and transport operations.</p> <p>The study will generate a vision for the Physical Transport System and Transport System Organization, i.e. sector investment requirements and sector roles and responsibilities. This vision will „cascade“ into the policy (the guiding principles for the transport sector), from the policy into a strategy (the approach to achieving the policy goals), and from the strategy into programmes and projects that support the strategy. The projects in turn will be packaged into an time and resource-constrained plan of activities.</p>	
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Cross-cutting Issues

Road safety:

Scope	Progress	Comment
CC1.1: SSATP Road Safety Program/Activities Management Support & Technical Advisory Services		
(a) help establish road safety lead agencies in countries where none exists; (b) prepare country specific road safety action plans where none exists; (c) help implement high-impact road safety policy interventions; (d) help implement	Three countries (Zambia, Ethiopia, Cameroon) and the Abidjan-Lagos corridor were selected for phase 1 based on criteria including general commitment to road safety, existence of relevant core issues to be addressed, expected preparedness to address core issues, the country's size and status as prime mover in the region, the existence and situation of the Road Safety Lead Agency and National Action Plan,	This activity is in partnership with the Africa Health Department of the World Bank which is providing additional funding focusing on post crash and injury surveillance. Phase 2 is scheduled in 2013 subject to

interventions to improve road safety in a selected trade transit corridor	<p>and available statistics.</p> <p>Progress:</p> <p>A need for assistance has been identified to strengthen the lead agency in Ethiopia, expectedly also in Cameroon, but not in Zambia.</p> <p>A need for assistance has also been identified to strengthen the action plan in Ethiopia, but based on the existing action plan, which offers a good framework. Zambia may need support to renew their action plan in 2013 when the present plan runs out. Cameroon's needs will be identified during the June mission.</p> <p>Potential high-impact interventions are presently being formulated and discussed with the authorities in Ethiopia, Zambia. Interventions are presently being formulated and discussed with the authorities in Benin and Ghana. SSATP resources may be an issue and the program may have to be adapted accordingly.</p> <p>Examples of good practices are also being collected and will be compiled in a simple catalogue with reference to contact persons in the countries for further exchange of experience.</p> <p>The focus is presently on establishing bridgeheads in the countries, identifying needs and opportunities, and planning of high-impact interventions.</p>	availability of funds.
CC1.2: Support to UNECA for the Africa Decade of Action for Road Safety		
Prepare Africa Road Safety Policy Framework	The 2 nd Road Safety Conference organized by UNECA in November 2011 approved the Action plan subsequently adopted by the African Heads of States	Framework revised in February 2012 to reflect the outcomes of the Conference
CC1.3: Road Safety Practice on Transport Corridors: Synthesis of Experience and Best Practice Guidelines		
Provide guidance and a best practice roadmap to the transport authorities in client countries and to development partners on mainstreaming road safety interventions into road corridor projects	Consultant just selected	
CC1.4: Technical assistance to the Central Corridor Trade and Transport Facilitation Authority (Dar es Salaam)		
(a) improve the professional qualifications of the truck drivers, including for road safety in partnership with the International Road Union (IRU); (b) promote dissemination of good	Initial stakeholder meetings took place in February 2012. Inception report prepared in March 2012. Review of existing legislation and training standards underway. Stakeholder workshop held in Tanzania on the theme 'Time for Action' - 9th May 2012. Report prepared for dissemination. Stakeholder workshop aimed at Commercial	

practices (road safety, but not necessarily limited to) among road transport operators and their staff; (c) minimize the hazards caused by the change of driving side around the borders between Tanzania and Rwanda and Burundi; and (d) prepare the replication of similar good practices on the corridors originating from the port of Dar Es Salaam supported by the Total /World Bank Corridor Road Safety Initiative.	Freight/HGV Drivers held for 100 drivers over two days (19th and 20th June 2012).	
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- SSATP is a partner in the organization of the November 2012 UNECA workshop conducted by the World Health Organization (WHO) on promoting road safety data management and harmonization of road crash data.
- SSATP presented its program during the 15th meeting of the United Nations Road Safety Collaboration organized by the WHO in Washington on April 18, 2012 and participated in the discussions to develop a plan to raise awareness of the UN Decade of Action in the context of Rio+20 and to identify and coordinate activities in order to have stronger accountability for road safety by national governments and international organizations.

Governance:

Scope	Progress	Comment
CC2.1: Transport Governance Indicators		
Recommend a methodology for data collection and monitoring that would define a selected set (by relevant sub-sector) of easily collectable “advocacy” performance indicators to measure transport sector governance at national level	A set of 10 advocacy indicators was identified (actionable, credible, nationally own-able, relevant, sensitive, understandable, available, reliable, balanced between quantitative and qualitative measures, balance between policy, systems and outcomes, balanced coverage across Sub-Sectors, equitable for stakeholders, balanced between regional/national application).	The draft report on governance indicators was produced on December 21, 2011. It was forwarded to the Board and other SSATP partners on February 12, 2012. The report was presented to the World Bank Africa transport team, Africa governance team and integrity department on February 28, 2012 and to the Africa GAC in Operations Working Group on May 9, 2012. Discussions are underway to use the indicators in three countries (Kenya, Zambia, Cameroon)

Climate Change

Scope	Progress	Comment
CC3.1: Development of an Environmentally Sustainable Transport Forum in Africa		
(a) Concept Paper to define the objectives, purpose, structure, audience, goals, stakeholders, partners, and context of an EST-Forum; (b) Funding and Implementation Plan for launching an EST-Africa forum; (c) Planning and implementing side event at international transport conference oriented around EST-Africa.	Terms of reference developed and reviewed by stakeholders. Selection of consultant underway.	The objective is to have a first continental workshop on the EST Forum in parallel to the CODATU XV and the Annual Development Forum organized in Addis Ababa in October 2012.
CC3.2: Capacity building for integration of transport into mainstream climate discussions in Africa		
(a) Development and dissemination of a transport roadmap or guidelines for integrating climate change mitigation and adaptation actions in national transport strategies and programs in Africa and for integrating transport into adaptation plans and Nationally Accepted Mitigation and Adaptation Actions; (b) dissemination and knowledge building activities on finance, best practices, and low-carbon and vulnerability assessments in transport.	Pipeline activity.	SSATP is looking to supplement its core funding with additional, climate- or green-development-oriented resources for these key activities.

- SSATP joined the SLoCat partnership with the goal of mobilizing global support to reduce the growth of GHG emissions generated by land transport in developing countries by promoting more sustainable, low carbon transport.

Gender and Inclusion

Scope	Progress	Comment
CC4.1: Policies for gender and inclusion		
(a) gather information and data throughout questionnaires, interviews and focus group discussions, and make	Case studies were carried out in Uganda, Ghana, Cameroon and Benin. They identified policy gaps and provided a set of recommendations including quick wins. The case studies were used to update the	The activity built on the network launched during the SSATP annual meeting in Kampala in 2010.

recommendations for policy on gender inclusion in the transport sector; (b) build a community of practices in Gender and Transport; and strengthen network membership through dissemination of information and capacity building in gender and transport; (c) provide strategic guidance and expertise for developing a holistic approach to gender issues in transport sector that will inform the approach paper.	approach paper on gender and inclusion in the transport sector.	
CC4.2: Labor-based employment policy and contracting for women		
(a) Review formats and modalities for reporting on gender in the road sector; (b) ensure that gender is adequately covered in all training and awareness activities in the road sector and for contractors; (c) help establish an M&E system to monitor tender documents and contractor gender compliance; and (d) collect and organize gender-disaggregated road works data.	The scope has been prepared based on: (a) the global evidence that labor-based employment can provide work opportunities to women as road workers; (b) the use of labor-based methodology for road works has been an important part of the strategy to improve rural transport in Africa for the past 25 years with the potential to generate very significant benefits for the poor in the form of employment opportunities, and for countries in terms of GDP and foreign exchange savings; (c) over the past decade, Uganda has made significant progress in the advancement of gender equality and empowerment of women in political, economic and social spheres(National Gender Policy (NGP) in 1997 revised in 2007); (d) adoption of labor-based methods in Uganda provides an opportunity for women to enter the transport sector as workers and small scale contractors.	Scope under review with stakeholders in Uganda where the activity is proposed to be carried out. Scope is consistent with recommendation of the case study in Uganda.

Transport Data Management

Scope	Progress	Comment
CC5.1: Institutional Assessment of Transport Sector Data Management Systems		
(a) Analyze existing transport sector data and information management frameworks; and (b) design appropriate improvements of the frameworks and identify activities, resources and budget requirements for the sustainable	The institutional assessment is underway in Swaziland and is being initiated in Burkina Faso.	

implementation of these improvements		
CC5.2: Transport Sector Data Management: Strategic Direction for improvement of DP2 and Delivery of DP3		
(a) Assess SSATP transport sector data management activities and recommend improvement with clearly defined priorities and operational framework; (b) review 2 SSATP TSDMS pilot countries (Uganda and Zambia) and 2 countries which set up their TSDMS (Ethiopia, Tanzania) to assess and document; (i) progress, process and challenges in the improvement of data management systems and related capacities; (ii) options to increase capacities of SSA countries in data management including opportunities for alignment with existing national performance assessment frameworks (e.g. Public Expenditure Reviews, and Joint Sector Reviews); and (iii) sustainability issues taking into account demand and incentives for countries to invest in data systems.	Activity at initiation stage.	The activity will help develop a strategic framework for partnership between SSATP and AIKP/AfDB. It will also help clarify the role of SSATP and its value added (including its website) and how the Program can cooperate with member countries, World Bank, AfDB, AUC / NEPAD, PIDA, RECs, ARMFA, ASANRA, AGEPAR, donor community and academic institutions to enhance strategic alignments for capacity building, technology transfer and advocacy in transport sector data management in SSA.

Theme 2: Effective institutional and financial arrangements adopted for safe, reliable, affordable and accessible road transport services and infrastructure

Rural Transport:

Scope	Progress	Comment
T2.1.1: Promoting the Adoption of Good Policies and Practices on Rural Transport in Sub-Saharan Africa Knowledge Products, Dissemination Strategy and Approach Paper		
(a) Identification of gaps in knowledge and practice and strategies to fill them focusing on planning, M&E, contracting methods and sustainable maintenance; (b) preparation of a draft dissemination	Inception and status report was submitted in April 2012. The paper on identification of gaps in knowledge and practice is under preparation and will be submitted on June 15, 2012, followed by four concept papers on June 22, 2012. Discussions are ongoing with selected international experts on rural transport (with in-depth experience of	Activity will be followed by a second phase of results-oriented activities focusing on the gaps in knowledge and practice and strategies

strategy for promoting the adoption of good policies and practices in rural transport; (c) preparation of approach paper for Rural Transport	Africa) to discuss knowledge gaps and the Rural Transport dissemination strategy. These include ARTA, IFRTD, IT Transport Ltd UK, AFCAP and individuals experts.	
T2.1.2: Improving Rural Transport Policy Framework		
(a) Contextualization of key findings & recommendations of the SSATP RT framework paper for adaptation to country context; (b) institutional assessment; (c) stakeholder analysis; (d) preparation of draft policy and strategy for improving Rural Transport (planning, design, implementation, M&E); (e) preparation of operational and monitoring frameworks; (f) development of strategy for implementation	Two countries (Uganda, Nigeria) were selected for SSATP support based on their expression of interest, and readiness to improve rural transport policies and strategies, existing initiatives and commitment to improve rural transport infrastructure and services. Start of the activity is pending confirmation of availability of resources and continuation of DP2.	The framework paper <i>Rural transport – improving its contribution to rural growth and poverty reduction in Sub-Saharan Africa</i> was produced by SSATP in 2010. Discussions will be held with AFCAP (during the practitioners conference in Maputo in July 2012) to assess possibilities for partnership to cover additional countries for improving RT policies and strategies. Discussion with IFRTD will focus on dissemination of available knowledge products, based on the strategy in preparation.

- The SSATP Rural Travel and Transport Training Materials (RTTM, 2005) will be updated and translated into French, taking into account the RT framework paper recommendations and planned country work in Uganda and Nigeria. A strategy for capacity building will be developed and modalities for partnerships identified with Anglophone and Francophone institutions for the use of updated RTTM.
- The second AFCAP Practitioners Conference will be held in Maputo from 3rd to 5th July this year (150 participants). The theme of the conference is 'Research and Innovation for Rural Mobility and Access'. SSATP has been invited to provide key note address to the Conference, and also to participate in the AFCAP Steering Committee that will be held on July 6, 2012. SSATP will use this opportunity to discuss possible areas of cooperation with AFCAP and other organizations that will be present. We will also discuss progress and modalities for implementation of peer review of road asset management in SADC countries, by ASANRA.

Road Management and Financing

Scope	Progress	Comment
T2.2.1: Progress on Commercialized Road Management in Sub-Saharan Africa		
(a) Identify key issues and constraints affecting the commercialized management of a selection of road	The study focused on the organizational, technical and management issues associated with the restructuring and commercialization of road agencies in seven countries (Botswana, Cameroon, Ethiopia, Ghana,	The activity was carried out in partnership with ARMFA and ASANRA.

agencies in SSA; (b) identify the underlying principles governing successful organization reform of road sector management; and (c) provide guidelines for increasing managerial effectiveness and efficiency of road agencies	Namibia, Tanzania, South Africa). The choice of the countries was based on their widely dispersed geographical location, diverse institutional arrangements and varied progress toward commercialization of their road management operations. Four main principles governing successful organization reform were identified. The document provides a methodology to evaluate how these principles are applied and to benchmark road management framework. The document was published in January 2012.	
T2.2.2: Strengthen the capacity of regional road associations (ARMFA, ASANRA, AGEPAR) to play an increased leadership role in fostering efficiency in road asset management in SSA and advocacy on road sector reforms		
Support the peer review of road asset management practices in SADC countries led by ASANRA, in partnership with ARMFA, SSATP and AFCAP (main financier).	The activity is underway. A team of peer reviewer, members of ASANRA, will: (i) evaluate member states' performance in road asset management; (ii) examine the impact of adopted road asset management practices on quality and condition of the network; and (iii) based on peer review findings, establish performance benchmarks and advocate for adoption of good practices in road asset management among SADC member states.	The activity applies the four principles defined in the SSATP review of progress on commercialized road management in SSA.
T2.2.3: Good practices for advocacy on private sector involvement in road financing, provision and management applicable to SSA		
(a) Provide synthesis of available PPP options and methodologies for the roads sector, including PBCs and compile lessons on policies, principles and practices relevant to SSA; (b) identify PPP models already in use in the road sector in SSA	This activity will enable SSATP to design policy guidance and strategies to advocate appropriate types of private sector involvement in the roads sector in SSA. Terms of reference are being reviewed.	
T2.2.4: Road Network Evaluation Tool (RONET) Training		
Strengthen planning and M&E capacity within road agencies and road funds at country level through training in the use of RONET for road asset management	The training will cover 30 SSA anglophone and francophone countries, comprising two trainees per country from road agencies and road funds organizations. The training will be provided in benin and Tanzania in June 2012.	RONET training is demand-driven and participating countries are expected to mainstream data collection and management requirements in their annual road programs. The training is organized by ARMFA. Participation is financed by countries.

Urban Transport

Scope	Progress	Comment
T2.3.1: Access and Mobility in Urban Areas of Africa: Defining Policy Framework for Development		
	Terms of reference being developed	
T2.3.2: Participation to CODATU conference		
(a) What form of governance is required for promoting sustainable mobility? (b) How to plan the cities of the future? What is the link between transport and town planning? What kind of transport infrastructure can lead to sustainable cities? (c) What types of transport should be deployed? How to manage traffic? (d) How to deal with the needs of people in transport policy? How to make transport systems equitable?	A session specific to SSATP will be organized at the end of the conference to discuss how the conclusions of the conference can apply to Sub-Saharan countries. The session will also develop the agenda of an access and mobility in urban areas component of a future DP3.	

- The SSATP is discussing with UN Habitat the possibility of a jointly organized “Leaders in Urban Transport Planning course in Africa”. A UN Habitat representative participated in the course organized in Marseille in June 2012.

Railways performance

Scope	Progress	Comment
T2.4.1: Framework for improving railways performance		
(a) Public governance and institutional and regulatory frameworks to enhance railway sector growth; (b) policies that ensure that Government resources and regulations result in an equitable and harmonized (in the case of transborder railways) intermodal competition along national and/or international transport corridors; (c) policies and actions to foster the building of rail infrastructure in support of their mining sector activities; (e) strategies to rescue existing concessions (Malawi, Zambia,	Report expected at the end of June 2012.	In addition to the three countries listed in the scope of the activity, the findings and recommendations are expected to be used in Cameroon and Mali/Senegal.

Mozambique) and lessons learned		
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- SSATP has initiated discussions about SSATP participation to the 2012 African Railway Summit organized in Johannesburg in November 2012. The presentation will be about the framework for improving railway performance.

Theme 3: Trade facilitation measures adopted and implemented in major regional transit corridors

Scope	Progress	Comment
T3.1: Harmonization of road standards on the Trans-African Highway network		
(a) Finalize norms and intergovernmental agreement for the TAH including road safety, environmental and social development aspects; (b) incorporate experience of other regions in the area of the activity; (c) prepare plan of action for the implementation of the TAH norms and the intergovernmental agreement; (d) disseminate standards in African countries	The Trade Facilitation Facility finances the first phase (scope a to c) of the activity which was approved in May 2012. The requesting agency is the African Union Commission. The first phase will end by December 2013.	The activity is a recommendation of the 2 nd meeting of the Conference of African Ministers of Transport endorsed by the African Heads of State in January 2012.
T3.2: Congo River Basin Observatory		
(a) Baseline survey of river transport users and stakeholders; (b) institutional framework and operational arrangements for the observatory; (c) support to decision to create the observatory	Final report on first two items completed after workshop with REC and countries in November 2011. Activity extended to include support to decision to create and partially fund the observatory. Validation workshop with stakeholders to facilitate decision scheduled in October 2012.	Funding of extension of activity provided by the Trade Facilitation Facility.
T3.3: Review of Legal Instruments		
Update the review of legal instruments for trade and transport facilitation	First review was completed in 2004. The update was initiated in 2010 during a workshop jointly organized with UNECA in partnership with the African Union Commission. The activity was delayed because of unavailability of SSATP team leader.	Activity expected to be completed in November 2012.
T3.4: Central Corridor Protocols		
(a) Draft initial analysis as explanatory notes for the Agreement and protocols; (b) ensure of the correctness of legal	The Central Corridor Authority (CCTFA) has been established to implement the Central Corridor Treaty for the facilitation of transit through the port of Dar Es Salaam to the landlocked East Africa. The	Services extended and additional budget provided by the SSATP to facilitate the validation workshop with participation

documents in reference to the protocols drafted; (c) draft the roadmap for the adoption of those protocols by the CCTTFA Members States; and (d) facilitate the validation workshop in which protocols drafted and road map will be presented	<p>Protocols annexed to the Treaty are defining the thematic policy orientations.</p> <p>The protocols were drafted with support from the activity and the explanatory note provided. The documents are being reviewed by the Central Corridor Authority and the countries. Validation workshop with stakeholders to facilitate decision scheduled in October 2012.</p>	of all CCTTFA member countries.
T3.5: Good practices on axle load control		
Advocacy for axle load control	SSATP is identifying the process to carry out this activity along the Central Africa corridors (Cameroon, Chad, Central Africa).	Follow up to review of good practices and lessons learned and preparation of guidelines for axle load control in 2007.
T3.6: Review of Maputo Corridor Logistics Initiative (MCLI)		
Analyze the causes of the good performance of the MCLI corridor	Activity underway	Task expected to be completed in September 2012
T3.7: Facilitation of Regional Economic Communities Transport Coordination Committee		
Provide a platform for regional integration focusing on the synergies at the regional and country levels through knowledge generation, knowledge sharing, exchanging good practice among partners and raising awareness on the importance of crosscutting issues in fighting poverty	<p>The Mombasa workshop organized end March 2012 reviewed the progress and methodologies for performance monitoring along corridors in Sub-Saharan Africa, drew lessons and provided guidance for the implementation of the SSATP Regional Integration programs in coordination with other donors and RECs programs for trade facilitation.</p> <p>The workshop helped: (a) take stock of the current developments in monitoring transport corridor performance; and (b) build consensus on the strategic directions of trade facilitation component for a future SSATP action plan and formulating a preliminary work program for 2012 and beyond.</p>	<p>The meeting was attended by delegates representing East African Community (EAC), Common Market for Eastern and Southern Africa (COMESA), Economic Community of Central African States (ECCAS), Economic and Monetary Community for Central Africa (CEMAC), Southern African Development Community (SADC) and Economic Community of West African States (ECOWAS).</p> <p>A significant number of stakeholders either public or private were also present. The list is provided in annex 3.</p>
T3.8: Transport Observatories		
Establish corridor performance monitoring databases on the following corridors: (i) TTCA, (ii) Central Corridor Transit Transport facilitation Authority (CCTTFA), (iii) Dar Corridor, (iv) Walvis Bay Corridor Group, (v) Douala corridors,	<p>For the East Africa corridors, the diagnostic of procedures and inventory of data sources, an essential input in the establishment of the transport observatory supported by TMEA and USAID SATH, has been completed and used to validate a pilot using historical data (covering 2009-2011).</p> <p>The equivalent diagnostic for the Douala corridors is also complete,</p>	All transport observatory activities are implemented in close cooperation with other development partners (Trademark East Africa (TMEA), Trademark South Africa, South-Africa Trade Hub (SATH), West Africa Trade Hub, European

(vi) Abidjan-Lagos Corridor (ALCO) and (vii) West Africa gateway corridors	and extends to the hinterland countries. A pilot will be developed during the second half of 2012, together with capacity building for public institutions in Central Africa. The diagnostic for the Gulf of Guinea corridors of West Africa is also complete, and its implementation is now included into the West Africa Regional Transport Observatory supported by the two RECs (ECOWAS and UEMOA) and several donors.	Commission depending on region and corridor) and local institutions (corridor authorities and / or REC)
T3.9: Support to Road Transport Associations in East Africa		
Build capacity among road transport associations to enable them to produce industry data that will (i) contribute to the transport observatories, (ii) ground in evidence policy notes for advocacy purposes, and (iii) deliver service to their members	Survey complete in three out of four countries (Kenya, Tanzania, Rwanda) with Uganda still ongoing.	The activity confirmed the value of involving local partners (industry, regional institutions and academia) for cost-effective results and local capacity building.
T3.10: Revision of the Mozambique Transit Regime		
Provide the inputs from the private stakeholders on the transit regime on the Maputo Corridor as part of the modernization process of the Customs Law, in order to improve the competitiveness of the corridor.	The first stage has been completed, and the inputs accepted by Mozambique Customs in the revision of the Customs Law. The Law is still in the process of being enacted. Once this is done, it will trigger start of the second phase.	The activity includes a second stage, once the Customs Law is enacted, to train shippers and clearing agents to the revised procedures.
T3.11: Logistics Costs Study for Central and West Africa		
The logistics costs concept is an expansion of the total transport costs (which includes inventory costs in addition to pure transport and logistics costs) that measures the financial impact to shippers of uncertainties on transport and logistics service, which is often in the same magnitude than total transport cost itself	Consultant contracted in January 2012. Interim report submitted reviewing present status. Data collection stage almost complete.	
T3.12: Border crossing delays on the Northern Corridor		
Establish the baseline prior to the conversion of the border posts on the Northern corridor into One-Stop-Border-	The activity covered the survey of the border crossing delays at the three main border posts along the Northern Corridor (Malaba and Busia between Kenya and Uganda) and Gatuna/Katuna between	A follow-up of this activity, funded by the TFF, is under development, further to a need expressed by the regional

<p>Posts (OSBP) and generate data supporting a diagnostic of the inefficiencies.</p>	<p>Uganda and Rwanda. Survey complete, which demonstrated the success of the OSBP approach, as Customs authorities adopted decisions during the survey period, building on the gradual transformation of Malaba into OSBP, which resulted in dramatic reduction of the border crossing delays. Delays which were routinely over 48 hours dropped to less than 6 hours as a result of a combination of changes in the border management agencies procedures, sensitization and coordination with the clearing agents, and traffic and circulation regulations for trucks</p>	<p>stakeholders. The activity resulted in fruitful exchange with other development partners on the methodology.</p>
<p>T3.13: Walvis Bay Corridor</p>		
<p>(a) develop systems to collect and manage data on the performance of key trade corridors and to assess the impact of trade facilitation initiatives by the private sector, governments and development agencies; and (b) establish a corridor transport observatory for the Trans-Cunene (Namibia / Angola) and Trans-Caprivi corridors (Namibia / Zambia / DRC)</p>	<p>Activity underway. Progress report requested.</p>	

D. SSATP Financial Situation

Receipts:

Multi Donor Trust Fund: With the exception of the European Commission (EC), contributions from all other SSATP developing partners (DFID, Norway, Sida and AfDB) who are pooling their funds in the DP2 Multi Donor Trust Fund (MDTF) were fully paid by the start of the reporting period. Fifty percent of the EC contribution is still outstanding. In December 2011, SSATP sent to the EC a request for replenishment for around Euros 4 million. EC however has held on the replenishment awaiting the results of the Mid Term review. Accordingly, the receipt situation during this period (Table 3) remained as previously reported.

Table 3- Receipts in the Multi Donor Trust Fund as of June 30, 2012

Financing Partners	January-June. 2012	Total up to June 2012
United Kingdom - Department for International Development (DFID)		1,159,738.00
African Development Bank (AfDB)		600,000.00
EU-Commission of the European Communities		5,419,940.00
Norway - Ministry of Foreign Affairs		581,714.00
Swedish International Development Cooperation Agency (SIDA)		2,429,089.00
Total		10,190,481

AFD's disbursements are pending EC's decision on the amendment to the Multi-Donor Trust Fund Agreement.

Other Contributions: During the same period, SSATP applied to additional funding from the Trade Facilitation Facility (TFF) and received an additional \$65,000 towards workshop advocacy to the Operationalization of the CICOS River Transport Observatory. A proposal for funding of around \$650,000 to support the African Union on harmonization of road standards for Trans African Highways was also approved by TFF increasing TFF contribution to SSATP from \$4,120,000 to \$4,835,000 by end of June 2012. The Economic Community of West African States (ECOWAS) also submitted a request for about \$900,000 which is pending approval. UEMOA is also considering a request for support.

Table 4 - Other and Total Receipts as of June 30, 2012

Financing Partners	Other	MDTF	Total
Islamic Development Bank	187,528.02		
World Bank**	2,145,077.41		
Trust Fund for Building Analytical Capacity to mainstream Adaptation to Climate Risk	200,000.00		
Trade Facilitation Facility (TFF)	4,835,000.00		
World Bank Governance Initiative	8,565.00		
TOTAL	7,376,170.43	10,190,481.00	17,566,651.43

**World Bank contribution is in kind and therefore receipts cannot be quantified and disbursement is estimated based on staff week of World Bank staff allocated to the program. Future contributions from World Bank are not included.

Disbursements

By end of the reporting period, total MDTF disbursements amounted to \$7,758,712. Outstanding commitments against contractual contracts and consultant services amounted to \$1,349,907. These do not include staff salaries of full time SSATP staff, and overheads. Total Disbursements and outstanding commitments against contractual services amount to \$9,108,619. With receipts to date of \$10,190,481, and disbursement and contractual commitments of \$9,108,619, the available balance in the MDTF account will only sustain few months of staff salaries and will not allow the program to increase its allocation to activities that are likely to have higher impact if expanded to include advocacy work and follow ups, as recommended by the mid-term review.

Forecasts

A detailed list of activities along with the associated budget, the outstanding commitments under each and the disbursements, along with the future cash flow forecasts are included below in tables 5 and 6. Outstanding commitments do not represent the full amount of contracts but the balance under the contractual services that was not yet paid (if paid it is included in the disbursement column) and expected to be paid in full.

Table 6 shows that the proposed program of activities cannot be funded with the available resources and a program extended until June 2014. About US2 million would be lacking. A decision will need to be taken during the proposed Annual meeting in November 2012 on the activities which can be executed in 2013.

Table 5: Financial Situation of MDTF per Activity, as of June 5, 2012

Activity	Grant Amount (USD)	MDTF Disbursement (USD)	Commitments (USD)	Available Balance (USD)	Additional Resources Needed	Justification of Additional Resources
Theme 1: Transport Strategies and Policies						
Pro-Growth Pro-Poor (PGPTS)						
Sierra-Leone PGPTS	113 000	0	113 000	0		
PGPTS Burkina-Faso – Recipient executed	190 000	190 000	0	0		
PGPTS Burkina-Faso – Supervision costs	18 712	16 782	1 930	0		
Transport Policy Performance Review	600 000	11 386	580 710	7 904	1 060 000	Second phase
Governance Indicators	223 088	223 088	0	0	200 000	Advocacy, implementation
Making Transport Climate Resilient	178 000	21 296	8 263	148 441	100 000	Creation of ESTF
Road safety support to countries – Phase 1	700 000	144 621	429 412	5 967	60 000	Additional workshops for advocacy
Road safety support to countries – Phase 2					1 200 000	Second phase
Application and Impact Review of Poverty Reduction and Transport Strategy	71 185	71 185	0	0		
Development of Gender Policy Recommendations	97 000	95 102	1 398	500	20 000	Country quick wins
Total Theme 1	2 190 985	773 460	1 134 713	162 812	2 640 000	
Theme 2: Transport Management						
Road Management and Financing						
Road Management and Financing (RONET, PPP, SADC peer review)					186 300	
Urban Transport						
Documentation of BRT Experiences	122 951	122 951	0	0		

Activity	Grant Amount (USD)	MDTF Disbursement (USD)	Commitments (USD)	Available Balance (USD)	Additional Resources Needed	Justification of Additional Resources
Development of a Module and Toolkit on Fare Collection for Urban Transport	250 000	241 579	0	8 421		
Urban Transport Capacity Building and Policy Reform Workshop	101 507	101 507	0	0		
Policy paper on holistic urban transport planning					80 000	
Rural Transport						
Rural Transport Activities	515 000	88 510	34 500	391 990	500 000	Nigeria, Uganda, OPBC contracts
Removing rural access constraints to agricultural productivity, growth and marketing	30 815	30 815	0	0		
Transport Data Management Systems – TSDMS	250 000	204 935	39 075	5 990	265 000	Country cases, guidelines, dissemination
Total Theme 2	1 270 273	790 297	73 575	406 401	951 300	
Theme 3: Regional Integration						
CICOS – Baseline Survey on the river corridor	436 000	411 575		24 425		
Review/Design Legal Instruments for Regional Trade and Facilitation	210 000	95 525	18 948	42 527	47 000	Finalization of review
Support to RECs-TCC 2010	430 000	396 476		33 524		
Support to Sub-Saharan Africa Transport Policy Program (SSATP) National Coordinators - Regional Coordinators	40 000	13 962	0	26 038		
Support to National Coordinators	135 000	99 423	0	35 577	135 000	Meetings with Permanent Secretaries
Choke Monitoring Survey	170 000	169 782		218		
Framework for Improving Railway Performance	60 000	9 775	20 125	30 100		

Activity	Grant Amount (USD)	MDTF Disbursement (USD)	Commitments (USD)	Available Balance (USD)	Additional Resources Needed	Justification of Additional Resources
Axle load control ECCAS					30 000	
Baseline Survey of the Central and Dar Corridor	144 964	144 964	0	0		
Total Theme 3	1 625 964	1 341 482	39 073	192 409	212 000	
Core Activities						
DP2 Program Management	1 049 000	1 012 674	34 544	1 782		
Operational TF for core DP2 program activities	1 358 000	1 297 427	17 842	49 820		
DP2 Regional Coordination	1 050 000	1 043 013	0	6 987		
Website Development	135 000	44 317	50 160	40 523		
Annual Meeting 2009	584 923	584 923	0	0		
Annual Meeting 2010	848 184	848 184	0	0		
Annual Meeting 2010 – Field Staff Costs	22 935	22 935	0	0		
Annual Meeting 2012					600 000	
Annual Meeting 2013					600 000	
Preparation of DP3					300 000	
Total Core Activities	5 048 042	4 853 473	102 546	99 112	1 500 000	
Total	10 135 264	7 758 712	1 349 907	860 734	5 303 300	

Table 6: Cash forecast until completion, as of June 5, 2012 (US\$)

Contribution paid-in by donors	10 190 480
Cash balance on paid-in contribution	55 216
Cash balance after disbursements and commitments without salaries	553 436
Completion of commitments to focus on advocacy and results without salaries	2 387 000
Cash balance after completion of commitments without salaries	-1 778 348
Proposed new commitments without salaries	2 996 300
Cash balance after proposed new commitments without salaries	-4 774 648
Salaries and travel July 2012-December 2012	755 817
Salaries and travel January-June 2013	569 806
Cash balance in June 2013 after completion of commitments with salaries	-3 103 971
Cash balance in June 2013 after proposed new commitments with salaries	-6 100 271
Salaries and travel July 2013-June 2014	1 380 900
Cash balance in June 2014 after completion of commitments with salaries	-4 484 870
Cash balance in June 2014 after proposed new commitments with salaries	-7 481 170

Annex 1: Publications during the January-June 2012 period



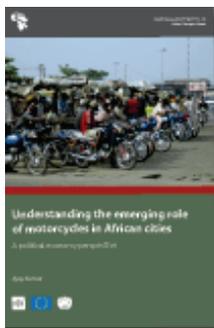
SSATP Annual Report 2011 (French/English)



Progress on commercialized road management in SSA (English)



Gazing into the mirror II, performance contracts in Cameroon Customs (French/English)



Understanding the Emerging Role of Motorcycles in African Cities (French)



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Other documents

Outputs of activities

Baseline survey and study on the establishment of a Congo River observatory
Draft protocols and amendment to the Central Corridor Transit Transport Facilitation Agency Agreement (CCTTFA)
Draft report on corridor performance monitoring surveys at Malaba, Busia & Gatuna/Katuna
Draft review of legal instruments for transport and transit facilitation in Eastern and Southern Africa
Logistics Costs Study of Transport Corridors in Central and West Africa: Interim Report
Draft report on gateway Survey of the Port of Dar es Salaam
Report of findings and recommendations from the March 2012 Mombasa seminar with the Regional Economic Communities Transport Coordination Committee
SSATP road safety program: inception report and country reports (Ethiopia, Zambia)
Inception and Status Report on Knowledge Products and Dissemination Strategy (Promoting the Adoption of Good Policies and Practices on RT in SSA)
Paper on identification of gaps in knowledge and practice in rural transport with four concept notes
Phase 1 report : East Africa Trucking Industry and Trucking/Road/Transport associations
Phase 2 report: Road transport association survey- quality assurance
Sierra Leone Transport Sector Strategy Update. Preliminary report

Concept notes, terms of reference, powerpoint presentations

Concept Note - Integrating Climate Change Work in the SSATP Program
Concept Note on RMF Activities (RONET Training, PPP advocacy, Peer review of road management practices)
Terms of reference for development of concept paper, implementation plan and organization of a side event oriented toward development of an Environmentally Sustainable Transport Forum in Africa
ToR for RNET training in Cotonou and Arusha

ToR for Transport Sector Data Management: Strategic Direction for Improvement of DP2 Activities and Delivery of DP3

Draft ToR for Access and Mobility in Urban Areas of Africa: Defining Policy Framework for Development

Powerpoint presentation to rural transport stakeholders on Rural Transport: Improving its Contribution to Rural Growth & Poverty Reduction in Sub-Saharan Africa

Powerpoint presentation to European Commission Delegates in Cotonou, Yaounde, Abidjan, Zambia, Malawi, to the West Africa Trade Hub in Accra and the Rural Access and Mobility Sub Group in Addis

Powerpoint presentation to institutions represented in the SSATP Constituent Assembly

Powerpoint presentation to participants of Addis retreat

Powerpoint presentation to UN Road Safety Coordination Conference

Powerpoint presentations during Mombasa workshop with Regional Economic communities and regional integration stakeholders on transport and transit facilitation

Concept note on organization of 2012 SSATP annual meeting

Powerpoint presentation on governance indicators

Terms of reference for piloting the use of governance indicators in the transport sector

Powerpoint presentation on Monitoring Road Works Contracts and Unit Costs

Powerpoint presentation during Summer University on Transport Economics in Lyon, France

Terms of reference for finalization of the review of legal instruments for transport and transit facilitation

Funding request to the Trade Facilitation Facility (TFF) in support of ECOWAS One Stop Border Post Program

Terms of reference for legal adviser to review report on legal instruments for transport and transit facilitation

Terms of reference for review of good practices along MCLI corridor

Funding request to the Trade Facilitation Facility (TFF) in support of preparation of intergovernmental agreement on road norms and standards on the Trans African Highway network

Terms of reference for advocacy work on the creation of the Congo River observatory

Concept note 2012 SSATP annual meeting

Concept note 2012 meeting of national coordinators in Mombasa

Other initiatives

SSATP has initiated contacts with:

- Botswana and South Sudan to become members of SSATP.
- Australia (AusAid), India, European Bank for Reconstruction and Development (EBRD), GIZ, KfW, JICA to become partners in a future DP3

Annex 2: List of contracts

Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
TF093252				
INTERPRETATION SERVICES-SSATP WORKSHOP	Symposia Consult Ltd	Kenyan	4/17/2009	TA-P106480-TAS-TF093292
TRANSLATION SERVICES-SSATP WORKSHOP	Symposia Consult Ltd	Kenyan	4/17/2009	TA-P106480-TAS-TF093292
PHOTOCOPIER SERVICES-SSATP WORKSHOP	Symposia Consult Ltd	Kenyan	4/17/2009	TA-P106480-TAS-TF093292
TRAVEL/ACCOMMODATION-SSATP WORKSHOP	Symposia Consult Ltd	Kenyan	4/17/2009	TA-P106480-TAS-TF093292
SSATP'S CONTRIBUTION TO DAKAR CONGRESS	Union Africaine des Transports	Cote d'Ivoire	1/12/2011	000002064496
SSATP CORE ACTIVITY	Ms Fanny Barrett	French	6/22/2009	TA-P113975-TAS-TF093292
REC TCC	Ms Fanny Barrett	French	6/22/2009	TA-P115992-TAS-TF093292
SSATP WEBSITE	Mr Vadim Gorbach	Ukrainian	11/18/2009	GP-P092318-GAPT-TF093292
SSATP - DAKAR BUS CARS RAPIDES	Ms Sabra Bissette Ledent	American	2/4/2010	TA-P107344-TAS-TF093292
SSATP - REPORT WRITING	Ms Margaret Auma Ombai	Kenyan	3/25/2010	TA-P115992-TAS-TF093292
SSATP GLOBAL PARTNERSHIP	Ms Fanny Barrett	French	7/6/2010	GP-P092318-GAPT-TF093292
SSATP - PMT	Ms Pauline M. de Curieres de Castel	French	8/18/2010	GP-P092318-GAPT-TF093292
SSATP ADMIN ASST.	Ms Mary Y. Jackson	Liberian	8/27/2010	GP-P092318-GAPT-TF093292
SSATP DP3	Ms Maryvonne Plessis-Fraissard	French	7/19/2011	000002069141
SSATP- PRIVATE SECTOR	Mr Michel Audige	French	3/12/2012	GP-P092318-GAPT-TF093292
SSATP EDIT NEWSLETTER & TRANSLATE	Mr Robert Alan Dubow	American	3/29/2012	000002069141
SSATP	Ms Bertille Mapouata	French	5/7/2012	GP-P092318-GAPT-TF093292
SSATP - GOOD PRACTICE SERIES MCLI	Ms Sandra Maria Sequeira	American	5/15/2012	000002069141
TF093292				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP BOARD MTG UNECA	UNECA-United Nations Economic Comm	Ethiopian	3/9/2012	GP-P092318-GAPT-TF093252
SSATP Board meeting in Addis	Sheraton Addis	Ethiopian	3/26/2012	GP-P092318-GAPT-TF093252
SSATP ADMIN ASST.	Ms Mary Y. Jackson	Liberian	8/27/2010	GP-P092318-GAPT-TF093252
SSATP - PMT	Ms Pauline M. de Curieres de Castel	French	8/10/2011	GP-P092318-GAPT-TF093252
SSATP FACILITATOR	Ms Margaret Auma Ombai	Kenyan	3/1/2012	GP-P092318-GAPT-TF093252
SSATP GEO & INST ANALYSIS	Mr Guy B. Darlan	Central African	5/3/2012	GP-P092318-GAPT-TF093252

TF093551				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
Accommodation , Catering and venue	Crossroads Hotel	Malawian	9/18/2009	TA-P115992-TAS-TF093994
Event Management and logistics services	Salephera Consulting Ltd	Malawian	10/13/2009	TA-P115992-TAS-TF093994
SSATP ANNUAL GENERAL MEETING	Mr Mamadou Talla	Senegalese	9/23/2009	TA-P115992-TAS-TF093994
SSATP AGM FACILITATOR	Mr Paul Ochieng	Kenyan	10/8/2009	TA-P115992-TAS-TF093994
TF096366				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
BASELINE SURVEY OF THE CENTRAL AND	Aurecon	South African	3/22/2010	TA-P116159-TAS-TF096366

TF096572				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
Accommodation-AM prep. Visit	Kampana Serena Hotel	Ugandan	6/10/2010	TA-P121560-TAS-TF096572
SSATP AGM	Ms Fanny Barrett	French	6/22/2009	TA-P121560-TAS-TF096572
BOARD MEETING	Ms Margaret Auma Ombai	Kenyan	3/25/2010	TA-P121560-TAS-TF096572
SSATP AGM	Ms Fanny Barrett	French	7/6/2010	TA-P121560-TAS-TF096572
SSATP PREPARE CONCISE REPORT AGM	Mr John Bruce Harrison Thompson	British	9/28/2010	TA-P121560-TAS-TF096572
SSATP TOR FOR	Mr John Bruce Harrison Thompson	British	9/28/2010	TA-P121560-TAS-TF096572
SSATP DESIGN AGM GROUP DISCUSSION	Mr Jeff Turner	British	9/28/2010	TA-P121560-TAS-TF096572
SSATP FACILITATOR	Mr Mamadou Talla	Senegalese	11/8/2010	TA-P121560-TAS-TF096572
TF096804				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP CICOS	Studi International	Tunisian	6/15/2010	TA-P116282-TAS-TF096804
TF096869				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
Documentation of BRT Experiences	Integrated Transport Planning Ltd.	British	6/9/2010	TA-P121538-TAS-TF096869
BRT EXPERIENCES	Ms Fanny Barrett	French	7/6/2010	TA-P121538-TAS-TF096869

TF097162				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP GENDER & INCLUSION	Ms Marie Ivonne Curtis	Guinean	6/21/2010	TA-P122275-TAS-TF097162

SSATP GENDER	Ms Asna Ndiaye	Senegalese	8/17/2010	TA-P122275-TAS-TF097162
GENDER & INCLUSION	Ms Wenling Chen	Chinese	8/19/2010	TA-P122275-TAS-TF097162

TF097542				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP DATA MGT.	Mr Kevin McPherson	British	9/20/2010	TA-P122049-TAS-TF097542
SSATP -DATA MANAGEMENT	Mr Raymond A. Jhala	Zambian	4/4/2011	TA-P122049-TAS-TF097542
PPP & RNET SSATP	Mr Cesar Augusto Queiroz	Brazilian	11/4/2011	TA-P122049-TAS-TF097542
PPP & RNET TRAINING	Mr Cesar Augusto Queiroz	Brazilian	11/4/2011	TA-P122049-TAS-TF097542
SSATP DATA MANagements	Mr Raymond A. Jhala	Zambian	5/17/2012	TA-P122049-TAS-TF097542

TF098054				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
Presentation of the study's findings and	Integrated Transport Planning Ltd.	British	6/9/2010	TA-P124255-TAS-TF098054
MODULE & TOOLKIT	Ms Fanny Barrett	French	7/6/2010	TA-P124255-TAS-TF098054
CAPACITY BLDG IN UTP	Mr Jose A. Gomez-Ibanez	American	1/5/2011	TA-P124255-TAS-TF098054
IPTSOP -PPIAF	Mr Brian E. Mc Collom	American	2/9/2011	TA-P124255-TAS-TF098054

TF099046				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
Conference and catering services	EKO HOTEL LTD	Nigerian	4/18/2011	TA-P125538-TAS-TF099046
SSATP UT	Ms Fanny Barrett	French	7/6/2010	TA-P125538-TAS-TF099046

TF099596				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP/Governance Indicator	IMC Worldwide Ltd	British	9/20/2011	TA-P126200-TAS-TF099596

TF099541				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
The Malaba, Busia and Gatuna border	Transport Logistics Consultants	South African	5/5/2011	TA-P126212-TAS-TF099541

TF099710				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
CPCS Trans Policy	CPCS Transcom International Limited	Barbadian	6/5/2012	TA-P125682-TAS-TF099710

TF099600				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
Consia SSATP Road Safety	Consia Consultants Ltd.	Danish	12/20/2011	TA-P106426-TAS-TF099600
SSATP ROAD SAFETY	Mr Yoshimichi Kawasumi	Japanese	6/23/2011	TA-P106426-TAS-TF099600
SSATP ROAD SAFETY	Ms Maryvonne Plessis-Fraissard	French	7/19/2011	TA-P106426-TAS-TF099600

TF099666				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP WEB DATABASE	Mr Vadim Gorbach	Ukrainian	7/19/2010	KP-P126474-KMDS-TF099666
SSATP WEB DATABASE	Mr Vadim Gorbach	Ukrainian	6/28/2011	KP-P126474-KMDS-TF099666
SSATPWEBSITE	Mr Joe Ski	American	10/28/2011	KP-P126474-KMDS-TF099666
SSATP PHASE II WEBSITE	Mr Michael Dennis Matovina	American	2/7/2012	KP-P126474-KMDS-TF099666
SSATP EDITOR WEBSITE	Ms Rigina Holmes	American	3/7/2012	KP-P126474-KMDS-TF099666
SSATP WEB - EDITOR	Mr Xavier Bernard Leon Muller	French	3/26/2012	KP-P126474-KMDS-TF099666
TF099667				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
CLIMATE CHANGE MITIGA	Mr Holger Dalkmann	British	5/19/2011	TA-P124182-TAS-TF099667
URBAN & SUSTAINABLE TRANS	Mr Christopher James Ziemann	American	3/20/2012	TA-P124182-TAS-TF099667

TF0101451				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP-RURAL TRANSPORT	Mr John D. Riverson	Ghanian	1/26/2012	TA-P127095-TAS-TF010451

TF011615				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SL AURECON -TSSDS	Aurecon	South African	2/8/2012	TA-P130377-TAS-TF011615

TF011846				
Description of Goods/Services	Contractor Name	Contractor Nationality	Contract Date	Cost Object (WBS/IO/Cost Center)
SSATP RAILWAY PERFORMANCE	Mr Vasile Olievschi	Romanian	3/1/2012	EW-P129299-ESW-TF011846

Annex 3: Stakeholders participants to the Mombasa REC TCC Meeting

The meeting was attended by delegates representing East African Community (EAC), Common Market for Eastern and Southern Africa (COMESA), Economic Community of Central African States (ECCAS), Economic and Monetary Community for Central Africa (CEMAC), Southern African Development Community (SADC) and Economic Community of West African States (ECOWAS).

Also present were SSATP National Coordinators from Benin, Burkina Faso, Burundi, Cameroon, Central African Republic, Ethiopia, Gabon, Cote d'Ivoire, Democratic Republic of Congo, Guinea, Kenya, Lesotho, Malawi, Mali, Rwanda, Senegal, Swaziland, Tanzania, Togo, Uganda and Zambia.

The meeting was also attended by representatives from African Development Bank (AFDB), AGEROUTE, the International Commission for the Congo-Oubangui-Sangha Basin (CICOS), Central Corridor Secretariat, Dar es Salaam Corridor Secretariat, Northern Corridor Transit Transport Coordination Authority (NCTTCA), Abidjan-Lagos Corridor (ALCO), Walvis Bay Corridor Group, Burkina Shippers' Council (CBC), Office de Gestion de Fret Maritime de la République Démocratique du Congo (OGEFREM), Programme Sectoriel des Transports (PST, Burkina), Kenya Revenue Authority (KRA), Uganda Revenue Authority (URA), Rwanda Revenue Authority (RRA), Office Burundais des Recettes, Federation of East African Freight Forwarders Association (FEAFFA), Association des transporteurs du Burundi (ATIB), FIA Foundation, Port Management Association of Eastern and Southern Africa (PMAESA) Secretariat, Kenya Port Authority (KPA), Inter-Governmental Standing Committee on Shipping (ISCOS), GUCE (Guichet Unique des opérations du Commerce/Extérieur, Cameroun), FEC Butembo-Lubero/Secteur Privé, Business Community (Uganda rep in Mombasa), Kampala city Trader Association (KACITA), Consia Consultants, Transport and logistics Consultants, Mombasa Polytechnic University College, Trade Mark East Africa, Trade Mark South Africa, USAID East Africa, USAID Compete, USAID Southern Africa Trade Hub, USAID West Africa Trade Hub, JICA, World Bank TTF and SSATP Program Management Team (SSATP PMT).