

Sub-Saharan Africa Transport Policy Program

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2006 Work Program

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ACRONYMS

AfDB	African Development Bank
AU	African Union
CEMAC	Communauté économique et monétaire de l'Afrique centrale
COMESA	Common Market for Eastern and Southern Africa
DFID	Department for International Development (UK)
DSM	Dar Es Salaam
EAC	East African Community
EC	European Commission
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
ENPC	École nationale des ponts et chaussées
EU	European Union
FESARTA	Federation of Southern African Road Transport Associations
HDM	Highway Design Model
IDB	Islamic Development Bank
IFRTD	International Forum for Rural Transport and Development
IMT	Intermediate means of transport
ISDB	Islamic Development Bank
LVSr	Low Volume Sealed Roads
MDG	Millennium Development Goals
NCTTCA	Northern Corridor Transit Transport Coordination Authority
NEPAD	New Partnership for Africa's Development
PAM	Performance Assessment Model
PMAESA	Port Management Association of Eastern and Southern Africa
PMAWCA	Port Management Association of West and Central Africa
PMT	Program Management Team (SSATP)
PRTSR	Poverty Reduction and Transport Strategy Review
REC	Regional Economic Community
RED	Roads Economic Decision Model
REFATE	Réseau des femmes africaines pour la promotion des transports et des échanges
RTTP	Rural Travel and Transport Program
SADC	Southern African Development Community
SME	Small and Medium-Sized Enterprises
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee (REC)
UEMOA	Union économique et monétaire ouest africaine
UITP	Union internationale du transport public
UM	Urban Mobility
UNECA	United Nations Economic Commission for Africa
USAID	United States Agency for International Development
USDOT	United States Department of Transport

EXECUTIVE SUMMARY

The 2006 Work Program focuses on enhancing the LTDP implementation to achieve the strategic goal of the plan. WP activities are set out within the framework of the ministerial declarations and thematic groups' proposals adopted at the 2005 Bamako AGM. Program stakeholders at the Bamako Annual Meetings have reviewed implementation reports and identified improvements to "2005 activities" and the 2006 WP benefits from the lessons drawn during that meeting. The ministerial declaration sets out wider issues to be addressed in 2006 and beyond, and the thematic groups have identified priority actions for 2006, consistent with the principles established by the ministers.

Financial forecasts indicate a cumulative LTDP Trust Fund expenditure of US\$ 12,487,000 by the end of 2006 (taking January 2004 as the LTDP start date). Budget requirement for 2006 is estimated to be US\$ 7.0 million (including nearly \$1 million in commitments rolled over from 2005), while cumulative Trust Fund receipts by the end of 2006 are expected to be not less than US\$ 12.6 million.

In 2005 implementation support to RECs and national level activities was enhanced by the increased staffing and with the new regional coordinators coming on board the requirements of the LTDP will be fulfilled and implementation will be greatly accelerated. In 2006 the forecasted availability of coterminous staff is 501 Staff weeks, an increase by 35% from what has been achieved in 2005, and the Bank operational staff time contribution will slightly increase from 57 to 62 staff weeks.

As we are mid way in the LTDP we shall undertake the planned output to purpose review and identify areas for implementation improvement.

Responsive Transport Strategies (RTS) with its principal objective of anchoring transport strategies in poverty reduction and growth remains overarching thematic approach, and within it: Strengthening SSATP coordination for enhanced LTDP implementation will see a renewed and improved boosting in establishing the coordination function in all member countries and increasing the effectiveness of the coordination function in the 11 of the 32 member countries that have designated coordinators. The poverty reduction and transport strategy review (PRTSR) has gained momentum, 11 countries have completed the process and identified the actions needed to better connect transport strategies with poverty reduction, while 11 more countries are implementing the review or undertaking preparatory steps. The findings emerging from the PRTSR include:

- i) PRS to provide the framework for transport strategies and plans, i.e. clearly define its objectives and priorities.

- ii) Proposal for formulation of integrated, multi-sectoral transport strategies – clearly linked to poverty reduction strategies, covering infrastructure, services and cross cutting issues.
- iii) Development and strengthening of policy dialogue mechanisms.

Many of the countries who signed up for the poverty reduction/transport strategy review (PRTSR) process have encountered some difficulties with Procurement of support services, establishing sound basis for the review process and communication, but maintaining the principles of ownership and capacity building will minimize the problem.

The review process does not end with the publication of reports and agreement on action plan, but continues with follow-up of the implementation of the recommendation. By the end of 2007, all SSATP member countries should have undertaken a PRTSR process, and be implementing the recommendations. In line with this in 2006 the process will continue in:

- i) Implementing the recommendations of the review process and ensuring buy in of the outcomes of the process by development partners' engaged with the transport sector.
- ii) Completing the review in countries where the process has already started or due to start and iii) engaging the remaining willing counties with the process.

To facilitate the implementation of the action plan of the PRTSR process there is a proposal for an initiative, in “willing countries”, to pilot a full-scale sector strategy development process embodying the recommendations of the PRTSR process as well as the MDG related transport targets and indicators adopted by African transport ministers.

Performance Indicators moved forward in 2005 with initiation of the second cycle of data production. The first cycle ended in April 2005 with a workshop held in Nairobi. This workshop allowed drawing experience from the first cycle to improve the quality of the second cycle, set of indicators were reviewed and defined. The work process was also reviewed and country action plan for the second cycle was agreed. By the end of 2005, although things started slowly almost all of the 20 countries present in Nairobi are working on data collection. Some are also working on taking measures to improve their national institutional framework for transport data management, as it proves to be the major hindrance for sustainable production, management and dissemination of transport-related data.

Women and Transport addressing the question of women's needs and interests received specific consideration, and the women and transport workshop held on November 10th and 11th, in Bamako has laid the ground for the establishment of women' transport network. The workshop has identified key issues related to the thematic areas, which were fed into the annual meeting discussions that resulted in identification of priority activities to mainstream gender in the transport sector. Specific recommendation emerged during the annual meeting include:

- i) To be an active stakeholder in the development of future infrastructure in Africa.
- ii) Proactive mainstreaming of gender in LTDP implementation.
- iii) Support to women and transport networks.
- iv) Incorporation of gender related data and specific indicators in collection and management of transport data and indicators.
- v) Better representation of women in SSATP board & PMT; Steering Committees and Stakeholders groups meetings of PRTSR.

Road Management and Financing (RMF), while maintaining the focus of the 2005 WP, will widen its scope within most of the sub-themes.

RMF will continue to help build the capacity of regional associations, notably ASANRA and AGEPAR (road agencies) and ARMFA (road funds). These are seen as important agents for change and knowledge sharing with regard to driving forward institutional development in the roads sub-sector. Following the institutional and legal studies of road funds and agencies more emphasis will be given to supporting country reform processes, identification and dissemination of good practices in institutional reforms, manuals, administrative procedures, and various arrangements for collecting road tolls. A high level meeting to build consensus to better understand and implement road sector reforms is a proposed initiative, the meeting may also involve the Africa Union, IMF, development partners and regional associations.

In the area of road network management, developing the capacity of local construction industry, the role of labor based works in poverty reduction, job generation and opportunities for women, asset management, and axle load control are focal areas.

Many countries are interested in customized design and new methods reducing costs for low volume sealed roads, and in line with this collection and dissemination of good practices are being proposed. Sharing knowledge of good practice is seen as one of the most useful aspects of SSATP support, and this is a constant thread running through many of the activities.

Capacity building and delivering tools to road sector professionals has long been a hallmark of the SSATP, and this will continue through support of the training modules in Birmingham, Paris, and new initiatives at regional level. Regional workshops will provide for more in-depth discussion of good practices in management and financing, and in training in the use of management tools. The need for strengthening the capacity of local training institutions and programs, and enhancing women's participation in the sector will be identified and priority actions will be implemented in collaboration with regional associations and women's transport network,

Appropriate Transport Services is gaining recognition in the process of anchoring transport strategies in poverty reduction. The PRTSR reviews are sending out clear messages to include transport services as a principal function in any pro-poor transport strategy. The Rural Trans-

port Services (RTS) and large cities institutional, financial, operational and regulatory studies have identified key issues and good practices in the provision of affordable transport for the urban and rural poor. The dissemination of findings of studies carried out, including the urban mobility and poverty and NMT, has enhanced the understanding of the need of the poor and the lesson from this process is generating demands for inclusion of the outcomes/recommendations in the Poverty and Transport strategy development and ultimate implementation to benefit the poor. In 2006 the ATS theme will look into identifying common set of objectives for future works and bringing up good practices from inside and outside SSA.

Road Safety emerged from 2004 annual meeting as a priority area of concern for the SSATP. This year's annual meeting reinforced that concern and the 2006 WP includes actions built on the Program's comparative advantage in policy development processes, and as a ready-made network for good practice dissemination and knowledge sharing. Partnerships with other organizations such as the GRSP, WHO, PIARC and REC's will be a feature of the Program's approach, as well be a focus on institutionalizing engagement with other sectoral actors outside the transport sector.

Regional Integration and Transport initiatives focus on transit and inter-state transport corridors. This ensures consistency with the NEPAD Short term Action Plan, and the Medium and Long Term Action Plan framework. Early in 2005, the RECs have agreed to institutionalize a Transport Coordination Committee (TCC) by establishing the REC-TCC, which is increasingly playing a role in monitoring and supervising all the SSATP supported corridor transport and trade facilitation initiatives. All activities under this theme are maintained within the REC-TCC action plan and the products of the program are feeding into the operations of the development partners of SSA countries and getting recognition by the African Union as a valuable tool to be used in achieving integration objectives.

In 2005, the RECs were engaged with mainly monitoring on going studies, establishing corridor management committees and observatories, and sensitization of stakeholders. Specific lessons drawn from implementation of the 2005 WP indicated the need for capacity building, particularly on procurement, improved communication (information flow among the RECs) and matching work programs with available resources. Following these the 2006 WP focuses on achieving results on the ongoing corridor management and port security activities, as well as the initiatives in HIV/AIDS, road safety and axle load control. Most importantly, the 2006 WP is aligned with the objectives of the Almaty Program of Actions for landlocked developing countries.

BACKGROUND AND INTRODUCTION

The LTDP has provided the framework for what we should be achieving at the end of the plan period, 2007. Since the stabilization of the multi-donor TF with the first EC contribution in April 2004, Program partners have been implementing their work programs for 2004 and 2005, and we are now mid-way into the LTDP. In these nearly 2 years the program has aligned itself with the holistic programmatic approach and the processes operationalizing the different thematic activities have passed through the learning curve and started delivering results, which are building confidence of partners. Participants at the 2005 annual meeting planning retreat, in St. Gerard have identified key result areas to enhance the LTDP implementation and the 2005 annual conference stakeholders delved into this and proposed priority actions for 2006. The framework for the 2006 Work Program is fully adopted by the program partners during the annual meeting and it maintains the thematic approach adopted in 2004.

The ministerial meeting which was convened within the framework of the 2005 Annual Stakeholders' Meeting has demonstrated high level engagement with the program. The ministerial declaration that sets the strategic direction for the 2006 WP includes;

- i) Incorporating the results of the PRTSR in national poverty reduction and transport policies and strategies.
- ii) Removing all non-physical barriers to transport and integrating regional corridor treaties and international conventions into national legislations.
- iii) Ensuring sustainable funding and appropriate management of transport infrastructure and services;
- iv) Incorporating road safety as a major socio-economic issue.
- v) Mainstreaming gender in the management of transport sector.
- vi) Support the national SSATP Coordination functions.

The lessons learned and highlighted during the Bamako meeting focused on enhancing the LTDP implementation to achieve results and integrating the transport needs and interests of women in all thematic areas. The thematic groups at the Bamako meeting have identified priority actions and the 2006 program has been assembled taking into account their recommendations within the framework of the budget constraints, and implementation capacity limits. The principle that the ownership of the program must be unambiguously vested in the partnership has been maintained.

Essentially LTDP implementation activities constitute a rolling program, whose results build, incrementally, to achievement of the strategic goal. The 2006 WP should therefore be seen as an extension of the 2005 program and consequently many of the 2005 activities which are inline with the priority actions will continue in 2006, and all of the new activities are anchored in the existing themes, with one exception, women and transport.

STRUCTURE AND RATIONALE

The rationale of the WP remains that of the LTDP (and that of the 2005 WP), ensuring that activities within the thematic framework are fully coherent with the LTDP. All activities are structured following the priority actions adopted by program partners at the Bamako 2005 SSATP annual meeting and importantly, fully related to the results required in the LTDP log frame:

- i) SSATP program approach.
- ii) Anchoring transport strategies in poverty reduction.
- iii) Sound institutional and financing strategies.
- iv) Trade and transport facilitation.
- v) Increased African based program management.

Table 1 (next page) sets out activities and results indicating their relationship to the results required in the LTDP log frame. The mid term output to purpose review, with intensive participation of program partners, is expected to look into the results achieved so far and outline the strategic direction for the future.

Table 1

Thematic Area & Action Summary	Result Summary	Result 1 SSATP Prog. Approach	Result 2 Key actors engaged, coherent pov./trnsp	Result 3 Sound Inst. Financing Strategies	Result 4 RECs & Natnl. Govs adopt trade & transp	Result 5 Increased Africa based Prog. Management
SSATP COORDINATION						
SSATP coords set-up process	All member Countries establish coordination function,	XXX	XX			XX
Support to function	efficient functions facilitated	XX	X			X
Indicator for SSATP coordination functions	Performance monitoring improved	xx	xx			x
Sensitization and dissemination	Stakeholders awareness increased	xx	xx			
Mid term performance review	Implementation enhanced	xx	xx			xx
PRTSR						
Review Process ongoing & new countries	11 Countries complete review, 10 new countries commence	XX	XXXX			XX
Support to post-review action plans	coherence between transport & poverty reduction strategies	XX	XXXX			
Poverty reduction and transport initiatives	comprehensive pro-poor strategy development piloted		XXXX			
PERFORMANCE INDICATORS						
"Global", Country data collection	All SSATP partners completed first phase of data collection	XX	XX			X
Data collection/management strategy development	sustainable arrangements, improved indicator set	XX	XX			X
Gender initiatives						
women issues in transport projects	Establishment of analytical baseline	xx	xx			
Develop women specific indicators	Impact measurement improved	xx	xx			x
Legal aspects governing regional integration & trade	Awareness on RIT improved				xx	
Capacity building in road safety	Women stakeholders Identified	xx	x			
RMF						
Updating and disseminating RMF tools and guidelines	Professionals equipped with comprehensive range of tools		X	XXX		
Good practice in Road sector reforms	Examples of good practices disseminated			XXX		
	More professionals better equipped: Regional basis for training					
Capacity building and Training	developed		XX	XXX		XX
Impact of axle load control	Impact of control disseminated			xx		
Training for SMEs	SMEs strengthened	x	x	xx		x
Labor base works	Good practice disseminated	xx	xx	xx		
RTPP review	Sustain rural transport policies	x	xx	xx		
Support to regional associations	Regional ownership of sound policy development & dissemination			XXX		xxx
High level road sector reform meeting	Reform pace improvement, good practice disseminated			xxx		xx
Support to country RMF reforms	promote RMF /RTT policy reforms.			XXX		
African Expertise database	African expertise properly accessed and used		XX	XX		XX
ATS						
Rural transport services study	Practicable appraisal methodology disseminated		XX	XX		
Rural IMT Audit	Clear understanding of issues for future IMT initiatives		XX	XX		
Establish Rural transport & Urban Mobility core group	Regional base for knowledge sharing, reform promotion		XX	XX		XX
Establish urban mobility observatories	Definition of key mobility data		X	XX		
Growth of motorized transport in Africa	Best practice and lessons identified and disseminated		xx	xx		
Knowledge sharing, dissemination of good practice	Rural and urban mobility actors better equipped			XX		

Table2 (Contd)

Thematic Area & Action Summary	Result Summary	Result 1 SSATP Prog. Approach	Result 2 Key actors engaged, coherent pov./trnsp	Result 3 Sound Inst. Financing Strategies	Result 4 RECs & Natnl. Govs adopt trade & transp	Result 5 Increased Africa based Prog. Management
Road Safety	Partners aware of innovative initiatives		XX	XX		xx
Knowledge sharing and dissemination	Appropriate cost effective standards defined		XX	XX		
Preparation of new African design/safety standards	Efficient practicable cross-border arrangements			XX		
Adoption of common regulatory arrangements	Key stakeholders ownership of policy and strategy outcomes		XX	XX		XX
Road safety review						
REGIONAL TRANSPORT & INTEGRATION						
Corridor management(DSM, N-S, Djibouti, Douala, Tema, Lagos)	Functioning basic management arrangements				xx	
Observatories (N/S, DSM, Djibouti, Douala, Point Noire, Tema, Lagos, Northern)	key transport cost factor quantified, diminished			X	XX	
N/S Corridor HIV/AIDS baseline survey	Opportunities for major HIV/AIDS program identified		X		XX	
Axle load study	Good practice and private sector role understood				XX	
Corridor based road safety initiatives	Improved understanding of corridor safety risks				XX	
Corridor management study, good practice, analysis	New management arrangements based on experience				XX	
Port Security Audits (Msa, DSM, Douala)	Achievement of compliance with IMO standards improved				XX	
Legal analyses	Border post legal issue action plans				X	
Northern Corridor Treaty	New treaty, legal action plans				X	
REC Coordination (Support to TCC)	REC TCC managing all SSATP corridor programs				XXXX	XXX
Border Post action plan	key transport cost factor quantified, diminished				xx	
PROGRAM MANAGEMENT						
Improve Capacity	WP Implementation kept on track	X	XX	X	XX	
Improve responsiveness, communications	Efficient, effective communications	X	X	X	X	
Improve knowledge sharing, dissemination	Knowledge sharing action plan implemented	X	X	X	X	
Procurement of WP goods and services improved	Procurement processes improved	X	XX	XX	XX	XX
Enhance Africa-based Program Management	Stronger more responsive Africa base for PMT	X	XX	XX	XX	XXXX
Output to purpose review	LTDP results assessed, future direction set	xxx	xxx	xxx	xxx	xxx
ANNUAL MEETING	Program strategies improved, ownership strengthened	XXX	XXX	XXX	XXX	XXX

ACTIVITIES

The purpose of the LTDP - “Integrated transport sector policies & strategies sustained by SSATP stakeholders at country levels, and at regional levels by regional economic communities” - continues to steer the results/activity definition of the work program. The thematic framework remains unchanged for 2006, and the activities are based on the outputs of the 2005 Annual Meetings. These include lessons learned from implementation of the 2005 program, and further actions to strengthen those activities and widen the transport/poverty reduction linkages.

TABLE 2 – SUMMARY ACTIVITIES AND BUDGETS (2006)

	THEME AND ACTIVITY	EXPENDITURE (US\$2005)	COST ESTIMATE (US\$ 2006)
1	RESPONSIVE TRANSPORT STRATEGIES	314,149	1,495,000
1.1	SSATP Program Approach & Function		
1.1.1	SSATP coordination set-up process Support to function		150,000
1.2	Poverty Reduction & Transport Strategy Analyses		
1.2.1	Review Process ongoing and new countries		895,000
1.2.2	Support to Post-Review Action Plans		
1.2.3.	Poverty Reduction & Transport initiatives		
1.2.4	Performance Indicators Country specific data collection Data collection/management strategy development		265,000
1.2.5	Gender Initiative		280,000
2	ROAD MANAGEMENT & FINANCING	215,184	1,000,000
2.1	Updating and disseminating RMF tools and guidelines		110,000
2.2	Collection and dissemination of good practices		130,000
2.3	Capacity building and Training		350,000
2.4	Support to Regional associations for road funds and road agencies		140,000
2.5	RMF support to country policy formulation and implementation on road management and road funds		100,000
2.6	Support to SMEs development		30,000
2.7	Labor base works		30,000
2.8	Impact of axle load control		20,000
2.9	RTTP review		30,000
2.10	African expertise data base		30,000
2.11	High level road sector reform meeting		30,000
3	TRANSPORT SERVICES	222,369	335,000
3.1	Rural transport services study		120,000
3.2	Rural IMT Audit		75,000
3.3	Urban mobility Data base/observatories		30,000
3.4	Rural and urban transport associations Promote rural transport & urban mobility strategy formulation		80,000
3.5	Growth of motorized transport in African cities		30,000
3.6	Knowledge sharing, Dissemination of good practices		
4	ROAD SAFETY		180,000
4.1	Road safety knowledge sharing, dissemination		30,000
4.2	Promote preparation of appropriate design/safety standards		50,000
4.3	Harmonization of safety standards and regulations across regional groups		50,000
4.4	Road Safety Policy Review		50,000

	THEME AND ACTIVITY	EXPENDITURE (US\$2005)	COST ESTIMATE (US\$ 2006)
5	REGIONAL INTEGRATION & TRANSPORT	268,321	1,250,000
5.1	Corridor management (DSM, N-S, Djibouti, Douala, Tema, Lagos)		160,000
5.2	Observatoires (DSM, N-S, Djibouti, Douala, Point Noire, Tema, Lagos, Northern,) Consolidation of Current Work		505,000
5.3	N/S Corridor HIV/AIDS initiative		130,000
5.4	Axle load study		45,000
5.5	Corridor Management study, good practice, analysis		
5.6	Port security Audits (DSM, Douala, West Africa)		130,000
5.7	Border post legal analysis		50,000
5.8	Northern Corridor Treaty		50,000
5.9	REC Coordination (support to TCC)		50,000
5.10	Pilot road safety initiative		50,000
5.11	Border post action plan (Beit Bridge, Chirundu)		80,000
6	PROGRAM MANAGEMENT	1,941,106	2,655,000
6.1	Annual Meeting		350,000
6.2	Out put to purpose review (Mid term)		300,000
6.3	Publication Dissemination		100,000
6.4	Salaries, travel, social and overheads		1,760,000
6.5	Debt payment for work executed under an old contract		145,000
	Budget Total 2006		7,010,000*
	Expenditure 2004 - \$2,471,665		
	Expenditure 2005 - \$3,006,224		
	Commitment Total 2004-2006		12,487,000

* The cost estimate includes undisbursed commitments equivalent to \$928,891

Responsive Transport Strategies – (RTS)

SSATP Coordination and the Program Approach

Coordination

Eleven countries have designated SSATP coordinators up to the end of 2005. In countries where the coordinators are not formally designated the contact persons (de-facto coordinators) were effectively undertaking the coordination function. During the 2005 annual meeting the coordination thematic/working group has agreed on the functions and set up of the coordination, this will allow promoting implementation of structured process. The stakeholders at the 2005 annual meeting have agreed to establish the coordination function in all member countries within 2006. The coordinators will also develop indicators and national level action plans, to be followed by a sensitization and dissemination workshop.

The Program Approach

Convergence/interdependence of themes is becoming more widely understood and recognized, the PRTSR review results are indicating the strong demand to incorporate transport services, urban mobility and cross cutting issues into transport strategies, beyond infrastructure. The women and transport workshop, in Bamako, came out with set of proposals to be considered by each thematic group. The lesson emerging is that there is no blueprint or prescription for a programmatic approach, but that the thematic arrangements of the WP provide an environment within which convergence can be achieved, encompassing a range of practicable speeds and degrees of integration.

PRTSR Process

Experience so far has highlighted underestimation of the difficulties and obstacles to rapid conduct of country reviews. These have been detailed in the PRTSR process progress report delivered at the Bamako meeting, and the recommendations of the working groups highlighted the following needs:

- i) PRS to provide the framework for transport strategies and plans, i.e. clearly define its objectives and priorities.
- ii) Proposal for formulation of integrated, multi-sectoral transport strategies – clearly linked to poverty reduction strategies, covering infrastructure and services.
- iii) Transport strategies to respond to the demands of key economic and social sectors and adequately address transport services, urban mobility, women' and disabled persons transport needs, and other cross cutting issues.
- iv) Development and strengthening of policy dialogue mechanisms.
- v) PRTSR process to be linked to development partner policy implementation.

- vi) Identification and dissemination of good practice.
- vii) PMT responsiveness/communications to be improved.

Poverty Reduction and Transport (Follow up to PRTSR)

In the process of ensuring the recognition of the contribution of transport in achieving the MDGs, based on the working document that folded a number of case studies of positive transport related outcomes, the African transport ministers meeting which convened on February 6th 2005 , in Addis Ababa, adopted MDGs related transport targets and indicators.

At the Bamako annual meeting, stakeholders called for the formulation of an integrated transport strategy responsive to poverty reduction, in all countries. Following this within the framework of the LTDP an initiative is proposed, in “willing” countries, to pilot comprehensive pro- poor transport sector strategy development process, including sector development plan, embodying the recommendations of the PRTSR process and the MDGs related transport targets and indicators. This initiative supports the implementation of the action plan of the countries, which have and will be completing the PRTSR process. The piloting work will allow the development of a guideline/methodology for formulating pro-poor and growth transport strategy and program. At the initial stage the process may include (to be refined by the steering group (SG) coordinating the process):

- i) Government approval for the PRTSR Steering group to advise/coordinate the process or establish a new SG.
- ii) SG to procure facilitation and workshop support services, and conduct stakeholders’ analysis or use the same group for PRTSR, if applicable.
- iii) Stakeholders workshop to identify key issue and objectives/goals for the sector.
- iv) Government including the PRS team to agree on issues and objectives/goals.
- v) SG to develop ToR and procure multi-disciplinary consultancy service to prepare background Policy, strategy and program document.
- vi) Conduct community level consultation, both rural and urban, to identify needs and role of local communities (sampling to include hinterlands, slum areas, women and vulnerable groups).
- vii) Consultancy team to prepare background document.
- viii) Conduct series of stakeholders’ workshop on policy strategy and program.
- ix) Government approval for workshop recommendation and policy strategy and program document.
- x) Agree on mechanism for implementation, monitoring and evaluation.
- xi) Produce process guidelines and sample pro-poor and growth transport strategy and program.
- xii) Ensure linkages with PRS.

Transport Performance Indicators

The workshop held in Nairobi, in April 2005, reviewed the ongoing process and agreed on country action plan aiming at

- (i) Improving the institutional framework for transport data management.
- (ii) Developing strategies to increase the volume of primary data production.
- (iii) Producing a second set of “secondary data”. The priority actions adopted at the Bamako meeting were basically consolidating the work that has been done in Nairobi.

Women and Transport

The women and transport workshop held on November 10&11, in Bamako, identified numerous issues to be addressed within the different thematic areas. In addition to the actions embodied within the thematic work program activities the specific priority actions proposed at the annual meeting, addressing the need and interest of women will appear as a new feature of 2006WP and this includes:

- (i) Mainstreaming gender in ongoing transport projects.
- (ii) Developing indicators for measuring the inclusion of women’ need and interest in transport.
- (iii) Enhancing understanding of legal aspects governing regional transport and trade.
- (iv) Capacity building in road safety.

TABLE 3 – RESPONSIVE TRANSPORT STRATEGIES

THEMATIC AREA - RESPONSIVE TRANSPORT STRATEGIES					
SSATP PROGRAM APPROACH & FUNCTION					
Action	Actors	How	Results	Where/When	Costs (US\$)
Support to setting up SSATP coordination function	TN with NI SSATP team	Initiate decision process, Review and re-issue SSATP Coordination Guidelines to partners Factor in SGs in PRTSR countries,	All member Countries establish coordinators/coordination function	SSA 03/06	Local
Develop national level indicators to measure the performance of SSATP coordination	TN with NI Regional coordinators, Country coordinators, PRTSR Steering Groups;	develop indicators based on results to achieved at country and regional level, Stakeholder consultation to agree on indicators	Set of indicators for performance measuring	SSA 04/06	Local
Sensitization and dissemination	TN with NI Regional coordinators, country coordinators	Organize stakeholders workshop to agree on national level action plan	National level action plan, Increased awareness of stakeholders	SSA 05/06	150,000
Mid term performance review	TN with NI Regional coordinators, country coordinators	Regional meeting for coordinators (Nairobi),prepare country report, review country level indicators	Indicators adopted, Implementation enhanced	SSA 06/05	
Support to SSATP coordinators office establishment	TN with NI Regional coordinators, country coordinators	Assess needs, initiate procurement	SSTP coordination function strengthened	SSA 01/06 – 12/06	

POVERTY REDUCTION AND TRANSPORT STRATEGY ANALYSES					
Action	Actors	How	Results	Where/When	Costs (US\$),
REVIEW PROCESS					
Complete 2005 Country Reviews	YA, CK With Lead Coordinating Consultant, Regional Coordinating Consultants	Support service procurement; Provide process guidance;	11 "2004/05 countries" complete reviews; Produce action plans	SSA 12/04 – 12/06	385000
Commence new country reviews	YA, CK With Lead Coordinating Consultant, Regional Coordinating Consultants	Engage with willing countries; Provide training; Support service procurement; Provide process guidance	6 "2006 countries" commence reviews, complete, produce action plans	SSA 04/05 – 12/05	210000
Training new PRTSR countries	CK, YA with Regional Coordinating Consultants with SGs and country facilitators	Deliver training in PRTSR process	New 2006 countries ready and able to undertake the review process	SSA 01/06 – 06/06	50000
Provide lead and regional CC support	CK, YA with LCC and 5 RSCs	Guiding current and new review countries through the process. Maintaining quality control and monitoring	Credible review processes completed	1/06 – 12/06	150000
Assess and Disseminate review outcomes	CK, YA with Lead Coordinating Consultant, Regional Support Consultants, SGs	Undertake interim assessment of review process countries,	PRTSR Process Improved, Input to PRS and Transport strategy review process	SSA 01/06 – 06/06	20,000

Action	Actors	How	Results	Where/When	Costs (US\$),
POST-REVIEW ACTION PLANS					
Extend the role/remit of PRTSR Steering Groups	CK, YA with Lead Coordinating Consultant, Regional Support Consultants, SGs	Support SG preparation of ToR, work plans; Link SGs into establishment of SSATP function or coordinator; Channel technical support through SSATP coordination arrangements	SG concept Institutionalized; SG's integrated with or performing SSATP coordination role	SSA 01/05 – 2006 and beyond	Included in SSATP coordination
Develop methods & indicators to monitor and assess the impact of transport on poverty reduction	CK, YA With AD, DS, Lead Coordinating Consultant, Regional Support Consultants, Steering Groups, Transport Ministries,	Define practicable set of action plan indicators and data to be collected; Define process for identifying responsible institutions, stakeholders; Define process for agreeing management body, work program, resources; Produce instrument/guidelines; Submit to 2006 Annual meeting for Review & Adoption	Practicable approach to Poverty Reduction/Transport Monitoring and Evaluation impact assessments	SSA 02/05 – 04/06	30,000
Support action plan implementation	CK, YA with DS, AD, Lead Coordinating Consultant, Steering Groups, Transport Ministries,	Support extension of SG function -mandate ; Support/facilitate baseline survey in line with M&E initiative; Share outputs at 2006 Annual Meeting	Action plan start point properly defined, ownership of process clearly assigned	SSA 02/05 – 2006 and beyond	50,000
Link development partners to PRTSR process	CK, YA With SSATP Team, WB TTLs, EC Delegations, donor partners' country offices/ reps	National Govt. donor meetings to explain process and outcomes; Encourage donors to include process and outcomes in country assistance strategies; Donors' meetings	Policy development actions and strategies identified in action plans mainstreamed into sector and sub-sector development investment programs	SSA, DC, Europe 03/05 – 09/05 – 2006 and beyond	0
Support Governments in structuring cross-sectoral dialogue mechanisms	CK, YA with Lead Coordinating Consultant, Regional Support Consultants, Steering Groups, Transport Ministries, donors	Identify & develop processes for cross sector dialogue and planning. Promote action plan recommendations; Promote the extension of the role/remit of Steering Groups to oversee the process; Assist with resource mobilization; Facilitate implementation	Appropriate ranges of voices listened to in policy development processes	SSA 03/05 – 2006 and beyond	0

POVERTY REDUCTION AND TRANSPORT					
Action	Actors	How	Results	Where/When	Costs (US\$),
Design, promote "poor" policy development and strategy implementation process	YA, CK With PMT. "Willing countries" government and non government stakeholders; PRTSR SG if appropriate; Donors, international organizations; International policy development consultant.	Identify two (Anglophone, Francophone), "willing" countries to pilot initiatives; establish SG and stakeholders group/ use PRTSR group, Identify and agree on key issues and objective/goals of the sector, Procure multi-disciplinary consultancy service to prepare background transport policy, strategy & program document, conduct stakeholders workshop, agree on out comes, produce guidelines and sample document	Sound participatory policy development and implementation process piloted; Guideline and sample transport policy document produced, Results disseminated to SSATP partners, donors, others	SSA 01/06 – 12/05	Mobilize donor finance (estimate \$600,000)

PERFORMANCE INDICATORS					
Activities	Actors	How?	Results	Where/When	Costs (US\$)
Second cycle completion activities	<u>AD</u> uncompleted member countries	Collection of data which have not been so far (supported by local consultant); centralization and treatment; report writing	Final report of the second cycle	DC, SSA 04/2006	100,000
Country specific data management Institutional analysis	Each indicator member country representative	Desk work by the indicator member country representative (supported by local consultant)	completion of the institutional assessment form by each country	SSA 04/2006	Local costs
Proposals for improved indicator set and Data and methodology definition	<u>AD</u> + countries	Proposals centralized by Arnaud who will present the synthesis in a report.	Synthesis report	DC, SSA 04/2006	Local costs
Data and methodology definition adoption	<u>AD & DS</u> + Each indicator member country representative + 1 resource person	Workshop in an African country	Updated methodology for SSATP indicator initiative which includes a working plan for each country	SSA 04/2006	65,000
Third Cycle data collection	<u>AD</u> + Each indicator member country representative + local consultants	Domestic work with support from Arnaud	Synthesis report	DC, SSA 12/2006	100,000

Women and Transport					
Activities	Actors	How?	Results	Where/When	Costs (US\$)
Inclusion of women related transport issues in ongoing transport projects.	<u>TN,AL</u> SSAPT team, Leaders of women associations/ NGO	Survey of ongoing transport projects to assess the inclusion of women related issues in the, preparation, design and implementation of projects	Establishment of data documenting the inclusion of women related issues in ongoing transport projects. Establishment of analytical baseline data to be used in the preparation, design and implementation of transport projects to the benefits of women	In 11 countries that have completed the transport and poverty strategy review process (PRTSR) February – June 06	160.000
Develop women specific indicators, data and methodology definition	<u>TN,AL,AD</u> SSAPT team, Leaders of women associations/ NGO, "willing" countries	Document with definition of data/methodology drafted by Arnaud Desmarchelier; synthesis of comments by working group	Synthesis report	Tanzania, Niger, RDC, Mali, Cameroon, Guinea, Zambia, Uganda, Congo, Côte d'Ivoire January -Mars 06	Local Costs
Assessment of conventions and other legal texts governing regional integration and trade	<u>AL, TN, MJ, JFM</u> SSAPT team Leaders of women traders associations/ NGO	Regional workshops Training of women's groups members in the conventions and other legal texts governing regional integration and trade Training of leaders of women traders' associations working along the corridors.	Knowledge of conventions and other legal texts governing regional integration and trade Drafts kits of trade and travel document lists and training material for national workshops;	Burkina Faso (Francophone) Tanzania (Anglophone) February 06 National workshops April - June 06	30.000 30.000 50.000
Capacity building in road safety	<u>TN,TAA,JH</u> SSATP team, Women's networks	Identification of women stakeholders in road safety	Women stakeholders in road safety identified	SSA April – October 06	Local

Road Management and Financing - (RMF)

The core activities of 2005 WP will be continuing, but widening and strengthening implementation to address emerging issues. Specific focus areas for 2006 include:

- i) Continuing assessing the performance and institutional experiences of road funds and agencies in order to establish examples of good practices in institutional and administrative arrangements and procedures.
- ii) Promoting the effectiveness of regional associations, AFERA, AGEPAR and ASANRA.
- iii) Documenting poverty reduction and other impacts of labor based works.
- iv) The role and opportunities of women in the transport sector.
- v) The need for high level meetings, to exchange experiences and build consensus on the approach to road sector reforms.
- vi) Enhancing regional capacities for training and strengthening local construction industry.

TABLE 5 – ROAD MANAGEMENT AND FINANCING

THEMATIC AREA - ROAD MANAGEMENT AND FINANCING					
Action	Actors	How	Results	Where/When	Costs (US\$)
Updating and disseminating RMF tools and guidelines	OE, AD MB RA DS	Through developing a guide on road management tools, upgrading PAM-model, dissemination of LVSR Guideline and supporting collection of LVSR Case studies, organizing regional and country workshops, collection and dissemination of good practices, finalizing the RRRA-paper based on the review of experts, and asset mgmt practices	Improved institutional ability and capacity in road management, in selection and use of available management and assessment tools, choice of technology for better protection of investments, how to	DC/SSA Q1-Q4	2006: 110,000 inclusive remaining commitments from 2005 2007: 40,000
Collection and dissemination of good practices	MB, OE, TL TN ASANRA AGEPAR and ARMFA members	Through updated Road fund and road agencies legislation data bases, identifying good transparency practices of funds and agencies, manuals and procedures, complete and supplement institutional and legal review of road funds and agencies, regional workshops, prepare a technical note on experiences with Performance based contracts in SSA, prepare Technical Notes on transforming Force account road maintenance into small scale contracting (SS), local construction capacity enhancement through National Construction Councils, case study on Road sector management, Case (TN), and development of a tracking tool to measure the performance of Road Agencies	Improved institutional efficiency through dissemination and easier access to legal and institutional frameworks, manuals, practices, procedures and experiences in other countries in the region	SSA, DC Q1-Q4	2006: 130,000 inclusive remaining commitments from 2005 2007: 40,000
Capacity building and Training	AL, MB, OE, GB SS Identified regional experts, CSIR,ESAMI, TRL and IDL	Through regional workshops in cooperation with regional associations based on the result of the Funds and Agencies review, two (Anglophone and Francophone) training the trainers workshops based on the Rural Transport Knowledge base, RED training the trainers workshops in English (Nairobi March 1-3) and French (Burkina Faso November), assess and enhance local training capacity in SSA in cooperation with regional associations, Identifying potential training programs for women in cooperation with Women' Transport network	Improved institutional efficiency through increased number of well trained and updated staff, policy- and decision makers, on reform experiences, tools, technology, international and regional practices, providing the platform for more training through domestic and regional based training in, and improved opportunities for women in transport sector	SSA/DC UK, France, Kenya, Burkina Faso	2006: 350,000 In-house 2007: 30,000
Support to Regional associations for road funds and road agencies	MB, OE Regional Coordinators	Through partnership consolidation with ARMFA, ASANRA and AGEPAR., developing joint Work programs, providing support for coordinators and meetings/seminars.	Stronger institutions through improved support by strengthened regional associations, providing improved instruments for dissemination and knowledge sharing.	SSA Q1-Q4 '06	2006: 140,000
RMF support to country policy formulation and implementation on road management and road funds	MB, OE AL MB	Country interventions/country workshops in support of policy reform often in collaboration with sector programs	Improved access to reform experiences and policy dialogue opportunities for partner countries	SSA Q1-Q4	2006: 100,000
Support to development of SMEs	OE	Consultant to identify good practices, incl. promotion of women entrepreneurship, and prepare and facilitate Regional workshops	Local construction industry (SMEs) strengthened through training programs developed and implemented	DC/SSA Start Q1 Finalize Q2 '07	2006: 30,000 2007: 20,000

Labor based works knowledge	OE	Collection of good practices, and link with PRTSR and women' group	Improved knowledge & promotion on labor based applications & examples of impacts	DC, SSA Q1-Q4	2006: 30,000
Impact of Axle Load control	OE	Consultant to identify impacts of axle load control	Report on economic and other impacts of axle load control disseminated	SSA/DC Start Q1, finalize Q2, 07	2006: 20,000 2007: 30,000
RTTP review	GB DS SS and Consultants/RTA	Assessment of past RTTP activities, evaluation of rural transport policy at regional level	RTTP methods/objectives assessed including stakeholders workshop on findings and develop actions to sustain rural transport policies	DC/SSA Q2-Q3	2006: 30,000
Establish African expertise Data base	AL,MB, OE Regional Assoc/Universities/SSATP partners	Establish an inventory/assessment of African expertise	Concept note produced on a strategy to improve African expertise involvement in capacity building	DC, SSA Q4 '06- Q4 '07	2006:30,000
High level Meeting on Road sector reforms	PM RMF TL, MB, OE	Preparatory activities and dedicate a session during the 2006 Annual meeting	To build consensus to better understand and implement the road sector reforms in line with Second generation road funds' principles	SSA Q3-4, 06	2006: 30,000

Appropriate Transport Services (ATS)

In addition to dissemination of good practice initiatives (e.g. SADC guidelines on low volume sealed roads, large cities institutional, financial, management and regulation study and others including out side the region) priority actions for the year will be:

Holding bi-lingual **rural** and urban **transport workshop** in March 2006 in Addis Ababa, to address the following

- i) Discuss **results of studies** executed in the 2005 work program (and others, such as the SITRASS study on medium sized cities), draw policy lessons and conclude on the way forward (the urban transport workshop will be organized in collaboration with UITP).
- ii) Discuss good practice and pitfalls regarding the introduction of high capacity **public transit systems** in large cities.
- iii) Develop ToR and select cities for evaluating growth & poverty impact of urban transport investments.
- iv) Discussion on the establishment of **urban mobility core group**.
- v) Discuss outputs of the SSATP 2005 work program, including RTTP review, IMT audit, RTS study, as well as studies conducted by IFRTD, and others, and draw policy lessons and conclude on the way forward (the rural transport workshop will be jointly organized with IFRTD).
- vi) Conclude on the creation of the proposed **African Rural Transport Association**. Rural Transport Association will be a continuation of the former RTTP. In addition, the outcome of the on-going review on RTTP will serve as guidance for the Rural Transport Association.
- vii) Identify common set of objectives for future work including transport cost study.
- viii) Executing study to examine impact of expected rapid growth of motorization and particularly the growth of the number of **motorcycles** in African cities.

TABLE 6 – APPROPRIATE TRANSPORT SERVICES

THEMATIC AREA - APPROPRIATE TRANSPORT SERVICES					
Action	Actors	How	Results	Where/When	Costs (US\$)
Review of rural transport services	DS, MB, SS Consultant	Produce final report and dissemination. Feeding in outcomes to the March rural transport and urban mobility workshop.	Development of Rapid appraisal methodology and basis for decision on strategies to promote pro-poor transport services	SSA 03/06	120,000
Rural IMT Audit	DS MB, GB, Consultant	Finalize assessment and feed in results to RT/UM workshop	Basis for decision on future IMT program proposals	DC, SSA	75,000
Establish Observatory of urban mobility data: definition of data and of process for updating them regularly	AK With Indicators and UM SSATP team, and UM Group.	Agreed upon and provide set of data and indicators for benchmarking; and procedure for regular update of urban transport data base	A strong tool established to assess urban transport performance and its impact on the poor in SSA.	DC and coordination meetings in SSA;	30,000
Support to establishment of Rural and urban transport associations & identify common set of objectives for future works	DS, AK, MB GB, RMF, Regional coordinators, UM Group, In collaboration with IFRTD & UITP	Organize a joint rural and urban transport workshop (mid term workshop)	Rural transport association and urban mobility group established, ToR growth & poverty impact of urban transport investment, set objectives for future work	Q1/ 06	80,000
Impact of rapid growth of motorization and particularly the growth of the number of motorcycles in African cities	AK, MB DS, Regional coordinators	Survey, local workshop	Best practice and lessons to promote appropriate transport services in urban areas identified and disseminated.	SSA Q3/06	30,000
Dissemination of good practices	DS, AK With SSATP team, UM Group, partners (UATP, MDP), and consultant	Prepare documentation, Present case study during workshop or meeting	Good practice disseminated to urban/rural mobility actors. Awareness raising	SSA, DC 01/06 – 12/06	In house

Road Safety – (RS)

Dissemination of good practices and development of policy were the two main themes of the 2005 WP adopted at the Addis Ababa SSATP 2004 annual meeting and remain to be pillars of the 2006 WP.

The thematic sessions in Bamako were both retrospective and forward-looking and discussions focused on the poor state of road safety mainly due to inadequate resource allocation, capacity, data and weak institutional framework. There are, however, good practice examples worth disseminating and exploring avenues for replication

The comparative advantages of the SSATP in policy development, and its knowledge sharing networks, as well as its partnership credentials allow the program to add value to the work already being done by leaders in the road safety field, such as GRSP, CSIR, PIARC, WHO and REC's. Working with these and other organizations, participants in the annual meeting agreed on a number of activities which the SSATP should initiate in 2006.

TABLE 7 – ROAD SAFETY

THEMATIC AREA - ROAD SAFETY					
Action	Actors	How	Results	Where/When	Costs (US\$)
Support road safety knowledge sharing, dissemination and advocacy for Road Safety.	TAA with PMT SSATP, WB, GRSP, REC TCC, UNECA, WHO, PIARC, CSIR, AfDB, Donors, governments, Civil Society Organizations, RS focal persons in member countries.	Make available SSATP knowledge sharing capacity to all RS stakeholders; publish a RS Bulletin; publish results from the RS Questionnaire; publish outcome of other relevant RS activities; set up RS focal persons email list.	Knowledge of good practice shared with Program Partners, along with lessons learned Road safety knowledge sharing improved among SSATP partner countries.	SSA & DC RS News Bulletin quarterly. RS Questionnaire end of April Other material when compiled and ready for distribution.	30,000
Road Safety Policy Review/development and support piloting of review methodology in willing countries.	TAA with NI SSATP, GRSP, REC TCC, UNECA, Willing Governments, RS focal persons in member countries.	Identify willing gov., undertake stakeholder analysis, design workshop for review & produce methodology, agree pilot countries, provide services to pilot countries to undertake review process and support implementation.	Practicable policy review/development methodology available. Improved road safety policies/strategies implemented within responsive development framework.	SSA & DC 02/06-12/07 Piloting a country is anticipated to be carried on throughout 2007.	50,000
Promote preparation of appropriate design and safety standards	TAA with PMT SSATP, WB, GRSP, REC TCC, UNECA, PIARC, WHO, Donors, Willing Governments, RS focal persons in member countries.	Identify and pilot initially one willing Francophone and one Anglophone country to undertake assessment of existing standards and develop a strategy for improve & mainstream emphasis on RS. Share results with partner countries.	Find a mechanism and/or strategy to incorporate appropriate safety standards in road development and make it available to other partners.	SSA 05/06-08/06	50,000
Harmonization of safety standards and regulations across regional groups	TAA with PMT SSATP REC TCC, UNECA, AfDB, Donors, governments, Civil Society Organizations, RS focal persons in member countries.	Assess regulatory regimes in countries chosen, identify good practices, run a workshop in 2007 and agree on principal measures and standards. Framework to be adopted by each country.	Regional harmonization of basic road safety standards and measures	SSA 04/06-12/06	50,000

Regional Integration and Transport – (RIT)

The activities of the Regional Integration and Transport are anchored in the theme's overarching objective of poverty reduction through:

- i) Reduction of Transport Costs through removal of physical and non-physical barriers along corridors, to foster intra and extra-regional trade growth, wealth creation and jobs generation.
- ii) Trade and Transport Facilitation to support intra-regional connectivity and external competitiveness.

Stakeholders at the Bamako meeting highlighted the slow pace of implementation, and specific obstacles to progress which had emerged in the intervening period, mainly procurement and inter-RECs communication, and agreed to focus on enhancing the implementation of the REC-TCC action plan, adopted in February 2006.

Specific results of the 2006 WP include:

- i) Completing the process of establishing corridor management committees/groups in all the priority corridors, contained in the action plan.
- ii) Finalizing the preparatory activities for establishing observatories in all the priority corridors.
- iii) Enhanced results and continuation of activities on existing observatories.
- iv) Completing the pilot Road safety and HIV/AIDS studies and moving to implementation.
- v) Producing harmonized regulation document/legal instrument for border posts.

TABLE 8 – REGIONAL INTEGRATION & TRANSPORT

THEMATIC AREA - REGIONAL INTEGRATION AND TRANSPORT					
Northern Corridor					
Actions	Actors	How	Results	Where/when	Costs
Northern Corridor Observatory: Phase 1	<u>JFM, NI,CK</u> COMESA, EAC, REC TCC, NCTTCA, KTA, Transporters, PMAESA, KPA, KRC, URC, SSATP	Translation & dissemination of report, conduct stakeholders' results review workshop,	First phase lessons learned, improved methodology implemented in operationalized observatory	SSA 11/05-02/06	35,000
Northern Corridor Observatory: Phase 2	<u>JFM, NI,CK</u> COMESA, EAC, REC TCC, NCTTCA, KTA, Transporters, PMAESA, KPA, KRC, URC, SSATP	Prepare TOR ,monitor implementation, TA to support implementation, conduct stakeholders' results review workshop	improved methodology implemented in operationalized observatory, indicators for port, rail& inland ports developed	SSA 03/06-12/06	50,000
Production of New Northern Corridor Transit Traffic Agreement (Treaty)	<u>JFM, NI, MJ,CK</u> REC TCC, NCTTCA, UNECA, EAC, KPA, KRC, URC, consultant, SSATP	Arrange & hold legal officers's workshop, ratification	New Treaty adopted by NCTTCA, national governments ratify treaty	SSA 03/06-06/06	50,000
DSM,Zambia,Malawi					
Support to Corridor Management Committee	<u>JFM, NI,CK</u> SADC, COMESA, EAC, PMAESA, FESARTA, DSM Committee, REC TCC, Transporters, SSATP	Identify constraints, propose & support institutional arrangements,	Functioning basic management arrangements	DSM, SSA, DC 02/06 – 07/06	30,000
Establish Observatory	<u>JFM, NI,CK</u> SADC, COMESA, EAC, PMAESA, FESARTA, DSM Committee, REC TCC, Transporters, SSATP	Agree ToR, Procure consultancy services, Undertake baseline survey, TA support for implementation (commonly with NCTTCA)	Observatory arrangements agreed, ready to be implemented	DSM, SSA, DC 03/06-10/06	60,000
Port security assessment	<u>JFM, MJ, NI, ,CK</u> REC TCC, IMO, PMAESA, KPA, TPA	Complete security audit, Disseminate results to stakeholders	Security action plans to ensure compliance with IMO standards	SSA 03/06	100,000
North-South Corridor: Durban to Zambia, & DRC via Beit Bridge					
Support establishment N/S Corridor Management Committee	<u>MJ, TN,CK</u> REC TCC, SADC, COMESA, FESARTA, PMAESA, UNECA,Transporters, Govt. Reps, SSATP	Management arrangements and legal framework study, Convene core group meeting and stakeholders workshops to review all studies/survey	Functioning basic management arrangements	SSA, DC 01/06--08/06	80,000
Establish Observatory	<u>TN,CK</u> REC TCC, SADC, COMESA, FESARTA, PMAESA, UNECA,Transporters, Govt. Reps, SSATP	Finalize ToR , Procure consultancy services, undertake baseline survey, results feed into Core group meeting	Observatory arrangements agreed, ready to be implemented	SSA, DC 02/06-07/06	150,000
Beit Bridge improvement Action Plan	<u>MJ, TN,CK</u> REC,TCC, FESARTA,UNECA, Transporters, Govts,	Extend monitoring project by 6 month	Beit Bridge border crossing conditions improved, lessons learned shared with SSATP partners	SSA 11/05-05/06	30,000
Chirundu	<u>MJ, TN,CK</u> REC,TCC,Govts, UNECA,FESARTA, Transporters, , SSATP	Extend Beit bridge monitoring project to Chirundu	Chirundu border crossing conditions improved, lessons learned shared with SSATP partners	SSA 02/06-12/06	50,000
N/S Corridor HIV/AIDs initiative	<u>TN,CK</u> REC TCC, SADC, COMESA, FESARTA, UNAIDS, WB, EC, UNECA, AfDB, Donors,Transporters, Govt. Reps, SSATP	Procure consultancy services, undertake baseline survey results feed into Core group meeting, partnership, mobilize resource, implementation	Baseline survey/study ready to be implemented, operational partners identified	SSA 12/05-07/06	130,000

Actions	Actors	How	Results	Where/when	Costs
Djibouti-Ethiopia/Addis Corridor					
Support establishment of Djibouti – Ethiopia Corridor Management technical Committee	TN,CK REC TCC, IGAD, COMESA, Govts, PMAESA, Transporters	Ethiopia & Djibouti establish national team, Hold joint technical committee establishment workshop	Functioning basic management arrangements	SSA 03/06	20,000
Establish Observatory	TN,CK REC TCC, SADC, COMESA, FESARTA, PMAESA, UNECA, Transporters, Govt. Reprs, SSATP	Finalize ToR , Procure consultancy services, undertake baseline survey, Conduct stakeholders' result review workshop	Observatory arrangements agreed, ready to be implemented	SSA, DC 03/06-09/06	50,000
Douala-Djamena-Bangui					
Put in place a corridor management committee	JFM, MB WB, EC, ECCAS, CEMAC, PMAWCA, RECTCC, Transporters, Govts,	Establishment corridor management committee (CMC)	Functioning basic management arrangements	06/06	
Support to/collaboration with Douala-Ndjamen-Bangui corridor observatory initiatives	JFM, MB WB, EC, ECCAS, CEMAC, PMAWCA, RECTCC, Transporters, Corridor Management Group, Govts, SSATP	Support use of WB IDF and EU grants to prepare corridor committee, arrange process for undertaking baseline surveys	Observatory arrangements and methodology agreed by stakeholders, ready to be implemented	SSA 02/06	WB Grant EU Grant
Port security assessment	JFM, MJ, NI, CK REC TCC, IMO, PMAESA, PMAWCA, KPA, THA,	Procure and complete security audit, Disseminate results to stakeholders	Security action plans to ensure compliance with IMO standards	SSA 09/06	
Pointe Noire – Brazzaville – Bangui, Matadi – Kinshasa – Bangui- Kisangani					
Multi modal observatory	JFM, MB CICOS, ECCAS, RECTCC, UNECA Transporters, Govts, SSATP	Arrange a workshop to agree on the work program in the corridor and for establishing a multi-modal Observatory (ToR, observatory management mechanism) ,consultant selection, support to management committee (CICOS)	Observatory arrangements agreed, ready to be implemented	SSA 01/05-06/06	50,000
Tema – Ouagadougou – Niamey & Bamako ; Lomé – Ouagadougou – Niamey & Bamako					
Establish corridor management committees	MJ, JFM, TN, YA ECOWAS, UEMOA, REC TCC, AfDB, PMAWCA, Govts, Transporters, Unions, SSATP	Support establishment of corridor committees, consolidate current corridor work in collaboration with USAID, stakeholders results review workshop agrees lessons, extend observatories to Bamako and Niamey	Observatories functioning, improved institutional arrangements	SSA 01/06-06/06	30,000
UEMOA corridor observatories	MJ, JFM, TN, YA ECOWAS, UEMOA, REC TCC, AfDB, PMAWCA, Govts, Transporters, Unions, SSATP	Based on the updated methodology resume establishment of observatories, monitor implementation, Arrange a results evaluation workshop;	Observatories functioning, improved transport operation	SSA 01/06-12/06	110,000
Port security assessment	MJ, JFM, TN, YA ECOWAS, UEMOA, REC TCC, AfDB, PMAWCA, Govts, Transporters, Unions, SSATP	Undertake regional port security assessment	Security action plans to ensure compliance with IMO standards	SSA 11/06	30,000

Lagos-Abidjan					
Establish Observatory	<u>JFM, YA</u> WB, ECOWAS, UEMOA, REC TCC, Govts, Transporters, SSATP	Follow up ALCO's operation	Observatory arrangements and methodology agreed by stakeholders, ready to be implemented	tba	WB Project
Establish corridor management committees	<u>JFM, YA</u> ECOWAS, UEMOA, REC TCC, AfDB, PMAWCA, Govts, Transporters, Unions, SSATP	Organize Corridor Committee workshop, Continue establishment of Corridor Committees for the remaining countries	Observatories functioning, improved institutional arrangements	SSA 03/06	EU
Multi-corridor initiatives					
Harmonizing Legal/regulatory arrangements at border posts	<u>MJ, JFM, TN</u> REC TCC, PMT, SADC	Provide harmonized legal instruments to committees working on pilot border posts (Cinkanse, Malaba, Chirundu), the pilot projects on legal / regulatory arrangements ; Workshop to compare situation in the region	Harmonized regulations available for implementation	SSA 01/06- 12/06	50,000
Corridor Management Arrangements	<u>NI, JFM, MJ, TN</u> REC TCC, SSATP	Review of existing Corridor Management Arrangements, Dissemination by midterm review	Knowledge of practicable corridor management arrangements shared with key institutions and actors	SSA, DC 06/06	In house
Pilot corridor road safety initiative	<u>TN, JH</u> REC TCC, FESARTA, N-S& DSM Corridor Committee, GRSP, Transporters, SSATP	Update existing SADC Road safety Information Handbook into Corridor-based Road Information Handbook, Distribute handbook& dissemination	Truck drivers' road safety risk awareness raised on transport corridor	SSA 03/06	50,000
Axle load controls	<u>TN, CK</u> REC TCC, UNECA, FESARTA, ASANRA,	Procure consultancy services, implement study of good practice on basis of agreed ToR, feed result into N-S corridor core group meeting	Good practice report disseminated	SSA 01/06- 07/06	45,000
TCC role					
Action plan Implementation follow up	<u>NI, TN</u> REC-TCC, PMT	Organize a mid-term review meeting;	Action plan reviewed, Implementation enhanced	06/06	50,000

Program Management

The recruitment of the regional coordinators, after a protracted process, has reached the final stage and the coordinators are expected to go through the learning curve early part of 2006 and be fully engaged with their task for most of the year. Thus, the staffing requirement set out in the LTDP is fulfilled, near mid term of the plan, and the program management could deliver the level of services required by partners during 2006. In addition, the secondment from USDOT/FHA will strengthen the initiatives in capacity building and other cross cutting areas.

The procurement guidelines issued towards the middle of 2005 have improved partners' procurement capacity, but the time to conclude contract is still beyond expectation. The new SSATP web site, structured inline with the thematic areas is a major improvement in disseminating information and creating network of partners. The internal audit report of 2004, indicating an over all result of "mostly satisfactory" has been made known to all partners and the PMT is taking the necessary measures to address the proposed improvements. The financial expert to be engaged through AFTTR/DFID trust fund is expected to strengthen financial control.

TABLE 9 – PROGRAM MANAGEMENT

PROGRAM MANAGEMENT					
Action	Actors	How	Results	Where/when	Costs
Improve Capacity	NI with TN PMT, AFTTR	Enlarge contribution by WB staff, Strengthen partnership with other donors' staffs	WP Implementation kept on track	DC, SSA Throughout 06	Covered by PMT costs
Improve responsiveness, communications	NI with TN PMT	Clear role definition for PMT members, communication paths properly disseminated to all partners	Communications brought back to good standards, reporting schedules adhered to	DC, SSA Throughout 06	Covered by PMT costs
Improve knowledge sharing, dissemination	AL, NI PMT	PMT working party designs dissemination strategy, review process, strategy implemented	Clear knowledge sharing & dissemination strategy action plan implemented	DC 12/04-01/05	Covered by PMT costs
Procurement of WP goods and services improved	NI with FB PMT	Orientation on the procurement procedures	Procurement guidelines understood by PMT and all partners	DC 12/04	Covered by PMT costs
Enhance Africa-based Program Management	PMT	Deploy new regional coordinators to Africa	Stronger more responsive Africa base for PMT	DC, SSA 01/05 –06/05	Covered by PMT costs
Improve financial controls	NI PMT	Fiduciary control by the new financial expert	Financial controls improved	DC 11/04 – 12/06 and beyond	No cost to the program
out put to purpose review	PMT, program partners	Participatory process involving all partners supported by coordinating, regional, and national consultants;	Out put to purpose review report, Strengthened & improved LTDP implementation	DC, SSA 04/06 -06/06	300,000

TABLE 10 – PROGRAM MANAGEMENT TEAM

FULL TIME COTERMINOUS STAFF			
Initials	Name	Post	Location
AD	Arnaud Desmarchelier	Rural Transp. Specialist	DC
AL	Al Logie		DC
CK	Charles Kunaka	Regional coordinator	Nairobi
FB	Fanny Barrett	Procurement Specialist	DC
JH	Jonas Hermanson	Road safety Specialist	DC
MB	Mustapha Benmaamar	Senior Policy Adviser	Yaoundé
MDF	Monique Desthuis-Francis	Publication officer	DC
MN	Mark Njore	Program Assistant	DC
NI	Nigel Ings	Program Manager	DC
OE	Olav Ellevset	RMF Specialist	DC
TN	Tesfamichael Nahusenay	Deputy Program Manager	DC
YA	Yao Adzigbey	Regional coord.	Yaoundé
NPM	To be appointed	Program Manager	DC

PART TIME WORLD BANK OPERATIONAL STAFF			
Initials	Name	Post	Location
AK	Ajay Kumar	RMF/ATS Team	DC
DS	Dieter Schelling	Theme Leader ATS	Dar es Salaam
GB	George Banjo	RMF/ATS Team	DC
GP	Gylfi Palsson	Program Administrator	DC
JFM	Jean-Francois Marteau	Reg. Transport Team	DC
JNG	Jean-Noel Guilloso	Theme leader RMF	DC
MJ	Mark Juhel	Theme Leader Regional Transport	DC
RA	Rodrigo Archondo-Callao	RMF/ATS Team	DC

TABLE 11 – COTERMINOUS STAFF INPUTS (STAFF WEEKS)

Description	Coterminous Full-Time SSATP Staff														Theme Totals	
	AD Arnaud	AL Alfred	AN Ann	CK Charles	FB Fanny	JH Jonas	MN Mark	MB Mustapha	MDF Monique	NI Nigel	OE Olav	TN TesfaM.	YA Yao	NPM TBA		
Budgeted total SWs	24	40	21	42	38	42	42	42	42	7	42	42	42	35	501	
PMT Admin, Services	0	1	21	1	38	1	42	1	42	5	1	6	1	6	166	
Theme & Activity Responsive Transport Strategies																
SSATP Program Approach and Function				4						2		5	4	2	17	
PRSP/Transport Analysis				9		1						10	9	11	40	
Indicators	20			2									2		24	
Gender initiatives	2	4		2		4						2	2	2		
Road Management & Financing	2	27		3				17				30	2	3	2	86
Transport Services				3		2		14				8	3	3	2	35
Road Safety		8		4		30						3	4	4	2	55
Regional Integration & Transport				14		4		10				10	14	8	60	
Provisional Inputs	24	40	21	42	38	42	42	42	42	7	42	42	42	35	501	
Difference, budget total/provisional inputs	0		0		0		0	0	0	0	0	0	0	0	0	
BUDGETED TOTALS	24	40	21	42	38	42	42	42	42	7	42	42	42	35	501	
	AD	AL	AN	CK	FB	JH	MN	MB	MDF	NI	OE	TN	YA	NPM		

TABLE 12 – OPERATIONAL BANK STAFF INPUTS (STAFF WEEKS)

Description	Part-Time Bank Operational Staff											Theme Totals
	AK Ajay	DS Dieter	GB George	GP Gylfi	JFM Jean-F.	MJ Marc	JNG Jean-N	RA Rodrigo	SS Siele	TAA Tawia	TS Tekie	
Budgeted total SWs	4	5	2	4	4	2	5	12	4	5	15	62
PMT Admin, Services				4							15	19
Theme & Activity												
Responsive Transport Strategies												
SSATP Program Approach and Function												0
PRSP/Transport Analysis Indicators		2										2
Gender Initiatives									3			3
Road Management & Financing							5					5
Appropriate Transport Services	4	3	2						1			10
Road Safety										5		5
Regional Integration & Transport					4	2						6
Provisional Inputs	4	5	2	4	4	2	5	12	4	5	15	62
Difference, budget total/provisional inputs	0	0	0	0	0	0	0	0	0	0	0	0
BUDGETED TOTALS	4	5	2	4	4	2	5	12	4	5	15	62
	AK	DS	GB	GP	JFM	MJ	SB	RA	SS	TAA	TS	

In addition to the prescribed operational Bank staff inputs, it has been agreed that to the extent possible all transport staff attached to AFTTR (the unit that provides a “home” to the SSATP) will champion the SSATP policy messages in lending operations. It is hoped that specifically these staff will promote the PRTSR process, and other poverty reduction/transport initiatives in the countries where they have responsibility.

RESULTS 2005/2006

The 2005 annual report will provide overall results for the year. A major external mid-term evaluation will take place in 2006, and at present that is expected to have the character of an output to purpose review. However, in the mean time it is important to look into the highlights of the results, anticipating the situation at the end of 2006 compared with the end of 2005, and understand how these results feed into achieving the purpose and goal of the LTDP. And it must be borne in mind that the results for 2005/2006 must also be viewed within the context of the LTDP as a whole.

The assessment of the thematic groups at the Bamako meeting indicates that the processes in place have started producing results. On a broader thematic basis the account of results so far and outcomes by the end of 2006 are as follows:

SSATP Coordination and the Program Approach

By the time of the 2005 Annual meeting, 11 countries had appointed SSATP coordinators, Guinea, The Gambia, Nigeria, Swaziland, Zambia, Ethiopia, Tanzania, Cameroon, Malawi, Gabon, and Uganda. In 2006 the coordinators have proposed to establish the coordination function in all member countries.

The coordinators/Contact persons are playing significant role in initiating and facilitating the poverty reduction and transport strategy (PRTSR) process and networking with multi sectoral stakeholder groups, building on concepts of transport as multi sectoral resource, which is an excellent example of the programmatic approach. Participants at the annual meeting were sharing in the deliberations of all the thematic groups, avoiding disconnect among priority actions and ensuring the convergence of the results to meet the LTDP goal. The women and transport workshop outcomes were feeding into thematic group works, the indicator and road safety were linked to different activities promoting the programmatic approach. SSATP coordinators will develop national level programs folding in the activities under the different thematic groups within the framework of the programmatic approach.

PRTSR Processes

11 countries have completed their analyses: 3 pilot countries in 2003- Guinea, Tanzania, and Rwanda and 8 in 2004-5- Cameroon, Côte d'Ivoire, Lesotho, Malawi, Mali, Senegal and Zimbabwe. RDC has nearly completed. Malawi, which has completed its review in December 2004, is currently implementing its action plan, and has already made changes to its transport policy and PRSP.

11 countries are implementing their reviews or undertaking preparatory steps: Swaziland (strong progress); Kenya (about to restart); Burundi, Cap Verde, Ethiopia, Gambia(The), Ghana, Niger, Uganda and Zambia are undertaking preparatory steps.10 countries are still to commence. Initial steps to raise awareness and gain official support have been taken in six new countries - Burkina Faso, Chad, Central African Republic, Gabon, Mozambique and Togo. We expect them to be fully engaged with reviews in 2006. Of the four remaining countries Nigeria has reiterated its desire to undertake the reviews, but has stalled in its efforts to establish a well constituted steering group. Only Madagascar, the Congo Republic, and Benin have so far given no indication of wanting to embark on the review process.

Follow up actions on countries that have completed or due to complete will be supported by pilot full-scale transport strategy and sector plan/program development in “willing countries”, following the PRTSR approach.

The results emerging from the PRTSR review include:

- i) A much better understanding of national policies and strategies by leading figures involved in their formulation and implementation;
- ii) Building of informal links and networks between leading actors from different sectors;
- iii) Proposals for adoptions to national strategies, both poverty reduction and transport, to establish more robust and coherent frameworks for anchoring transport strategies in poverty reduction;
- iv) Identification of the mechanisms needed for cross-sector dialogue-intra-institutional and inter-institutional-on transport and poverty reduction.

A major difficulty faced by all countries is managing the process for procuring local facilitators and support services. The simplified procedures, agreed in mid 2005, have clarified the process, however, the time between selecting service providers and signing of their contract is often more longer than anticipated, which has created difficulty for the timely planning of tasks and workshops. There is a need for greater realism concerning the time needed and better communication between countries and SSATP PMT on the rules and procedures to follow.

Transport Performance Indicators

20 countries are actively involved in the indicator initiative second cycle of which five will have produced a second batch of secondary data by the end of 2005, 12 others planning to do so by end of February 2006. This will allow the holding of the second cycle workshop by end of April 2006. To this workshop, it is expected that 2 or 3 additional countries will participate as their first step in the third and secondary data collection cycle.

This third cycle will have to find ways and resources to improve the current institutional framework in each of the countries as they prove to be the major impediment to satisfactory transport data production, management and dissemination.

Women and Transport

At the end of the 2004 meeting, an ad hoc women's group approached the Board proposing that in 2005 the question of women's need and interest should receive specific consideration. Consequently, another feature of meeting was the focus on improving implementation by promoting a closer examination of issues falling under the broad heading of "Women and Transport". With the help of "gatnet" (the gender and transport network) and PRTSR Steering Group, women's group was assembled who work-shopped a number of propositions in advance (Nov 10th & 11th) of the thematic preparatory meetings, and then participated in the rest of the annual meeting process. In the 2006 WP the thematic activities are mainstreaming gender and as well the program includes a clearly defined action on women and transport.

Road Management and Financing – (RMF)

All the RMF outputs feed directly into the LTDP logframe results 3 category – sound institutional and financing strategies. The work plan seeks to address the broad range of required policy framework elements, rural and urban, services, infrastructure, means of transport. In many cases the activity arrangements require the participation of key stakeholders clearly focusing on the needs of the poor.

The key strategic approach is to build capacity, confidence, and expertise in regional organizations who can act as the principal regional champions of sustainable financing and appropriate management arrangements. Institutional arrangements are now in place in the regional associations for road funds and road agencies, and in 2006 the support to AFERA and AGEPAR should consolidate the associations. The consultations in respect of future cooperation with ASANRA will be concluded, and should promote integration of AGEPAR with ASANRA which is still a priority agreed by all stakeholders. A key outcome is the beginning of bridge-building between the previously separated communities of Anglophone and Francophone practitioners.

In 2006 the policy development and implementation assistance will be focused both through these institutions and on key countries agreed by stakeholders to have priority needs of direct support, and where major sectoral investment programs are being designed – so as to integrate sound policy development/implementation processes. As the reforms in road management has been lagging behind the establishment of road funds, the emphasis of the 2006 WP would strengthen the required reforms through the creation of new road agencies.

Increased focus on labor based works and opportunities for women in the transport and construction industry, would enhance the poverty reduction impact of road works and create employment for women.

Building management capacity through improving learning and access to a range of technical tools remains a core activity of the Program. In 2006 substantial training input in the use of the RED model will continue by regional and country specific training modules, the PAM model will be developed further, and thus improve management and professionalism in the sub-sector.

Appropriate Transport Services – (ATS)

Studies under the ATS theme have identified key issues and good practices in the provision of affordable transport for the urban and rural poor and the results have been as well disseminated , these includes:

- i) The urban mobility and poverty study disseminated in 2005, with results from Conakry and Douala has enhanced understanding of the needs of the urban poor and it is generating demands for evaluating growth and poverty impacts of urban transport investments and implementing a pro-poor urban transport strategy.
- ii) “Large Cities Study” looking at the institutional, financial, operational and regulatory environment in four cities (Dakar, Douala, Kampala and Nairobi) has been carried out and the results of the study were discussed at workshops held in all the four cities. The study has identified elements contributing to effective delivery of urban transport services and the findings will be fed into the rural and urban transport workshop to be held in March, to identify common set of objective for future works.
- iii) The Rural Transport Services (RTS) study in four countries (Cameroon, Burkina Faso, Tanzania and Zambia) has looked at medium distance transport (5-200km). The study has proposed a low-cost, rapid methodology for RTS assessment and identified areas of improvement to deliver efficient rural transport service.
- iv) The non motorized transport (NMT) Guidelines have been issued as SSATP publication both in English and French and made accessible on SSATP website. The Urban Transport Data Base establishment process and audit of past Intermediate Means of Transport (IMT) Promotion efforts (intermediate results of study were fed into the rural transport workshop at the Bamako annual meeting) are on going activities of the 2005 WP and dissemination of results will be done in 2006.

The promotion of the establishment of a regional core urban mobility group and rural transport association will provide home for the lessons emerging from works undertaken so far, and an embryonic champion for developing appropriate policies. The draft constitution

for Rural Transport Association, discussed in Bamako will be further developed and adopted as a framework and 2006 will see into the creation of these forums.

Specific challenges identified within the ambit of the theme include:

- i) Distilling policy lessons from completed and on-going works;
- ii) Ensuring inclusion of these lessons in the Poverty and Transport policy development process and
- iii) Defining the way forward in the LTDP process and the 2006 work program.

Road Safety – (RS)

SSATP has been recognized as having a comparative advantage and expertise in policy development processes and knowledge sharing which should be utilized, in collaboration with a number of global and regional partners to strengthen the emphasis on Road Safety.

Proposed initiatives focus on these strengths, and the 2006 results include the formulation of road safety policy review methodologies, and their piloting in willing countries, as an element of sound strategy development. Knowledge sharing of new African initiatives as well as others outside the continent will also be addressed in partnership with other institutions.

Regional Integration and Transport – (RIT)

Early in 2005 the representatives of RECs established their transport coordination committee (REC-TCC) to spearhead and coordinate the activities under regional integration and transport theme. The RECs and corridor management institutions responsible for the implementation of the REC-TCC action plan were undertaking several actions to achieve the results set under the key pillars of the program, including:

Corridor Management

- i) Corridor treaty update completed (Northern Corridor).
- ii) ToR (role) for corridor management committees prepared (North-South, Douala - N'Djamena –Bangui, Tema-Ouagadougou- Niamey & Bamako; Lome-Ouagadougou- Niamey & Bamako).
- iii) *Establishing corridor management committees/groups* (North-South, Douala - N'Djamena –Bangui, Tema-Ouagadougou- Niamey & Bamako; Lome-Ouagadougou- Niamey & Bamako, Dar Es Salaam, Djibouti-Addis).

Corridor Observatories

- i) Performance monitoring initiative underway (Beit Bridge).

- ii) Establishing observatories (Lagos-Abidjan, Tema-Ouagadougou- Niamey & Bamako; Lome-Ouagadougou- Niamey & Bamako-resuming monitoring).
- iii) Baseline survey completed (Northern Corridor, Pointe Noire-Matadi to Brazzaville, Kinshasa, Bangui, Kisangani).

Port Security

Port security audit completed or close to completion (Mombassa, Dar Es Salaam, Lagos, Cotonou, Lome, Tema, Abidjan)

HIV/AIDS

ALCO established (Lagos-Abidjan)

Multi-Corridors initiatives

- i) Harmonized border post regulation document for ECOWAS and SADC consolidated;
- ii) Pilot projects for establishing one-stop border post at Malaba, Cinkansse, and Chirundu, in progress.
- iii) MoU for Malaba(Kenya-Uganda) prepared, to be emulated for other East Africa regional border posts.
- iv) UEMOA Axle load control regulations, following ECOWAS convention, to be adopted by Council of Ministers in December 2005.

The stakeholders at the Bamako annual meeting reviewed the progress of 2005WP and agreed on priority actions for 2006, mainly focusing on consolidating the ongoing activities under the REC-TCC action plan. Specific lessons learned during the implementation of the 2005 WP include:

- i) The need for clarification and training /capacity building on procurement procedures to avoid mis-procurement.
- ii) Detailed assignment of responsibilities within RECs and SROs for timely implementation of the action plan.
- iii) Matching work program with available resources;
- iv) The need for improvement in communication, information flow between RECs and TCC and among RECs.

IMPLEMENTATION

In 2005 implementation has gained momentum and the processes put in place have started producing results, a good example is the PRTSR where countries have completed review and started implementing their action plan. The process of ensuring the recognition of the contribution transport in achieving the MDGs has come out with transport targets and indicators, and voiced at heads of states level. The program is gaining the buy in of high level policy makers as demonstrated at the Bamako annual meeting. Studies on rural transport services and urban mobility are completed and dissemination is in progress. Training to improve the capacity of road management and financing institution has been conducted, and the RECs were engaged with establishing corridor management committees and sensitization of stakeholders.

However procurement of services and communication with partners was constrained by PMT and partners' capacity and procurement procedures. The recruitment of the two regional coordinators brings the PMT capacity to the level required by LTDP and 2006 will not see this as a problem. Simplified procurement guide lines were communicated by mid 2005 and training for PRTSR steering group members have been delivered or will be done for new countries. The establishment of the REC-TCC has improved the implementation of regional trade and transport action plan. Member countries have better understanding on the need for enhanced SSATP coordination for the LTDP implementation. With these improvements and factoring in procurement processing time during planning the concerns of implementation will be addressed satisfactorily in 2006.

FINANCE AND BUDGET

Table 13 below sets out the expected TF income up to the end of CY 2006

TABLE 13-FUNDING THE LTDP, END OF 2006 (USD)

Donor	End 2003	2004	Date posted	2005	Date posted	2006	Trust Fund
EC		4,624,600	04/04			2,880,000	MDTF
Sweden		763,131	02/04	400,000	02/05	400,000	MDTF
Norway		200,000	11/04	400,000		400,000	Norway TF
Denmark				400,000		400,000	MDTF
Ireland		400,000				600,000	MTDF
France	155,000	300,000	10/04				France TF
UK	72,825						UK TF
ISDB						250,000	ISDB-TF
Year Total	227,825	6,287,731		1,200,000		4,930,000	
Cumulative	227,825	6,515,556		7,715,556		12,645,556	

EC's contribution in 2004 has provided major source of financing for 2005 activities. A replenishment of 1.2 M Euros (approximately US\$ 1.44 M), as the first intermediate payment, is expected to be received by February/March 2006, and the forecast for this CY includes the second intermediate payment (1.2 M Euros), which is due for collection in 2006, based on the level of disbursement stipulated in the Administration Agreement.

Sweden's fourth installment of the contribution is expected February 1st, 2006. The 2nd and 3rd installments were received respectively, February 1st 2004, and February 1st 2005. By disbursing in the early part of the year, Sweden's contribution has helped in financing commitments for activities executed throughout the year.

Norway's contribution comes from broad TF facility established between Norway and the World Bank, a facility used by a number of programs. The use of the funds is the same as for the MDTF. The annual allocation of S\$400,000 for 2004/2005 was received in two tranches of US\$200,000. The first tranche (\$200,000) of the second allocation for 2005/2006 was received. The second tranche will be released upon satisfactory reporting of disbursements.

Denmark's contribution to the MDTF for 2004 was only released in January 2005 after an agreement was reached with regards to the investment income. The replenishment for 2005 has been received.

The 2005 WP indicated a contribution of US\$ 400, 000 from **Ireland** subject to finalization of the administration agreement which is expected to be accomplished before the end of November, however this didn't materialize. For 2006 there is a provision for an amount equivalent to Euro 500, 000 subject to the Ireland's budgetary approval process.

France continues to support the Urban Mobility and Poverty actions of the WP, but can only address funding proposals on an annual basis.

The UK funds reflected in the financing arrangements are the residue of a TF established in May 2003, and which allows the proceeds to be used for the LTDP. This fund has been fully utilized during 2005. UK will be able to review its position regarding financing of transport programs following the promise of the G8 and the increased focus to finance infrastructure, particularly in Africa, in the course of achieving the MDGs.

The support of the **Islamic Development Bank** is maturing. As a result of a discussion between the SSATP team, the SSATP board and the representative of the IDB during Bamako annual meeting, a proposal for US\$ 250, 000 has been submitted. This is an amount to be released in early 2006 out of the expected US\$1million. The fund will be used in countries eligible for IDB financing mainly for PRTSR with a possible application for road safety.

In addition to the direct financial support to the Program, both **Sweden** and **Norway** are providing much needed technical assistance to the PMT in the shape of full-time specialists. The Norwegian expert, Mr Olav Ellevset, is posted as an RMF team member since early April 2005, and Jonas Hermanson road safety expert seconded by SIDA resumed duty during second quarter of 2005. US Department of Transport will provide full time expert for three years. Alfred Logie from USDOT is expected to be posted by mid January 2006 and will be engaged mostly with RMF and cross cutting issues.

The World Bank Contribution

The formal WB contribution for FY 06 (July 05 – July 06) is US\$350,000. This money is reserved for World Bank staff's time and travel contributions to the PMT and this allows for Bank operational staff to contribute about 62 staff weeks to the SSATP. However, in addition to their role in promoting sound transport policies as part of Bank lending operation, Bank staff's will contribute more time than this, charging their time to their lending program supervision budgets.

Work Program Cost Estimates

The cost estimates of the WP take account of both ongoing and completed 2004/2005 activities and the proposed continuation/new work in 2006. What is being accounted is the LTDP, from its theoretical starting date of January 2004, to the end of December 2006. It is not practical or useful to deal with annual work programs as stand-alone entities, because they are not.

At present, the projected 2004-2006 expenditure stands at about US\$160K less than expected TF income over the same period.