



SSATP
Africa Transport
Policy Program



SSATP Annual Report 2011





SSATP

Africa Transport
Policy Program

Annual report 2011

A turning point for SSATP

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.

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The SSATP is a partnership of

- 36 SSA countries
- 8 Regional Economic Communities
- 2 African institutions: *UNECA, AU/NEPAD*
- Financing partners for the Second Development Plan: *European Commission (main donor), Austria, France, Norway, Sweden, United Kingdom, Islamic Development Bank, African Development Bank, and World Bank (host)*
- Many public and private national and regional organizations

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The SSATP gratefully acknowledges the contributions and support of its member countries and partners.

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ABBREVIATIONS

| | |
|--------|--|
| AfDB | Africa Development Bank |
| AFCAP | African Community Access Program |
| AICD | Africa Infrastructure Country Diagnostic |
| AIKP | Africa Infrastructure Knowledge Program of AfDB |
| ARMFA | African Road Maintenance Funds Association |
| ARTIN | Africa Regional Transport Infrastructure Network |
| ASANRA | African National Road Agencies |
| AU | Africa Union |
| AUC | Africa Union Commission |
| BRIC | Brazil, Russia, India, China countries |
| DP1 | First Development Plan of SSATP |
| DP2 | Second Development Plan of SSATP |
| GDP | Gross domestic product |
| ICA | Infrastructure Consortium for Africa |
| IRF | International Road Federation |
| NEPAD | New Partnership for Africa's Development |
| OECD | Organisation for Economic Co-operation and Development |
| PIDA | Program for Infrastructure Development in Africa |
| PPP | Public Private Partnership |
| REC | Regional Economic Community |
| RMI | Road Management Initiative |
| RONET | Road Network Evaluation Tool |
| SSATP | Sub-Saharan Africa Transport Policy |

| | |
|-------|---|
| TFF | Trade Facilitation Facility |
| UITP | International Association of Public Transport |
| UNECA | United Nations Economic Community of Africa |
| WB | World Bank |
| WCO | World Customs Organization |

MESSAGE FROM THE CHAIR OF THE SSATP BOARD



Stephen N. Karingi
Chair of SSATP Board

With a new SSATP Board and Program Management Team now in place, this annual report for the year 2011 is an opportunity to reflect on the performance of SSATP since the launching of its Second Development Plan in 2008 but also to look at the Program and its future with a broader perspective.

All stakeholders surveyed for the mid-term review of SSATP confirmed that the Program is a relevant tool for facilitating policy development and capacity building in the transport sector in Africa. 2011 has been a year of transition with changes in the governance of SSATP. At the same time, the Program has completed activities which were a continuation of the First Development Plan and initiated activities to meet the new challenges in the transport sector in Africa. This transition period has resulted in a lesser impact and reduced visibility for the SSATP but has set the ground for a more responsive and better adapted Program.

The transport sector in Africa is changing. The Conference of African Ministers of Transport held in Luanda in November 2011, reflected these changes in the strategic vision developed in its final declaration. In addition, the Decision¹ adopted by the Heads of States in January 2012 which endorsed the African Action Plan for Road Safety also provides a new impetus to address the lack of road safety as an obstacle to economic development and poverty alleviation. SSATP is well equipped to play a role in the implementation of these initiatives by providing the technical knowledge and expertise.

To reflect these changes SSATP needs to be better integrated in the institutional landscape of the transport sector in Africa. The retreat organized in Addis Ababa to review the findings, conclusions and recommendations of the mid-term review of SSATP has emphasized the need to adjust the Program following three strategic orientations: (a) increase ownership of SSATP and anchor the Program in Africa; (b) align SSATP with the Program for Infrastructure Development in Africa

¹ Decision EXCL/DEC682 (XX) on the report of the second ordinary session of the African Union Conference of Ministers of Transport.

(PIDA) and other recent initiatives; and (c) make SSATP more demand driven. The annual report 2011 provides the context and rationale for deciding on these orientations.

The challenge for the coming year is to start implementing the actions which will reflect these orientations and to decide on the new institutional structure of the SSATP after completion of the on-going Development Plan. The Program Management Team is responsible for the first part of the challenge. The Board of SSATP is responsible for the second part. As Chairperson of the Board, my role is to ensure that both the Program Management Team and the Board members deliver on these commitments. This will make the SSATP responsive to the demand of the transport sector in Africa and ensure that the Program not only achieves its mission but further helps develop the policies which are required for a safe and sustainable transport sector in Africa.

I hope that all the stakeholders will support the efforts that are made to strengthen the SSATP and I thank in advance the Governments of SSATP member countries, the African institutions at continental, regional and country level as well as the development partners for their continued dedication to its success.



1

2011- A YEAR
OF CHANGE

1. 2011 – A YEAR OF CHANGE

For SSATP, 2011 was a year of leadership turn around and transition between Development Plans—from activities which were the continuation of the First Development Plan (DP1) to activities responding to new challenges. This was also a year of renewal in the Program Management Team and the Board, the two governance bodies of SSATP. The Program Manager left at midyear and a new manager was appointed effective January 2012. The two regional coordinators also left the Program, and in the leadership transition, their positions were not filled. The data management expert also finished her two-year term in August. World Bank staff filled the management positions during the interim period.

As a result of the February 2011 meeting of the Regional Economic Communities' Transport Coordination Committee in Kigali, SSATP obtained an additional funding of \$4.2 million in May from the World Bank Trade Facilitation Facility in support of activities along regional corridors aiming at facilitating trade and transit through improved corridor monitoring and management. These activities were launched between June and July.

Publications—which were growing fewer in number since 2007—reached a new low, although they continued to be well focused and well received. No newsletter was issued. Two

Gender reports—from fact finding missions in Uganda and Ghana respectively—continued to deliver country specific analytical baselines for Gender work. Similar missions were completed in Cameroon and Benin. A discussion paper on the emerging role of motorcycles in African cities² provided a timely economic perspective on the accelerated mobility revolution happening in Sub-Saharan Africa. The Trade and Facilitation and Governance reform process—described in the “Gazing into the mirror II”³—reviews the performance contract in Cameroon Customs, harnesses the support from the World Custom Organization (WCO), and provides a specific implementable plan based on performance contracts signed between the Director General of Customs (co-author of the book) and Customs officers. Other emerging good practices this time to address heavy goods vehicle overloading were published by the SSATP in partnership with the Regional Economic Communities (COMESA, EAC and SADC), international bodies (UNECA, USAID, The World Bank) and FESARTA, a private sector association⁴. This is the last volume of a series of

² SSATP Discussion Paper No. 13, April 2011. Washington D.C.

³ SSATP Good Practice Paper No. 1, December 2011. Washington D.C.

⁴ Emerging Good Practice in Overload Control in Eastern and Southern Africa, Selected Case Studies,

three papers, the first two volumes having been published in 2010: *Guidelines on Vehicle Overload Control in Eastern and Southern Africa* and *Overload Control Practices in Eastern and Southern Africa*.

The SSATP website did not keep up with the knowledge development in transportation in Africa—an issue that has been prevalent during the entire Second Development Plan (DP2). The website has continued to have sustained activities, but the monitoring of the number of hits has recently been reported in a confusing way. The themes most actively searched are related to trade and facilitation and international corridor performance, urban transport issues and policies, and all aspects of road management and maintenance financing. Consultations with stakeholders in late 2010 indicated the need to align the website to the rapidly evolving communication and knowledge dissemination expectations in Africa. It also became clear that the content had to be organized in a more strategic way. This transformation of the website is underway. The new website will provide an interactive section to facilitate consultation of stakeholders on key documents, such as concept notes, terms of reference, draft reports—and it will make available working documents, such as PowerPoint presentations, mission reports, and minutes of workshops and conferences.

SSATP continued to disseminate its analytical and policy tools, although at a lesser pace. Under the DP1, SSATP had focused on collecting "dashboard" indicators for analysis. This yielded interesting data on some 20 countries, and revealed the deficiencies in the data available. Under the DP2, SSATP moved to building data

collection capacity in the sector institutions—an important long-term development work that has begun to yield some fruit in a handful of countries. SSATP continued to support the Africa Infrastructure Knowledge Partnership (AIKP) in the African Development Bank by contributing papers analyzing key topics, such as urban transport and poverty, trade, and facilitation—and by supplying models for analysis, such as the Highway Development and Management Model (HDM-4) and the Road Network Evaluation Tool (RONET). During 2011, SSATP sponsored two workshops to disseminate the toolkits and analytical and planning tools it has developed. The first workshop—on Public Private Partnerships (PPP) in road projects—disseminated the toolkits for PPP in Roads and Highways (2009). The second workshop—on RNET application in Road Asset Management—disseminated the toolkits for RNET version 2.0 (2009). The participants were roads and transport sector stakeholders in African countries: mainly experienced operational staff from government agencies and institutions, regional associations, and also representatives from academia and the private sector.

SSATP continued to respond to the demand by public and PPP outfits for technical training and knowledge transfer, and for facilitating consensual policy development among stakeholders on the basis of good practice policy and toolkits. SSATP served as facilitator of the 5th African Technology Transfer Conference in November 2011, which was organized by the African Ministries of Works and Transport in Tanzania. The conference included professional organizations from Africa (ASANRA, the African National Road Agencies, ARMFA, the African Road Maintenance Funds Association and AFCAP, the African Community Access Program), and professional organizations from the rest of the world (World Road Association, United States Federal Highway Administra-

tion); these organizations shared specialty knowledge and discussed PPP experiences. In response to a request made by the Corridor authorities and the Regional Economic Communities (RECs), SSATP initiated a program that aimed to provide the tools needed to conduct the dialogue for the definition and implementation of policies facilitating transport and trade along the priority development corridors. This program was developed with financial support from the Trade Facilitation Facility (TFF). SSATP facilitated the October 27-28, 2011 Workshops in Ouagadougou, where the stakeholders agreed on a Plan of Action for establishing transport observatories for West African corridors, and advancing the facilitation program—including the reform of the road transport sector. SSATP also supported the Integrated Mobility Planning seminar on May 31-June 4, 2011 in Lagos, Nigeria.

SSATP continued to provide think tank input to regional economic integration bodies, and to serve as a technical secretariat in transport policy development and monitoring. SSATP continued to provide technical support on trans-

port data collection and analysis to AIKP, the Africa Infrastructure Knowledge Partnership—located in the African Development Bank—an offshoot of the Africa Infrastructure Country Diagnostic (AICD) study. It supported the REC Transport Coordination Committee in February 2011 in Kigali, Rwanda. The meeting reviewed the implementation of the SSATP 2010 work program, and updated the program to better integrate other trade facilitation activities undertaken by the RECs and corridor institutions. SSATP provided think tank input and financial support to UNECA, by delivering the policy framework that underpins the Africa Decade of Action for Road Safety. The UNECA Second Road Safety Conference was held in Addis Ababa, in collaboration with the African Union Commission (AUC), the African Development Bank (AfDB), the International Road Federation (IRF), the World Bank, and SSATP, where an African Plan of Action for the Decade was approved, subsequently endorsed by the Conference of African Ministers of Transport in Angola end of November and the Heads of States in January 2012.



2

A NEW DYNAMIC
FOR SSATP

2. A NEW DYNAMIC FOR SSATP

During the four years of the DP2, the Africa region has experienced a notable economic improvement, and an overall “minor renaissance”.⁵ GDP growth in Africa has been over 5% per annum. The continent has shown resilience during the 2009 economic downturn with 4.5% GDP growth in 2010 and more than 5% growth in 2011. Emerging partners are adding to the optimistic outlook for the continent, in terms of trade and development finance. Universally recognized prospects for further economic growth in Africa now contribute to the continent’s new trade positioning and enhanced strategic status among global partners. This, in turn, has bolstered the institutional build-up for policy harmonization, economic integration and decision making at the continental level⁶. In the transport sector, this process signified: (i) a slow increase and consolidation in local sources of financing; and (ii) a sustained increase in motorization and mobility—with an explosion in the affordability and use of motorized two wheelers. The increased traffic on roads and crippling congestion in cities revealed that the region had an inadequate policy framework, and a weak capacity to harness the benefits of growth while managing the environmental, social and safety risks of motorization. At the same time, more demanding economic actors and responsive decision-makers converged on

the need to accelerate harmonization of national policies. The onset of regional and global economic integration also revealed that the regional and continental transport corridor infrastructure was uncompetitive and fragmented.

The dynamic of development cooperation and financing has been profoundly renewed. This process resulted initially from the implementation of the 2005 Paris Declaration on Aid Effectiveness and Development Effectiveness. The strengthening of aid effectiveness was no longer pursued by setting conditions for economic policy improvement. Instead, the focus was placed on the perverse incentives generated by the relationship between aid donors and aid recipients. Changing that relationship was sought as a way to achieve better aid effectiveness and development. It was recognized that greater democracy and accountability—and improved governance among developing countries—were a core dimension of development, and both a condition and a goal of the development process. The economic downturn of 2009—and the emergence of the BRIC countries, including South Africa, as influential global economic partners—accelerated the mindset shift in development financing and cooperation. Today, the financial flows to and from emerging economies surpasses those of the OECD nations. At the same time, traditional bilateral donors have become recipients of aid, and the BRICs have started to contribute financially to aid programs and partnerships. In the transport sector, this process has changed the mix of Official Development Aid (ODA). It has turned bi-

⁵ *Africa’s Transport Infrastructure, Mainstreaming Maintenance and Management*. Kenneth Gwilliam, The World Bank. 2011.

⁶ African Economic Outlook OECD 2010.

lateral donors away from financing transportation and the SSATP, and it has reduced the traditional support sources—which has generated some uncertainty. On the other hand, new financing and more diverse sources have become available to African Governments, and the overall levels of financing are increasing. The strengthened position of client countries and continental institutions is prompting a reassessment and a rapid change in the governance of SSATP. This progress has opened the way to more innovative approaches for increasing the participation of civil society, and the active contribution of the private sector in transport policy development and financing.

The African institutional set up for infrastructure, and especially transport development, has been tested and further strengthened. An important landmark was the Algiers's Summit meeting of March 2007. The Summit confirmed the objectives of the AU Abuja Treaty, the Africa Economic Community, and the New Economic Partnership for Africa Development (NEPAD) launched in 2001: (i) to eradicate poverty; (ii) to promote sustainable growth and development; (iii) to integrate Africa into the world economy; and (iv) to accelerate the empowerment of women. The commitment to good governance, democracy, human rights and conflict resolution was reaffirmed at several occasions, and was recognized as central to the pursuit of sustainable development. The performance of the first short-term investment package of NEPAD in the pursuit of continued economic integration and development was disappointing. It revealed: (i) a severe lack of coordination between continental, regional and national level institutions; (ii) poor clarity of institutional architecture, accountability, financing, and monitoring and evaluation; and (iii) poor synergy with the private sector. Clearly, the continent's atomized nation states required a better integration of NEPAD into the

AU processes. In 2009, the AUC initiated a process of elaborating an Institutional Architecture for Infrastructure in Africa that was to constitute a foundation for the implementation of the next phases of continental infrastructure programs. As a result of these efforts, the Programme for Infrastructure in Africa (PIDA) was launched in 2011, as a joint initiative of the AUC, NEPAD and the AfDB. This important program, which was approved by the AU Heads of State in January 2012, sets the framework for transport policy and investment in the short- and medium-term to 2040.

The lack of standardized reliable data in all sectors of infrastructure—and in particular in transport—emerged as a critical limitation to policy modernization and large-scale infrastructure investment. It limited sector analysis and gap identification, and it impeded the economic and financial packaging of large bankable investment programs. The Africa Infrastructure Country Diagnostic (AICD) addressed these issues. This unprecedented study of the infrastructure in Africa was launched as a result of the 2005 G-8 Summit at Gleneagles: it was endowed with: (i) substantial financial backing from selected bilateral donors (equivalent to 5-10 years of SSATP budgets); (ii) a clear mandate for the development institutions; and (iii) a pressing objective of ensuring an Africa-led and Africa-managed knowledge building. It sought to collect detailed economic and technical data in the infrastructure sectors in Africa—especially transport—while at the same time building a sustainable knowledge instrument and delivering it for management by African development institutions. The study was commissioned by the Infrastructure Consortium for Africa (ICA), and implemented by the World Bank on behalf of a steering committee representing the AU, NEPAD, RECs, the AfDB and major infrastructure donors. SSATP con-

tributed substantially to its work, through methodological tools and data development.

The AICD provided, for the first time, a comprehensive evaluation of the transport sector status in Africa. Standardized country-based technical data on all aspects of infrastructure—especially transport—were collected and analyzed, and steadily became publicly available from November 2009 to 2011. The data initially covered 24 countries, and then was expanded to all countries of the continent—although focusing on the 48 Sub-Saharan countries that have been more severely affected by a shortage of infrastructure. A flagship report was produced for policymakers at the regional and continental levels; country reports were completed, with reviews of national and regional integration of the infrastructure network; and a number of background papers were produced covering road maintenance data and needs, transport prices and costs along the main international corridors, railways, air transport, ports, urban transport, and financial investment in connectivity and transport infrastructure⁷.

The major AICD endeavor was the occasion for SSATP to start functioning, by default, in the redesigned institutional Africa architecture.

⁷ The flagship report as well as the following background and working papers can be consulted on the AfDB website: www.infrastructureafrica.org; *The Burden of Maintenance: Roads in Sub-Saharan Africa* (Background Paper No. 14); *Transport Prices and Costs in Africa: A Review of the Main International Corridors* (Working Paper No.14); *Railways in Sub-Saharan Africa*. (Background Paper No. 11); *Challenges to Growth in Africa Air Transport Industry* (Background Paper No. 16); *Beyond the Bottlenecks: Port in Sub-Saharan Africa* (Background Paper No.8); *Stuck in Traffic: Urban Transport in Africa* (Background paper No. 1); *Improving Connectivity: Investing in Transport Infrastructure in Sub-Saharan Africa* (Background Paper No. 7); *Financing Public Infrastructure in Sub-Saharan Africa: Patterns Issues and Options* (Background Paper No. 15).

SSATP provided technical advice to AICD on the collection and analysis of transport sector data, and supplied the planning models. When the Infrastructure Knowledge Program (AIKP) in AfDB took over from AICD in 2011, it promptly requested technical assistance from SSATP. The stakeholders are aware that the buildup of capacity for updating and managing the database will be a slow process, and will continue to require technical support at the continental, regional and especially national levels. The further discussion of think tank function serving as the technical outfit and locus for consultation, knowledge building and sharing, is a subject of the SSATP continuation and integration into the new institutional architecture for infrastructure in Africa. This is complemented at country level by strengthening the transport data management capacity initiated by SSATP in Uganda and Swaziland.

Building on the static AICD snapshot, the PIDA initiative produced a dynamic scenario of infrastructure needs—in which transportation investment represented 30%. PIDA seeks to be an Africa-owned, ambitious but realistic program of regional and continental projects in infrastructure, supporting the economic integration and development objectives of the Abuja Treaty. In the transport sector, PIDA worked on the Africa Regional Transport Infrastructure Network (ARTIN), which consists of 40 priority multi-modal transport corridors and trans-Africa highways. PIDA developed a model of regional transportation demand and supply covering the years between now and 2020 for the short-term, 2030 for the medium-term, and 2040 for the longer-term. It estimated the cost of the sizable inefficiencies across ARTIN. It identified the supply gaps in a time specific way, on a comprehensive regional scale, and across transport modes. Its forecasts underscored the huge policy reform and investment requirement of the continent. The PIDA forecasted the fol-

lowing: (i) a doubling of freight tonnage for international trade by 2020, and an increase by a factor of 6 by 2040; (ii) an increase by 40-90% of international passenger flows by 2020—and by a factor of 2.5-6 by 2040; (iii) international road corridors would—with a few exceptions—have the capacity to handle the increased traffic through 2020, if appropriately maintained and managed; (iv) most ports would soon reach their capacity, and would need additional capacity—especially to handle container traffic—due to the traffic shifts coming with new ports and expansion of the large mineral projects under preparation; (v) regional traffic along corridors serving landlocked countries would reach volumes that would justify building new modern railway lines; and (vi) 16 airports would reach capacity by 2020—and expensive and inefficient air transport systems in place in western and central Africa would need economic and institutional overhaul.

The PIDA changes the scale and timing of the transport agenda in Africa, and sets a new context and challenge for SSATP. The PIDA harnessed an unprecedented multinational preparation effort (again equivalent to 5-10 years of

SSATP budget) under clear and strict “new” post-Paris Declaration governance. The proposed PIDA priority regional investment program is consistent with around US\$80 Billion infrastructure investment per year on the continent—a quadrupling of recent trends. Even as stakeholders understand that the ramping up of reform and investment will take time to implement, it is clear that the Africa infrastructure and transport agenda has changed scale. Together with the AICD data management, the PIDA investment program challenges the AU institutions and member states, and requires an acceleration of capacity build up, decision-making, updating of policies and practices, contracting, and PPPs for investment and system management. In this context, the role of SSATP needs to include the function of a neutral think-tank, technical secretariat for ministers in charge of transport—and the function of facilitator for consultation and partnerships with civil society and the private sector. In short, SSATP needs to modernize and emulate good practice think-tank in OECD countries. This is the subject for the completion and continuation of the SSATP.



3

A TIME FOR
TRANSFORMATION

3. A TIME FOR TRANSFORMATION

An unprecedented platform for SSATP and transport stakeholders has been established for going forward. It stems from the combination of: (i) the buttressed institutional set up at the continental level, which has been matured with lessons taken from the NEPAD experience; (ii) a reinforced mandate emerging both from AU member states and from the global development partners; (iii) an updated and exhaustive snapshot of the transport policy and infrastructure stock, captured by the AICD study; and (iv) a forecast of transport demand and timed supply gaps—with the corresponding sector reform agenda and sequenced regional investment priorities—identified by the PIDA program and vetted by the Heads of State. The priorities that emerge are to: (i) sustain the management of the wealth of recently elaborated data and analytic tools; (ii) continue the consolidation of road management and financing with increased emphasis on governance; (iii) address high transport costs, poor services, and repressed demand along development corridors and in rural areas; (iv) bring attention to the plight of urban dwellers and of cities, and address the issues arising from the tripling of city sizes by 2050; and (v) “stop the slaughter” and establish the conditions for safe mobility.

Sustain the management of the wealth of recently elaborated data and analytic tools. The core level of responsibility for transport data

will continue to be at the national level. However, capacities for data management and policy development and planning have sometimes not been built within ministries at the same time that sub-sector agencies—such as Road Funds, Road Agencies and Corridor institutions—were empowered for operations. It is an urgent priority to establish an African expertise among the national institutions that will build, manage and analyze the transport data. At the same time, networking and harmonization of the national data management and analysis is required. Three objectives would need to be pursued, requiring careful articulation of actions at the national, regional and continental levels. First, keep the AICD transport database updated, and expand it gradually as needed, so that it may retain its relevance and contribute to promoting harmonization of standards and practices. Second, pursue steadily the broader accessibility of transport data. Public access and transparency of transport data would bolster Africa-based research, and would promote stakeholder informed participation and engagement in all aspects of transport policy—especially safety and competitiveness. This, in turn, would generate peer pressure between institutions, transport providers, and between competing routes, which would have a positive effect on transport sector governance. Third, develop capacity to analyze the data and use it for policy evaluation, efficiency reviews, feedback and decision-

making, and the continued evidence-based update of practices in trade and transport facilitation, safety, and network management.

Continue the consolidation of road management and financing. Roads dominate the Transport sector in Africa, and the cost of managing the 1,052,000 km of classified roads is high—especially because of the low economic density. The road network remains incomplete, and paved road networks in the lower income and lower middle income countries of Africa are less developed per capita, per square kilometer and per GDP per capita than in other comparable countries in the world. At the same time, the little more than 10,000 km of priority corridors linking landlocked countries to the sea perform a critical role: they often provide the only transport option and transport route for an estimated US\$200 billion of exports and imports per year. Although road conditions remain uneven, “the road neglect” is no longer the reality—as it was during the founding years of SSATP⁸. Today, road capacity is mostly appropriate. The condition of road networks in Africa has improved steadily, especially on national and international segments—with 43% of the main network in good condition, and a further 31% in fair condition.

Most countries in the region have engaged in consistent sector reform—and many in long-term road investment programs with second generation road funds. Two-thirds of the countries have established independent road agencies with responsibility for contracting out public works—and others are in the process of doing so. Nevertheless, only 20% of the road funds meet all the criteria of good governance

specified by the SSATP. Moreover, in about half of the countries—particularly the poorest—road conditions continue to be affected by pervasive under-funding in maintenance, due to insufficient fuel levies and inefficient use of resources. Countries with road agencies and high fuel levies spend less per kilometer on their main road network, which may—or may not—indicate efficiency gains. Inefficiencies in the use of resources remain pervasive, especially among lower income countries—the latter spend 50% more than other countries per kilometer of main roads. Inefficiencies are also evident in the incapacity of road agencies to execute, on average, more than 50% of budgeted yearly programs. The levels of autonomy of road agencies also affect responsiveness across countries; only one-third of them have private sector representation on their boards. The Associations of road agencies and road funds have taken over the advocacy role of the RMI and the SSATP, but have not yet reached the required level of recognition from decision-makers.

Good management of the primary network is shown to rub off on secondary and tertiary road networks. Nevertheless, in most of the countries the rural transportation infrastructure remains unattended in the hands of unfunded local administrations—the consequence is that 44% of roads are in poor condition. In the 44 poorest countries of Sub-Saharan Africa, the Rural Access Index⁹, a key development indicator, remains at 34%, which is the highest among all continents. Conditions vary across countries—and also within countries. For example, the RAI varies between 29 and 73 in the provinces of Ethiopia—and while it reaches 61% overall in Ghana, it falls as low as 30% in the Upper

⁸ “1987-2011 SSATP. Africa Transport. A Promising Future”. SSATP publication, John Bruce Thompson 2011.

⁹ The Rural Access Index published on the World Bank website provides the percentage of rural households with access to an all weather road.

Northern Upper East and Upper West region. While road quality is the greatest priority today, the updating of roads to respond to rapid motorization, appropriate safety standards and larger transport vehicles is sometimes equivalent to complete overhaul of the infrastructure. SSATP continues to lead on the subject of axle load management and truck overload¹⁰ evaluation—with analytic tools tailored to the conditions of low volume roads, urban settings, or trade international corridors¹¹. Furthermore, the PIDA study forecasts important road-capacity constraints emerging as soon as 2020 on selected international development corridors. Clearly, the agenda of the Road Management Initiative (RMI) requires consolidation.

Address high transport costs, poor services and repressed demand along development corridors, and develop master plans for the port sector that address the capacity crunch which is expected to worsen after 2020. The following factors continue to be a constraint contributing substantially to poor competitiveness and li-

¹⁰ Cf. Set of three publications on overload control: *Guidelines on Vehicle Overload Control in Eastern and Southern Africa* (SSATP Working Paper No. 90), *Overload Control Practices in eastern and Southern Africa* (SSATP Working Paper No. 91) and *Emerging Good Practice in Overload Control in Eastern and Southern Africa* (SSATP Discussion Paper No. 12).

¹¹ The Road Economic Decision Model—Software and its documentation (mainly *User Guide & Case Studies*, SSATP Working Paper No. 78. 2004) designed by Rodrigo Archondo-Callao for the development and maintenance of low-volume rural roads.

Also *Urban Transport Services in Sub-Saharan Africa—Improving Vehicles Operations*, SSATP Working Paper No.75 presenting findings, and the way forward regarding the Knowledge and Research (KAR) Project on vehicle operations in Sub-Saharan Africa.

Also *Lessons of Corridor Performance Measurement*, SSATP Discussion Paper No. 07.

imited integration in global markets: (i) ineffective transportation facilitation along international development corridors; and (ii) poor governance in port management, railways, and the haulage industry. Ineffective policy and regulatory framework, and poor governance, prevent appropriate use of PPPs in every segment and mode of corridor transit and transport. The efficiency of development corridors is further affected by large disconnects between transport costs and prices: inadequate market regulations hinder the modernization of the trucking industry, which results in aged fleets and low utilization of vehicles. The deregulation of the industry is urgently needed to provide a liberal framework for appropriate market entry, price competition, and opening cabotage markets to foreign haulers. Importantly, deregulation should be carried out with appropriate attention to mitigating the short-term negative social impacts of these adjustments.

The sum of road transport inefficiencies, delays, and informal payments increases costs by up to 30% along some corridors. Railways do not move a sufficient share of the long distance freight transport, despite often competitive conditions and offers. Port facilities suffer from poor transit and transshipment arrangements, low performance standards, and deficient—although improving—coordination with inland transport. By contrast, efficient commercial dedicated terminals for dry commodities and liquid bulks—controlled by major global interests—work well at scale. Container traffic continues to increase rapidly, albeit complicated by the largest imbalance of flows of all regions¹². Countries urgently need to address the longer-term issue of developing port strategies. Gov-

¹² *Transport Prices and Costs in Africa. A review of the International Corridors*. Supee Teravaninthorn and Gaël Raballand. The World Bank, 2009.

ernments have the responsibility to establish roles and responsibilities—including the appropriate involvement of the private sector—at the onset of this process. Appropriate port strategies will inevitably result in a few regional port hubs providing inland intermodal and transit services to a number of hinterland countries, while servicing competitively the rapidly evolving deep-sea shipping markets. This may force changes in the layout of development corridors, and may require careful facilitation and coordination.

Bring attention to the plight of urban dwellers and of cities, and address the issues arising from the tripling of city sizes in Africa by 2050. Today, three-quarters of city dwellers in Africa live in slums with poor urban mobility and poor access to services and opportunities. Furthermore, African cities are faced with an accelerating challenge, because over 200 million new urban dwellers are expected by 2020—and 800 million by 2050. In 2030, more than half of the population will be urban. Many cities are experiencing: (i) declining standards of public transport; (ii) overlaps and conflicts among the agencies responsible for planning and implementing transport solutions; (iii) inadequate and deteriorating transport infrastructure; and (iv) poor facilities for non-motorized transport (walking and bicycling). The roads are being choked because of massive growth in the use of unregulated minibus services, rapid motorization, and an explosion in the number of motorcycles. These problems further marginalize the most vulnerable segments of society. Transportation is often the second item of expenses for the urban poor: in Temeke, a suburb of Dar es Salaam, households spend on average 8.7% of their incomes on transport¹³. At the same time,

all segments of society are affected by long commutes in sprawling suburbs, poor safety of pedestrians and non-motorized transport users, and a severe health impact from dust and gasoline motor emissions. Institutional weakness—and confusion—lies at the heart of the growing transport problems in Africa's cities.

Steady commitment to an urban passenger transport policy, based on clear guiding principles under an accountable and professional transport authority, is needed for progress—including coordination of land-use and transport planning, and regulating passenger transport. The reintroduction of large buses along major corridors to recover capacity and a level of comfort requires improving the condition of the road network. The unbridled use of right of way for parking and economic activities needs to be addressed, the tolerance for old polluting vehicles revisited, and axle overloading limits enforced. Urban transport funding—often through a share of road fund revenues—needs to reflect the fiscal reality of urban centers, with parking charges and urban taxation. Finally, an appropriate regulatory framework must allow competition management with consolidation of the informal sector and concessions for a commercial management of public transport¹⁴. This needs a step-by-step approach to such a complex process—and requires steady engagement.

Good governance – or the absence of it - has concerned policy makers and other stakeholders in the transport sector, for decades. Most stakeholders recognise that effective governance is crucial if improvements in transport infrastructure are to endure and contribute to sustainable economic growth. Poor governance occurs at

¹³ *Cities on the Move*, A World Bank Urban Transport Strategy, 2002.

¹⁴ *Stuck in Traffic: Urban Transport in Africa*. AICD background paper No. 1. Ajay Kumar and Fanny Barrett, 2008.

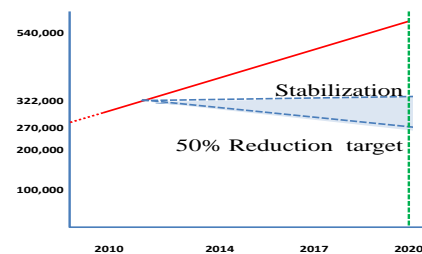
many levels of the policy cycle - from the way legislation is drafted and how regulations, systems and procedures are worded and applied in practice, to how services are eventually delivered to the transport users, and whether their expectations were met. SSATP identified actionable advocacy indicators for good governance as a sound basis for economic development.

“Stop the slaughter” and establish the conditions for safe mobility is the cry of civil society organizations throughout Africa, from Cameroon to Kenya. Globally, low and middle-income countries account for nearly 85% of the deaths and 90% of the injuries from road crashes. The burden of road crashes has become a development issue, affecting severely the competitiveness and private investment in developing countries, especially those that are landlocked. Road crashes are estimated to cost from 1-3% of GDP worldwide—and in Sub-Saharan Africa, the costs amount to about US\$10 billion per year, more than the sum of all Official Development Aid (ODA) dedicated to Infrastructure. Overall, Africa is the continent with the highest fatality rates per capita—and rates per vehicles are 10 to 100 times higher than in good performance countries. Among the young, the impact of road safety is larger than that of malaria, tuberculosis and HIV-AIDS combined. Poor road safety is also a poverty issue. It disproportionately affects the poor and the young—with over 65% of victims being “vulnerable road users”, i.e., pedestrians, cyclists and users of alternative transport modes and public transportation. If nothing is done to remedy the situation, road crash fatalities would increase by 68% in Africa over the next decade.

Road safety is coming to the forefront of the political agenda in Africa. In 2007, the African Ministers of Transport and Health at the African Road Safety Conference in Accra issued a

Declaration resolving to reduce the number of road accident fatalities by one-half. The same year, the UN General Assembly resolved that 10% of national investments in surface transport be dedicated to safety. In 2009, detailed guidelines for “Implementing the Recommendations of the World Report on Road Traffic Injury Prevention” were issued. This provided an authoritative tool kit on how to design and sequence sustainable road safety policies in developing countries. In 2010, the UN General Assembly proclaimed that 2011-2020 would be a Decade of Action for Road Safety. UNECA requested that SSATP write the Road Safety Policy Framework to underpin an African Plan of Action, which was approved by the ministers of Transport and vetted by the Heads of State in January 2012. The Africa Decade of Action aims at stabilizing the number of people killed or severely injured by road crashes in Africa at the current level of about 322,000 per year—and then, gradually reduce to one-half by 2020 the annual number of people killed, and reduce the number of severe injuries per year by about one million (graph below).

Africa Decade of Action Objective



Source: UNECA

On the national level, the Road Safety Policy Framework¹⁵ is organized under five pillars: (i)

¹⁵ The Africa Road Safety Policy Framework, a platform for the implementation of the Decade of Action for Road Safety 2011-2020 takes into account the findings and agreements of the Addis Ababa

road safety management—concerning the institutional framework needed to implement road safety activities, requiring leadership at the top, and establishing a vision and a National Lead Road Safety Agency with legal, financial and human backing to develop and launch a sustainable policy built on evidence-based safety performance; (ii) safer roads and mobility—concerning road development and the safety of all road-users, especially pedestrians and other vulnerable users; (iii) safer vehicles—concerning standards, entry and exit of vehicles; (iv) safer drivers and other road-users—concerning driver training, testing and licensing, driving permits and enforcement of the driving code, awareness and education of the public, and the development of a safety culture, and; (v) post-crash response—concerning on-site care, transport and trauma care of the injured, and long-term rehabilitation for a return to active life. Only a handful of African countries have substantially advanced in the process of setting-up a lead road safety agency and launching a sustained road safety policy.

The Road Safety Policy Framework also identifies a set of activities to be performed at the continental level: set-up a secretariat capacity to champion and monitor progress, build regional knowledge, coordinate and negotiate a whole-sale technical support to Member States, develop safety standards and methodologies tailored and calibrated for Africa conditions, and develop an Africa-based and Africa-grown capacity for road safety audits. Special attention is also needed to promote coherent progress in road safety along international road corridors where harmonized road safety mandates, policies, and practices remain absent. Finally, initiating Country Safety Management Capacity Reviews to trigger the initial engagement of country governments and road safety partners at the national level requires facilitation and support from an Africa road safety champion.



4

SSATP AT A
CROSSROADS

4. SSATP AT A CROSSROADS

SSATP is at a crossroads. Its core mission is unchanged: it is a program of transport policy development dedicated to Africa; it is a non-profit think tank funded by development partners. However, SSATP needs to redefine its governance in view of the emerging institutional landscape in Africa, and the corresponding new developments in cooperation and financing; it requires a new working practice to serve the expectations of national and regional client institutions, while partnering effectively with professional organizations, civil society, and the private sector. The changes need to carefully balance the benefits coming from a history of partnership, a long recognition and 30 years of accumulated knowledge, and the necessity of a new governance. Finally, SSATP needs to update its priority focus and strategic research framework to align with the challenges of the ambitious policy, institutional and investment programs set under AU leadership.

SSATP's governance needs to conform to that of a think tank of the AU member countries, dedicated to transport policy in Africa. This means abiding by the spirit of the Paris Declaration, and aligning the SSATP decision-making under the African Transport Ministers Conference—like in the scheme that presided over the PIDA process. It also means bringing its management and core staff in Africa closer to core stakeholder institutions, such as the AU, UN-

ECA and the AfDB. The SSATP website needs to be independent and distinct from that of the World Bank or any national or international institution. SSATP's legitimacy is to be established with a mission statement—and with a rolling work plan under the oversight of a Transport Policy Committee. The latter would propose the long-term plan formulation. It would be composed of renowned and qualified experts, and include representation from African institutions and other invitees. The SSATP Board would focus on the oversight function of the Program Management Team, with the strategic function transferred to the Transport Policy Committee, and the quality control function provided by technical working groups. The latter would provide visibility to member countries ownership and high-level private sector engagement. An important feature of the new SSATP governance would ensure the appropriate upstream engagement with the private sector: an Advisory Board composed of a limited number of high-level individuals drawn from the transport industry, would serve for high-level consultation with the transport community. SSATP would serve as secretariat and could provide specific functions—such as monitoring and evaluation, policy advice and documentation—to special programs and thematic groups, such as those emerging from the Decade Plan of Action, the PIDA roll out, or the harmonization of selected policies within the Regional Eco-

conomic Communities. Member countries would participate in thematic work within SSATP as a way to ensure continuity in long-term policy directions for their national institutions. At the same time, SSATP National Coordinators would be elevated to the Permanent Secretaries level, in order to leverage the SSATP capacity in the relevant national entities.

As a think tank of the AU member states, the SSATP would seek to implement its long-term plan so as to accomplish four basic objectives. The first objective would be to maximize Africa expertise development among member countries' relevant institutions. In this respect, it would decentralize work as much as possible at the country level, assuming a peer reviewing and quality control role, and seeking harmonization within and among RECs, and aligning with the AUC economic integration agenda. The second objective would be to document Africa-based and Africa-led transport policy development and implementation. SSATP would be the scribe that tells the story of progress, disseminates research findings, good practices and lessons from AU member state and partner sponsored programs, elicits lessons of experience, and sets down the record on the effectiveness and downside of policies and practices. It would exchange information and methodologies on transport policies, and support data collection and analysis by member states and RECs with a view toward publishing reports on topical data collection and methodology issues as defined in the approved long-term plan. These functions are particularly important, because the physical, economical, and institutional environment in which the transport policies would be rolled out would be drastically different from the rest of the world—they would require tailoring to Africa-specific conditions. The third objective would be to ensure access to transport research and databases to member countries' public institutions, the academic

community, and civil society partners. Dissemination of policy papers and real time access to public data is critically important—this will need to be handled in a way that takes into account the status of rapid Internet connection and computerization among member countries' administrations and civil societies. The fourth objective would be to respond to requests from member states and stakeholders, such as professional associations, through an “on-demand” product line—and more generally, to serve the expectations of clients and partners. By accomplishing those objectives, SSATP would fill the gap in the transport research chain capacities for policy development and planning in Africa.

SSATP's potential role as a technical secretariat for the UNECA roll out of the Decade Plan of Action for Road Safety illustrates the new SSATP. Without substituting for national functions, SSATP would support the network of the Africa Lead Road Safety Agencies; it would monitor and analyze information data at the regional and continental levels, disseminate knowledge, organize peer review functions, and facilitate support to lagging performers. SSATP would also promote international standards and harmonization—in particular, by promoting adherence to appropriate international agreements, such as the 1968 convention on roads and signs. It would lead in the Africa calibration of the road assessment models used as a “vaccine for roads” worldwide. As a long-term goal, it would seek to build a Networked Africa Road Safety Data Base, and to mainstream road safety as part of the Roads and Highway Development Model (HDM-4).

SSATP would lead in the development of an Africa-based and Africa-grown capacity for road safety audits. It would develop capacity for monitoring road safety performance, disseminating and tailoring world experience to local conditions, analyzing road safety data and

trends, and contributing to building a safety culture. Finally, SSATP would promote the harmonization and networking of knowledge management portals on road safety at the national level.

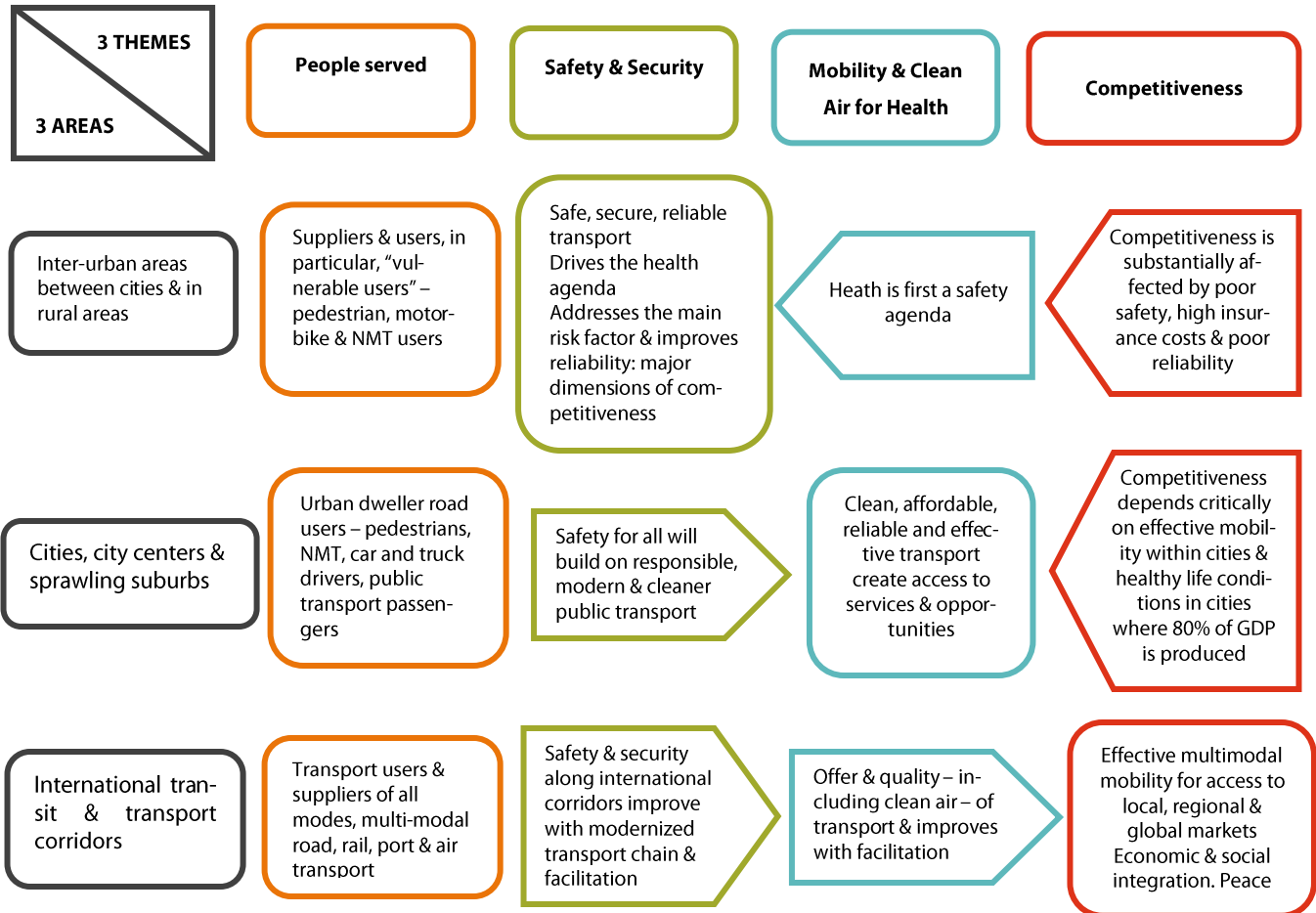
The long-term plan for SSATP emerges naturally and logically when the transport agenda in support of the Africa Renaissance developed above is re-worded in terms of people. People lose lives unnecessarily on unsafe roads; People face huge mobility obstacles in cities to access jobs and services and take advantage of urban opportunities; People continue to pay high costs for imported goods, and suffer from poor employment opportunities due to inefficient regional corridors and a lack of regional integration. Three focus themes are defined accordingly: (i) safety; (ii) mobility and clean air; and (iii) competitiveness. These three areas are developed selectively. With respect to safety, the priority is the primary road network, where pilot work can serve to showcase, tailor and launch multi-stakeholder cooperation while the national institutional framework is being developed. With respect to mobility and clean air, the priority is urban areas and sprawling suburbs, where access to affordable clean efficient public transportation is the key to unleashing productivity in a healthy environment. With respect to competitiveness, the priority is the international trade and transport corridors, where the integration into global markets is being played out (Table 1). A fourth full-fledged theme is the management of the AICD data legacy, which may not be considered simply as a

cross-sector issue, critical capacity development being a self-standing agenda for member states.

Each of the three focus themes is the most effective entry point to addressing the whole development and modernization agenda in the particular area of attention. For example, safety is the most powerful theme to address the broad and complex web of issues compounded for modernization of roads and road transportation services—and it directly improves health performance and competitiveness. Similarly, more efficient urban transport is the most effective entry point to improve the livability, inclusiveness and safety of cities, as well as their wealth-creation capacity, job-creation service delivery, and competitiveness. Finally, addressing the competitiveness of trade corridors—from the landlocked countries to the port—will necessarily imply and result in improving safety and mobility for all.

Addressing each theme in the priority area is also the most successful way to start improvement in a given country. With respect to safety, it has been established that it is best to start policy implementation along a segment of the national road network. With respect to mobility, resolving public urban transportation will inevitably go a long way toward establishing a framework for inter-urban passenger transportation—and cleaner cities will also wind up benefiting rural populations. Finally, competitive long distance international haulage will set an appropriate regulatory framework to improve all freight transportation.

Table 1. SSATP Strategic framework, excluding data management



Data management is not a cross-sectoral issue, but rather a self-standing theme representing the SSATP fourth focus theme. This is due to the requirements of the AICD database legacy. AIKP data will require a continuous effort to be updated, and will come with a lag—and SSATP needs to continue to develop data products that target issues relevant to policy-makers. In addition, data elaboration and real time analysis of road crash data is an intrinsic part of the Road Safety policy roll out, and an instrument towards institutional and policy development. Data from corridor observatories are required to provide the analytical underpinning for poli-

cy decision and monitoring of policy implementation. More generally, data management is at the heart of in-depth sector diagnostic and the building of a knowledge base. Technical cooperation with the AIKP for capacity-building, road-monitoring performance systems and technical cooperation was formalized in 2011—and data management will become an increasingly frequent subject of partnership between the AIKP and national entities and local stakeholders. SSATP is recognized as having developed critical tools for climate assessment, road management, rural accessibility evaluation, and assessing the performance of road

maintenance and rehabilitation policies with HDM-4 and RNET. HDM-4 proposes the optimum resource allocation for network management, and RNET establishes functional classification. However, these models do not include road safety information on the network or road crash data, which currently prevents optimizing resource allocations with safety objectives in mind. Filling this missing link represents one of the challenges where SSATP can exercise leadership and fill a pressing knowledge gap.

The AIKP needs to organize their cooperation in order to provide knowledge on infrastructure on a sustainable basis. Beyond the Infrastructure Statistical Handbook established with SSATP support, SSATP may continue to facilitate stakeholder participation and provide capacity-building for the update of the handbook. It may continue to carry out institutional assessments of data management systems in African countries and elaborate further the 2008 guidelines on the implementation of sustainable data management—or it may support the AIKP in developing the capacity to take the lead in these activities. Currently some stakeholders—such as the Common Market for Eastern and Southern Africa (COMESA) and the Zambia Institute for Policy Analysis and Research (ZIPAR)—have sought partnership with SSATP to enhance their data management capacities. There will be growing demand for these services—and AIKP and SSATP will need to organize their cooperation for best synergy.

Some cross-cutting issues will be addressed as a dimension of the priority themes. They include: (i) adaptation to climate change; (ii) governance and integrity; (iii) inclusion and gender; and particularly (iv) the appropriate integration of private sector knowledge in policy development and the use of the private sector for management of public assets through PPPs. SSATP

would continue to provide in depth sector diagnostics, and to pilot country policy development on new themes—especially involving cross-sector linkages—and it will pursue capacity development facilitation between stakeholders for cooperation.

The financing of SSATP needs to be reconsidered, not only because traditional sources of funding are no longer secure, but also in order to reflect and to bolster the new governance. Most think-tank financing models have evolved in the last decade from public funding to a combination of a low annual membership fee from government/member states, with an on-demand pay-for service window and revenues from publications. This model would appear to be appropriate for SSATP, but it needs to be carefully tested against the objectives pursued. In particular, paid access to the most valuable research asset represented by the AIKP database would go against the objective of building capacity and bolstering governance through improved transparency. The appropriate funding mix will require a careful definition of the public and free data and publications. The lost revenues would be compensated by the membership fees assessed by member state governments and other partners and clients. The proposed AfDB and AIKP cooperation with SSATP for capacity-building in the use of RNET training of Statistics Department Staff could be a candidate to establish a service for payment scheme. The SSATP conferences and events would be offered to sponsorship, exhibition, and advertising that could create some revenue. The training in transport offered in a Kenyan University in 2005 by SSATP with paid contribution from participants would need to be revived. Again, a payment for participation in events would need to be carefully designed not to exclude emerging and non-profit partners. An additional source of steady income could be provided by the regular publication of a few meaningful ana-

lytical products—including a systematic application of the RNET model, spatial mapping of road survey data, and state of the sector reviews at the continental, regional or country levels. eLearning is a way to reach a larger number of trainees, with fees requested for specialized training.

SSATP yearly publications for sale should deal with each of its focus themes. An annual “*Road safety Watch*” would keep tag on key policy measures of the Decade Road Safety Plan of Action—and it would provide visibility to the agenda by bringing together the main statistics on road safety at the regional and continental levels, alongside an assessment of the extent to which countries are enacting the requisite policy measures. This publication would also motivate peer review among member states and sharpen the expectations of civil society, while at the same time informing civil society for effective involvement. An “*African City on the Move*” would provide a compendium update on core livability, mobility and affordability indicators, as well as a monitoring of policy innovations

and urban transit system improvement. A “*Corridor Watch*” review would track the transit experience over time along the international PIDA trade and transport corridors. It would use SSATP’s existing observatories. Other publications would build on the AICD information. A “*Doing Business in Africa*” snapshot analogous to the IFC “Doing Business” concept, would give visibility to Africa’s policy debate on transport. A succinct “*Road Maintenance Watch*” would report on fuel levies in Africa and compare them to the optimum levels established by RNET (and reported in the AICD), while at the same time assessing the quality and efficacy of road funds. Finally, a “*Road construction watch*” could report on the complex issue of high and uneven road construction costs diluting the impact of resources allocated to the sector. The report would include a focused data set on costs of flagship road construction inputs, and average national costs based on samples, availability of heavy machinery to lease, and profiles of construction sectors in various countries. All publications would need to be given an appropriate media display and visibility.



5

COMPLETION
OF SECOND
DEVELOPMENT
PLAN

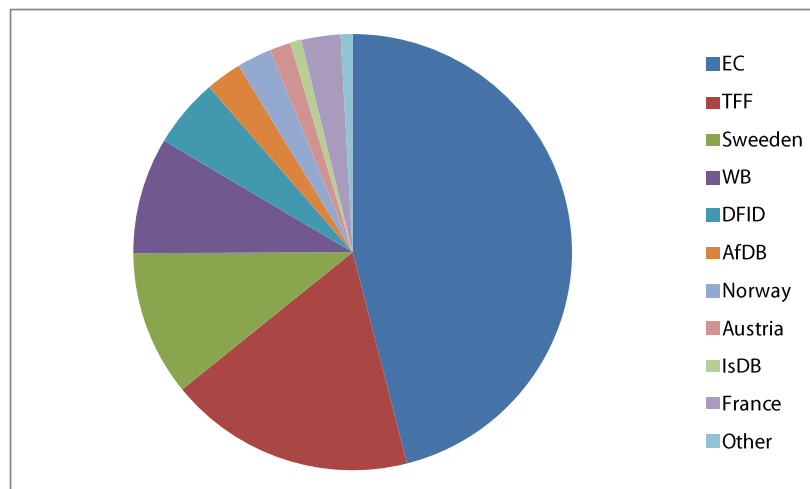
5. COMPLETION OF SECOND DEVELOPMENT PLAN

Financial statements. At the end of February 2012, pledges from donors amounted to US\$22.765 million against paid-in contribution of US\$17 million (75%). The distribution of pledges per donors is provided in graph 1.

At the end of the same period, SSATP had disbursed about 9 million dollars (54% of paid-in and in kind contribution). This seemingly weak performance is due to the fact that funds from the Trade facilitation Facility (TFF—multi-

donor trust fund funded by Sweden, Norway and the United Kingdom) were approved in September 2011, and few of those funds were disbursed by the end of December 2011. Resources from the Multi Donor Trust Fund, a pooled account from five donors (EC, SIDA, DFID, Norway and AfDB) were received in September 2009 and disbursements could start in January 2010 only after completion of procurements. Excluding the TFF, the disbursement ratio is about 75%.

Graph 2: Distribution of pledges from SSATP donors



Financial forecasts under the multi-donor Trust Fund are presented in the table below.

Table 2. Financial forecasts*

| | | Amount | Cumulated Amount |
|--------------------|--|--------|------------------|
| Pledges | Pledged contribution (including AfD) | | 15.9 |
| | On-going commitments including contracts, salaries, 2012 annual meeting | 9.6 | 9.6 |
| Commitments | New commitments through June 2013 to achieve impact of completed analytical work under the DP2 | 2.1 | 11.7 |
| | Proposed new activities through June 2014 (second phases of activities completed by June 2013) | 3.2 | 14.9 |

*in US\$ million

Assuming approval of the amendment to the agreement for the multi-donor trust to fund World Bank staff providing knowledge, intellectual leadership and quality control for activities, expenses would increase by US\$217,000 through June 2013, and by US\$152,000 from June 2013 to June 2014

(based on 10% additional cost for World Bank staff).

Proposed activities until completion of the DP2. The proposed activities would focus on increasing the impact of SSATP, and would complement/scale-up activities that are already underway.

Table 3: SSATP Activities until completion of DP2¹⁶.

| Activity | Approved budget | Disbursed and committed | Additional budget | Rationale |
|---|-----------------|-------------------------|-------------------|---|
| Road safety phase I – institutional strengthening and policy development in three countries and one regional corridor | 680,000 | 558,000 | | Dissemination workshops |
| Road safety phase II | | 0 | 1,200,000 | Scale-up road safety impact of SSATP, building on lessons from phase 1 |
| Policy performance review phase I in six countries | 600,000 | 3,000 | 160,000 | Dissemination workshops |
| Policy performance review phase II in 12 countries | | 0 | 900,000 | Scale-up policy reform support to countries building on experience from phase 1 |

¹⁶ Excluding program management costs and activities already completed.

| | | | | |
|---|------------------|------------------|------------------|--|
| Transport data management system | 250,000 | 217,000 | 200,000 | Swaziland, Burkina Faso, Cameroon, approach paper, support to the AIKP |
| Dissemination of RONET, PPP training, SADC peer review | | 0 | 265,000 | |
| Policy paper on holistic urban transport planning | | 0 | 30,000 | Foundation paper for further activities on coordinated urban transport and urban development under next Development Plan |
| Review of legal instruments for regional integration and trade facilitation | 170,000 | 95,000 | | Completion of report and dissemination |
| Gender and inclusion in transport | 97,000 | 96,000 | 20,000 | Policy development and support to implementation of quick wins |
| Governance indicators in transport | 223,000 | 223,000 | 120,000 | Advocacy for use of indicators developed in document produced at the end of 2011 |
| Axle load control | | 0 | 30,000 | Dissemination targeting Central Africa, of documents produced by SSATP in 2010 and 2011 |
| Support to Regional Economic Communities | 430,000 | 429,000 | | |
| CICOS-Baseline survey on the Brazzaville-Kinshasa-Bangui-Kisangani river corridor | 436,000 | 379,000 | | Activity underway |
| Burkina Faso Transport Strategy | 220,000 | 209,000 | | Activity underway recipient executed |
| Sierra Leone Transport Strategy | 113,000 | 0 | | Complement to Islamic Development Bank's Grant |
| Support to National Coordinators | 175,000 | 12,000 | | To be reviewed based on new governance framework |
| Climate change mitigation and adaptation | 278,000 | 22,000 | | Activity underway |
| Choke Monitoring Surveys | 170,000 | 129,000 | | Activity underway |
| Rural Transport Policies and Strategies Rural Transport Best Practices | 515,000 | 81,000 | | |
| Railway performance | 60,000 | 30,000 | | |
| SSATP website development | 135,000 | 80,000 | | |
| Annual meetings 2012 and 2013 | | 0 | 1,200,000 | Format to be defined based on recommendations of mid-term review |
| Total | 4,569,000 | 2,563,000 | 4,295,000 | |