



Sub-Saharan Africa Transport Policy Program
The World Bank and Economic Commission for Africa



SSATP Working Paper N° 40

Progress Report

For the year 1998

March 1999

Africa Region
The World Bank



The Sub-Saharan Africa Transport Policy Program (SSATP) is a joint initiative of the World Bank and the United Nations Economic for Africa (UNECA) to improve transport sector performance by promoting policy reforms and institutional changes.

The opinions and conclusions expressed in SSATP Working Papers are those of the authors and do not necessarily reflect the views of the World Bank, UNECA or any of their affiliated organizations.

TABLE OF CONTENTS

INTRODUCTION	1
PROGRAM OVERVIEW	2
ROAD MANAGEMENT INITIATIVE	5
RURAL TRAVEL AND TRANSPORT PROGRAM	10
URBAN TRANSPORT	14
TRADE AND TRANSPORT	18
RAILWAY RESTRUCTURING	19

ANNEXES

Annex 1: SSATP Calendar of Events

Annex 2: SSATP Publications

Annex 3: SSATP Financing

Annex 4: SSATP Long-term Consultants/Seconded Staff

FOREWORD

The Sub-Saharan Africa Transport Policy Program (SSATP) is a joint initiative of the World Bank and the United Nations Economic Commission for Africa (UNECA) to improve transport sector performance by promoting policy reforms and institutional changes.

The basic premises of the Program are that: (i) policy reform is essential to obtain improved provision of transport services; and (ii) countries and their development partners need to collaborate within the framework of a common vision of policies and strategies in the sector. The program has over the last twelve years evolved into a flexible tool for the development of such a vision. A central element of the framework is the involvement of key constituencies in sector management.

During 1998, emphasis in the work of SSATP continued to move towards policy reform and implementation strategy work at the country level. A core of the approach of the program is that reforms have to be tailored to the particular needs and circumstances of the local scene, which in most cases means the national level, but in some cases can mean the regional level within a country. Demand from countries for the services of the program continued to increase.

Looking towards the future, this means that SSATP work will be increasingly decentralized, with a more marked presence in Africa and only the minimum of central administration. But to reap the harvest of twelve years of policy reform work at regional and national levels, and bring it to fruition in terms of reduced poverty and better international competitiveness, the work has to be owned by those who will use it in the future. To shape this will be the goal and challenge of the SSATP in the years to come.

The Africa Region of World Bank considers the SSATP a major vehicle for the exchange of experience and ideas in the transport sector, and is incorporating its contribution to the SSATP in its Business Plan for the period of July 1999 to June 2001.

Snorri Hallgrímsson
Coordinator
Sub-Saharan Africa Transport Policy Program

ACRONYMS

AFD	Agence française de développement
AfDB	African Development Bank
CODATU	Coopération pour le développement et l'amélioration des transports urbains et périurbains
ERA	Ethiopian Road Authority
EU	European Union
FHA	Federal Highway Authority
IDA	International Development Association
IDB	Inter-American Development Bank
IFRTD	International Forum for Rural Transport Development
ILO	International Labour Organization
IMT	Intermediate Means of Transport
LET	Laboratoire sur les Études des Transports
MINCONMAR	Ministerial Conference of West and Central African States for Maritime Policy
MLGNH	Ministry of Local Government and National Housing
NMT	Non motorized transport
NORAD	Norwegian Agency for Development Cooperation
NRB	National Road Board
OECD	Organization for Economic Cooperation and Development
RAFU	Road Agency Formation Unit
RED	Road Economic Decision Model
RMI	Road Management Initiative
ROMARP	Road Maintenance and Rehabilitation Program
RR	Railway Restructuring
RSDP	Road Sector Development Program
RTT	Rural Travel and Transport
RTTP	Rural Travel and Transport Program
SIDA	Swedish International Development Authority
SITRASS	Solidarité internationale sur les transports et la recherche en Afrique subsaharienne
SOURCE	Standard Overall Ultralight Road Care Estimate
SSATP	Sub-Saharan African Transport Program
T&T	Trade and Transport
UNECA	United Nations Economic Commission for Africa
UNPD	United Nations Development Program
USAID	(United States) Agency for International Development
USDOT	United States Department of Transport
USFHWA	US Federal Highway Administration
UT	Urban Transport

SSATP Mission Statement

The SSATP is an international partnership to facilitate policy reforms in the transport sector in Sub-Saharan Africa.

Sound policies lead to safe, reliable and cost-effective transport, freeing people to lift themselves out of poverty, and helping countries to compete internationally.

INTRODUCTION

The Sub-Sahara Africa Transport Program (SSATP) was launched in 1987 as a joint initiative of the World Bank and the United Nations Economic Commission for Africa (UNECA) to improve transport sector performance by promoting policy reforms and institutional changes.

The SSATP is a broad collaborative effort of national development aid agencies, international agencies (UNDP, ILO and UNCTAD), and African institutions (i.e. UAR, MINCONMAR, PTA), with the World Bank and the ECA acting as the Executing Agencies. The activities of the program were initially coordinated by an International Advisory Committee chaired by UNECA, which held its first meeting in Washington DC, in March 1987. The operating principles and the coverage of the SSATP were laid down at a meeting of the IAC in Oslo in December 1988. By 1992 policy reform had emerged as the prime area that needed attention, and to underline this the name of the program was changed to Sub-Saharan Africa Transport Policy Program.

The SSATP is implemented through a series of components directed at key issues on the transport agenda. Donors' interest, availability of African Partners and relevance for World Bank operational objectives, all have guided the selection and definition of the various components. Each component is targeted at a specific audience and carried out in collaboration with development agencies and African institutions, with the participation of African experts and advisors.

During the year 1998, SSATP activities increased significantly over the preceding year. All of this increase took place in the fields of Rural Travel and Transport, and Urban Transport. The road management work remained at its 1997 level, whereas the work on ports, maritime transport and railways were temporarily reduced in intensity. A work program for the years 1999 to 2001, issued separately from this report, features significant resumption of the latter activities, and proposes an overall increase in the activity of SSATP by nearly 100 per cent over the next three years, with significant amount of work to be done on themes like environment, gender and safety.

No major changes are proposed for the principles of the management structure of the program, but the practices of core services directing the program and managing its resources will need re-definition in the light of major changes in the support service system of the World Bank, expected to be introduced in July 1999.

PROGRAM OVERVIEW

The basic premises of the Program are that: (i) policy reform is essential to obtain improved provision of transport services; and (ii) countries and their development partners need to collaborate within the framework of a common vision of policies and strategies in the sector. The SSATP is increasingly moving towards assisting African countries in their efforts to build capacity for designing and implementing these premises. Capacity building is emerging as the future focus of the Program.

During 1998, the SSATP continued to work through its five components:

- Road Management Initiative (RMI)
- Urban Transport (UT)
- Rural Travel and Transport Program (RTTP)
- Trade and Transport (T&T)
- Railway Restructuring (RR)

There was, however, a substantial shift in the levels of activity between components. The RTTP and Urban Transport components surged ahead, and are now adding staff and field capacity to respond to the demands from client countries. The RMI maintained its level of activity and arrived at starting substantial work in lusophone countries. The T&T component experienced some dampening of initiative during a period in which its principal African interlocutor, MINCONMAR, went through changes in top staff and a re-examination of its goals. The Railway Restructuring component, having completed the very successful Abidjan seminar on rail concessioning in 1997, was largely dormant in anticipation of a similar event to be organized in the year 2000 (as stated in last year's Progress Report).

The SSATP team examined the relevance of introducing cross-cutting themes during a log-frame exercise in mid-1998, and found that many themes merited consideration; however, to remain within the manageable, only three themes were selected as priority items to be pursued during the coming year: environment, safety and gender. Collaboration between the SSATP and relevant groups within and outside the World Bank is now being actively pursued.

Whereas analysis of transport sector performance and identification of needed sector policy reforms remain at the core of the SSATP, the building of local capacity in Africa to address these issues is fast emerging as a centerpiece of the Program. The Program is devoting an increasing part of its resources to insure that experiences from individual countries are shared with other countries facing similar problems.

Dissemination of the analyses and exchange of experiences continued through the issuance of "Africa Transport Technical Notes", with altogether 15 having been issued both in English and French to the end of 1998. A video presentation of the SSATP was prepared and a program web site established in order to be accessible to the public at large during 1999. Publication of Working Papers (Road Safety in Africa, Provision of Rural Transport Services) and conference proceedings (Railway Restructuring, Urban Transport) continued.

Collaboration with other international programs were continued and strengthened. The RMI continued its collaboration with the University of Birmingham, U.K. by sponsoring attendance at seminars by officials from RMI member countries. The ILO/ASIST and IFRTD contacts

remained valuable, and results from SSATP work will increasingly be disseminated through channels maintained by these agencies. The SSATP had a major presence in the program of the Université d'Eté in Lyon, France, in mid-1998. The RMI and RTTP held their joint annual meeting in Dar-es-Salaam, Tanzania, attended by well over one hundred people and exposing a wealth of experience. The Urban Transport component arranged its annual meeting in Cape Town, South Africa, back-to-back with the biennial meeting of CODATU. It is hoped that, as a result, South Africa will agree to join the SSATP-UT.

A draft Business Plan for the SSATP 1999–2001 is being issued separately from this Progress Report, to serve as a platform for discussing, with the donor community, the financial envelope likely to become available for the Program in the medium-term future.

STATUS OF COMPONENTS

ROAD MANAGEMENT INITIATIVE

During the period under review, the Road Management Initiative (RMI) continued the implementation of its Phase-III work program, following the 1998-2001 Strategy presented in last year's SSATP Business Meeting. The RMI activity focused on the regional components of the Initiative directly managed by the Team, and on the support provided by Team Members to the implementation of the various programs under the National Coordinators. In addition, spot-assistance was provided to a growing number of countries on a demand-basis. The Annual Report 1997/1998 for the Road Management Initiative (RMI) was submitted to and approved by the participants of the 13th Annual RMI/RTTP Coordinating Committee Meeting held in Dar-es-Salaam, Tanzania, November 10-13, 1998.

1997/98 in Retrospect

The RMI message and process continued to be up-streamed into IDA's and other Donors' country assistance programs through the systematic effort to associate RMI Team Members to operational tasks with a reform content. Three additional countries have benefited from direct RMI Team assistance — Angola, Guinea, and Rwanda. RMI country programs have also been re-activated in Madagascar and Mozambique.

The Web Site pioneered by the RMI has now been cleared for connection to the Internet. It would, thus, be made accessible to the outside world through the Bank's Transport Web Site, while retaining its identity under the Africa Infrastructure/SSATP Site.

A market study was launched to assess demand for RMI services in 20 French-speaking countries, including the sources of financing available to, and the capacity of national and international consultants operating in these countries. Results of this study would lead to the preparation of forecasts for consultant services. Requirements for capacity-building activities would then be identified.

A monitoring framework is emerging at three levels of follow-up. The first level of monitoring covers the reform process in RMI member countries (four building blocks) and it is being carried out regularly on the occasion of the Annual Coordinating Meetings. A second level of monitoring addresses outputs at the regional level (performance of Africa's road network) through the Standard Overall Ultralight Road Care Estimate (SOURCE) system under development by the RMI. The third envisaged level of monitoring would cover outcomes, mostly under the form of indicators for development impact (i.e. trade facilitation, accessibility improvements, alleviation of poverty).

Assistance to Country Programs

A series of countries benefited from the direct assistance from RMI Team Members in various activities related to road sector reform, as indicated below:

Angola and Guinea – Preparation of Terms of Reference for the restructuring of the Road Fund along second-generation principles.

Guinea, Madagascar and Rwanda – Workshops to enhance strategic and policy-making skills of sector managers.

Mali – Comments on the Terms of Reference for the creation of a Road Fund.

Mozambique – High-level Policy Workshop on the restructuring of road agencies and reform of the road fund. The Workshop was co-chaired by the Ministers of Public Works and of Transport and Communications. Invited guest-speakers included the Minister of Housing and Local Government of Ethiopia, in his capacity as Chairman of the Road Fund Board, and the Vice-Minister of Transport of Zambia. Other resource persons were the General Manager of Ethiopia's ERA and the Chairman of the Zambia's National Roads Board (NRB).

Senegal – Review of the framework for the creation of a Road Board and of a future Road Agency under the Transport Restructuring Program.

Uganda – High-level workshop chaired by the Prime-Minister of Uganda in support of the creation of the Road Agency Formation Unit (RAFU) and the set up of the arrangements for the management of the 10-year Road Sector Development Program (RSDP).

Other countries – Spot-assistance provided to Kenya (establishment of an Executive Road Board), Mozambique (construction industry restructuring), Sudan (road maintenance), and to Cameroon, Malawi, Zambia and Zimbabwe (various sector reforms)

Capacity Building

The RMI financed the attendance of member country representatives to courses on "Innovations in Road Management" and "Road Fund Management and Financing" held at the University of Birmingham, April-May 1998. In their course evaluation reports, several participants have expressed great satisfaction with the attendance of the courses. Or in the words of a participant: "The value of the international exposure and knowledge I gained through the above courses is immeasurable and will be a great asset to me, as a Road Executive, my Council, and fellow Road Executives I will be interacting with in the day to day performance of my duties".

The RMI also sponsored a presentation on the Zambia NRB during the International road Federation (IRF) Summer Meeting held in Virginia, USA in August 1998. Benefiting from her presence in the USA, the NRB Representative has also delivered a presentation in a World Bank workshop. This workshop was instrumental in shaping a broader discussion among Bank staff on the achievements and challenges still facing the NRB. The lesson for African countries is that, despite the fact that the legal framework is not robust enough in the sense of autonomy, strong road user backing has lead the NRB to successfully face interest groups and adverse political and economic circumstances.

In cooperation with the US Federal Highway Administration (USFHWA), the RMI provided support to a study tour by the Manager of the Tanzanian Technology Transfer Center and the Chairman of the Steering Committee to the USA. In addition, a strategic game, "Tariff and Traffic" has been developed initially in the French version and is currently being tested. "Tariffs and Traffic" would contribute to enhance RMI's capacity-building efforts.

Dissemination

Four new Technical Notes (TN) are currently available in English and French in both hard copy and electronic format. This brings the RMI contribution to the SSATP TNs to 11 since this series was initiated in May 1996. The first of the new RMI TN is entitled “Developing Africa’s Transport: The Shifting Paradigm”. Others are TN no. 11 “The Economics of Road Safety”; TN no. 14 “Cutting Costs and Improving Quality through Performance Specified Road Maintenance Contracts; and TN no. 15 “Restructuring Highway Agencies - The FinnRa Case: Options for Africa?”. These publications are expected to provide a learning space in which experiences elsewhere can be shared in an easy-reading format customized for sector policy-makers and managers.

A new report on Road Safety in Africa: Appraisal of Road Safety Initiatives in Five African Countries was also published, in the framework of RMI support to UNECA’s Africa Road Safety Conference. Four presentations were prepared for delivery in various international forums and are available on the Web site. These presentations cover the SSATP Framework, 1997-2000; SSATP Co-financing; RMI Strategy 1998-2000; and Infrastructure Privatization (in Portuguese).

A revised brochure is now available in English and French, basically reflecting an updated list of recent events and publications. The new French version was also edited and updated to reflect the increasing volume of publications available in French since the last version was first issued. Moreover, the RMI photo-display was digitized and is now available on the Web site.

Strengthening Partnerships

At the invitation of the United Nations Economic Commission for Africa, the RMI Team Leader participated in the Transport Forum held, back-to-back with the African Conference of Ministers of Transport and Communications, which took place in Cairo, November 1997. The RMI also participated in the staging of a Road Safety Seminar held in Washington D.C., December 1997, in connection with the UN sponsored Third Annual Conference on Transportation, Traffic, Safety and Health. Cooperation with the US Department of Transport (USDOT) continues to be pursued through the USFHWA-led initiative on the Africa Technology Transfer Centers.

The Year Ahead

I. Strategic Focus

A Road sector reform is a continuing process. It requires a firm commitment to the objectives to be achieved which have to be shared among stakeholders. Within the RMI process, commercialization of road management remains its guiding principle. The golden opportunity for the implementation of the commercialization concept is the commitment of the African leaders to improve accessibility through better availability of road infrastructure quantity – and quality-wise. The backbone of the reforms needed to achieve this improvement, as developed during RMI Phase II, is by now widely acknowledged – the four building blocks.

Time is now right to put the roof on the top of these building blocks towards ensuring sustainability. Experience during RMI Phase-III has shown that key elements contributing to sustainability of road reforms are, beyond proper design, the robustness of the legal framework; pro-active involvement of road users and beneficiaries in Road Fund Boards; better balance

between dedicated financing and improved resource utilization; institutional separation between financing and management; and timely dissemination of successes and pitfalls through the use of independent performance auditing, and the dissemination of results thereof by means of the mass media.

II. Regional Thematic Tasks

Management and financing – During the year ahead, the RMI would launch a review to assess where does Africa stands in implementing reforms in road management and financing. This review would cover, *inter-alia*, the performance of dedicated funding arrangements; progress in moving towards independent Road Agencies; degree of involvement of users and beneficiaries in Road Boards; results in terms of improved road condition; and lessons to be derived from experience in reform implementation.

Monitoring network condition – Development of the SOURCE project will be completed and the system tested. By using a realistic, yet cheap method, this system is expected to provide survey data on which to base non-technical assessments.

Economic analysis of low volume roads – Research will continue into the development of the Road Economic Decision Model (RED) for low traffic roads. The development of this model is targeted at the provision of a simplified tool to perform the economic and risk analysis for investments in roads with traffic levels of, say, 50-200 ADT, so prevalent in the Africa Region. Software debugging and empirical testing will be conducted during the year, and a presentation delivered at the Transportation Research Board Seventh International Conference on Low Volume Roads scheduled for April 1999. Furthermore, a case study would be developed for Chad to test the methodology and its internalization at the country-level.

Strategic game – The development of the French version of the Tariff and Traffic Game will be completed, and the English version tested.

III. Support to Country Programs

Country workshops – Three country policy workshops are programmed for the year ahead. Requests have so far been received from Burundi, Cape Verde, Ethiopia, Djibouti, Cameroon, and Uganda. The final selection will mostly depend on the pace of preparation of sector reforms in these countries.

Study tours – Two study tours will be organized during 1999 in support of implementation of sector reforms in Mozambique and, possibly in Zambia. Likely countries to be visited would include Ethiopia and Ghana.

Support to operational programs – The RMI Team will continue to be actively engaged in the preparation and implementation of reform based-operations in the Africa Region.

RMI country programs – The RMI Team will continue to provide assistance to the implementation of the rolling three-year programs for the eight member countries.

Access to the RMI Web Page – The RMI will put an increasing effort to facilitate the connection of member countries to the Internet, towards their access to, and interaction with, the Bank's RMI Web Page.

IV. Dissemination

Technical Notes – Four Technical Notes will be prepared, covering the following topics: Performance Monitoring in OECD Countries: any lessons for Africa?; the Road Economic Decision Model (RED) for low traffic volume roads; Synthesis of Main Findings of the Road Sector Review in SSA Countries; and the SOURCE monitoring system. The TN pipeline will continue to be developed with the preparation of a case study on independent performance monitoring in Kenya; the use of Monte-Carlo simulation techniques in economic appraisal; the Tariff and Traffic strategic game for road policy-makers; and functional classification of roads in SSA.

SSATP Reports – Two SSATP reports will be published during 1999. One report will cover the detailed methodology and results of the Road Sector Review in SSA Countries and the other the Users' Manual, software, and examples of application for the RED model.

Interconnectivity with other knowledge networks – As soon as the RMI Web site is connected to the Internet, the Team will actively pursue a policy of developing a connectivity network within the World Bank and with other interested parties. Cooperation with the USDOT/FHA will continue to be pursued, with a view to seeking synergies between their Technology Transfer Center Program and RMI's knowledge management component.

Participation in international forum – The RMI Team will continue its strategy of participating in international learning/dissemination activities on a demand-basis, while supporting SSATP "umbrella" efforts in securing co-financing.

V. Team Assignments

During the year ahead, Mr. Pedro Geraldes, Team Leader, will allocate about 50 per cent of his time to the RMI, with the balance being allocated to various World Bank operational activities in the Africa Region. Mr. Thor Wetteland, Transport Engineer financed under a dedicated Norwegian Trust Fund, will allocate 100 per cent of his time to the RMI. His two-year assignment will expire by December 1999. Mr. Louis Fernique, Road Specialist financed under the SSATP French Trust Fund, will allocate 100 per cent of his time to the RMI until the expiration of his two-year contract by July 1999. Mr. Lima-Campos, Consultant financed under various RMI Trust Funds, will allocate about 40% of his time to the RMI. Ms. Julie Wagshal, financed under SSATP Trust Funds, will allocate about 30% of her time to RMI activities.

RURAL TRAVEL AND TRANSPORT PROGRAM

The overall goal of the Rural Travel and Transport Program (RTTP) is to improve the livelihood of rural people in Sub-Saharan Africa. The specific objectives of the program are to assist African countries to develop national rural travel and transport policies and strategies which aim at: (i) improving the planning, financing, building and maintaining of rural transport infrastructure; (ii) improving rural transport services and mobility through adoption of appropriate transport technologies to facilitate people and goods movement; and (iii) promoting the use of least-cost methods, local resources and local contractors. An important tool in this work is to disseminate experiences in these fields within Sub-Saharan Africa. The program also supports the development of innovative approaches to improve accessibility in physical programs and projects.

Outputs and Achievements, 1998

In 1998, the RTTP changed from being a program of analytical work to one focused on using the recommendations from the analyses into country level work. The focus this year has been to develop travel and transport policies and strategies, and to contribute to the development of concrete projects in the member countries. The program also extended its partnership relations by reaching out to the rural development and social fund communities, who often are active players in the delivery of rural transport infrastructure at the community level. Equally importantly, 1998 was a year in which the messages of the RTTP became increasingly mainstreamed into the practices of World Bank operations.

COUNTRY WORK. RTTP's country work goes on, at various stages of development, in Cameroon, Ethiopia, Guinea, Madagascar, Malawi, Mali, Mozambique, Tanzania, Zambia and Zimbabwe.

RTTP is assisting **Cameroon** to define a national transport strategy under a World Bank financed transport project. This strategy is being supported by other donors (EU, AfDB, IDB and AFD). The next step is to prepare a program document specifically addressing rural transport services including a study on fluvial transport, training of local elected authorities and dissemination of the national strategy to local communities.

In **Ethiopia**, a very successful national workshop, sponsored jointly by RTTP and ECA under the Country's Road Sector Development Program, has led to a draft rural transport policy and strategy. It is now being processed for formal government adoption and development into an Ethiopia RTTP Program Document. This document, which will contain the implementation plan and budget for giving effect to the policy, will guide future interventions in the RTT sub-sector.

In **Guinea**, rural development is currently one of the top priorities set by the Government. The RTTP, in close collaboration with other donors, has helped the Government develop a first draft of the rural transport strategy. This draft will gradually be improved by the participation of local communities and with people who have gained experiences in implementing rural infrastructure initiatives. Four local workshops will be held in 1999. A study tour in Ghana is planned in April 1999 to look at the implementation of labor-based road works as well as decentralization issues.

In **Madagascar**, a major decentralization effort is ongoing. However, no rural transport policy framework exists and, during 1998, RTTP has embarked on analytic work to help fill this gap. A national workshop for RTT is planned for June 1999.

In **Mali**, there is a strong Government commitment for decentralization and a support program for rural infrastructure development is under preparation. This provides a suitable climate for a policy and strategy dialogue. The AGETIP (*Agence d'exécution de travaux d'intérêt public* – Agency

for execution of public works) has facilitated the training of local small-scale civil engineers contractors for urban works and potential links with the rural sector will be experimented under a Bank financed rural infrastructure project. After an initial phase of national rural transport strategy definition in collaboration with the RTTP, The Government is now moving towards a regional adaptation of the strategy. A first workshop has been held in Sikasso in September 1998 and five more are scheduled for 1999.

RTTP's work in **Malawi** is part of the overall road sector reform activities. Over the last year, the RTTP multi-agency Task Force who is based in the Department of District Administration and Local Government in the Office of the President, has worked hand in hand with its RMI counterpart to organize a national workshop to reach consensus on policy directions for the RTT sub-sector, to produce a draft Malawi RTTP (MRTTP) Document and to develop interventions for funding under the multi-agency Road Maintenance and Rehabilitation Program (ROMARP). A rural transport study was also carried out to provide input to the MRTTP Document and to the RTTP approach paper on Rural Transport Services. A full-time Program Coordinator for the MRTTP has been recruited.

In **Mozambique**, a study on rural transport services has been undertaken and consultants has been engaged to help the Government prepare the overall sub-sector policy and strategy.

Tanzania was one of the countries where conceptual work on RTT was undertaken in the early 1990's. The focus of RTTP during 1998 was to gain consensus amongst all stakeholders on how to re-establish RTTP activities and how to link it with the multi-donor pilot Village Rural Travel and Transport Project located in the Ministry of Works. Firm decisions have been taken to locate the two initiatives in the newly created Ministry of Regional Administration and Local Government. A draft RTT policy and strategy has also been prepared.

RTTP's activities in **Zambia** suffered during 1998 due to the sudden resignation of the Program Coordinator. Nevertheless, work on producing a draft Zambia RTTP Document was completed and a new Program Coordinator has been identified.

RTTP's work in **Zimbabwe** is being carried out in collaboration with SIDA and ILO, two agencies that have initiated assistance in defining a rural transport policy. The work was in abeyance for much of 1998 due to two issues. First, the Government was resolving the question of whether the program should be lodged in the Ministry of Transport and Energy or in that of the Local Government and National Housing (MLGNH); thereafter, when the MLGNH had been chosen, that Ministry became preoccupied with internal organizational and staff changes. The situation is now stable and MNLGH has confirmed its need for assistance from the program in developing ways of dealing with RTT issues in Zimbabwe.

THEMATIC WORK. Thematic work has included: (i) completion of the approach paper on Rural Transport Services; (ii) preparation of a draft of the paper Rural Transport Policies and Strategies; (iii) assistance in the design of a gender and transport program for the World bank and its partners; and (iv) development of a framework for promoting greater use of a more diversified range of Intermediate Means of Transport (IMT) in Sub-Saharan Africa. Wide consultations within and outside the World Bank took place with respect to gender and transport and IMT. Meetings were also held with regional stakeholders active in rural transport, especially in IMT. The consultations resulted in broad agreement on the need for a regional initiative focused specifically on promoting IMT with emphasis on involving the private sector, and for a regional stakeholders workshop to be held to define the orientation of the initiative.

Workshops to obtain client views on gender and rural transport were held in Malawi, Zambia and Zimbabwe, the last two jointly with the Gender in Development (GID) Group of the World Bank. This resulted in inputs to the gender policy of Malawi and Zambia and a collaborative agreement between GID and RTTP for joint activities. The results from the planned activities will feed into the knowledge base being developed by the newly formed Gender and Transport Thematic sub-Group within the World Bank. They will also likely influence the evolving review

of the Bank's approach to incorporate gender dimensions to the social assessment of transport projects.

MAINSTREAMING RTTP MESSAGES. During 1998, the five key messages of the RTTP Program were increasingly being incorporated into World Bank and donor project activities. The messages are: (i) *establish policies and strategies for rural roads and transport*; (ii) *build a public/private partnership between governments and the local communities/farmers for the maintenance of village access road*; (iii) *decentralize decision-making to the local levels*; (iv) *realize that roads are not enough*; and (v) *use least cost methods*.

A key contribution to mainstream the messages of the Program during the year was to reach out to those involved in rural sector within and outside the Bank, and together develop common approaches to rural infrastructure issues. As a result, the RTTP has involved more partners (IFRTD and ILO continued to be close collaborative partners of RTTP during 1998) within the collaborative framework that RTTP usually undertakes its activities.

Decentralization is a topic that has become cross-cutting in project design in Sub-Saharan Africa. RTTP was and continues to be involved in ongoing discussions to create a multi-donor rural infrastructure hub in Harare as a way of improving responsiveness and relevance of donor activities in this subject area.

DISSEMINATION STRATEGY. The RTTP has developed a dissemination strategy with the objective to formulate the various activities the program wants to undertake in order to disseminate its messages and intensify its presence. The strategy is covering a number of activities including developing its web site, produce a video documentary on RTT issues together with its partners (IFRTD and ILO), present and update its marketing materials, publish articles, and summarize RTTP key papers.

COORDINATING MEETING. The Coordinating Meeting for RTTP was held as usual together with the RMI Coordinating Meeting in Dar-es-Salaam in November 1998. New countries for the RTTP were Ghana, Kenya and South Africa who attended as associate members of the Program and gave presentations on the RTT situation in their countries.

RESOURCE BASE FOR PROGRAM ACTIVITIES. During the year, the Team Leader of the program Christina Malmberg Calvo left the team upon her movement from the Africa Region of the Bank to East Asia. During the year, Arnaud Desmarchelier joined the RTTP team and will be spending half of his time on RTTP work. Susanne Holste of the World Bank joined the program and works on Guinea and Ghana. Decisions were taken to reinforce the decentralized operation of the program and to increase the staffing of the Harare Regional Office and to open an office in Abidjan. The funding position of the program improved during the year through pledges by some donors and the decision by the British Department for International Development (DfID) to become a major financial sponsor of the Program. Much of the funding from DfID will go towards funding the new staff in the Regional Offices of the Program.

Program Ahead, 1999 - 2001

The key challenge for the RTTP over the next three years is to bring the Program into its second state of maturity in which its key messages will be used to guide practices. Work in the thematic areas – gender and transport, rural transport services and intermediate means of transport – have started to influence practices. Projected activities during 1999 will see the completion of national rural transport strategy work in most countries mentioned in the previous section with some of these developed into approved Program Document (e.g. in Malawi, Zambia, Ethiopia, Tanzania, Mali, Guinea, Cameroon and Mozambique). Country work in new countries like Ghana, Kenya, Uganda and South Africa will likely start in 1999 as the RTTP team expands.

Implementation of the Program Documents of the different countries will be one of the key instruments for translating RTTP messages into practice.

A major focus during 1999 and following years will be to establish collaboration with agencies and associations involved in rural development, especially international and national NGOs. The NGO Sasakawa Global 2000 and the World Food Prize have approached the World Bank for collaboration, and the RTTP plans to have an active presence in a major seminar to be arranged by these organizations in Bamako in October 1999. Active involvement of regional institutions will also be promoted through joint efforts in the common areas.

Through the work on gender and transport and IMT, existing collaboration with ILO/ASIST and IFRTD will be strengthened. In some countries such as Tanzania and Zimbabwe, a need is seen for a joint effort with ILO/ASIST to promote enhanced use of labor-based road works methods, and actions in this respect will be initiated.

URBAN TRANSPORT

Moving from transport to mobility

In 1998, the Urban Transport Component (UTC) of the SSATP started a promising phase of its development, with additional countries as members, growing interest from Donors on urban mobility issues, a well attended Steering Committee Meeting held in September 1998, a reinforced partnership with African institutions, the strengthening of the role of municipalities and an updated agenda for the future, the 1998-2002 Strategic Development Plan.

Outputs and achievements, 1998

Contributions to the strengthening of policy reforms in Burkina Faso, Cote d'Ivoire, Senegal, Congo, Mozambique. In Burkina Faso, a national seminar was organized in May 1998 to prepare the Transport Policy Strategy. A permanent institutional coordination of the main actors involved in the urban transport sector is expected to be established in 1999 (*Conseil Exécutif des Transports Urbains de Ouagadougou*, CETUO), as follow-up of the sector's dialogue pursued by the *Comité des Transports Urbains de Ouagadougou* since 1996, under the SSATP-UTC umbrella. The same institutional coordination, with the same ruling principles, is expected to be established in Abidjan in 1999 (*Agence des Transports Urbains d'Abidjan*, AGETU). As a reminder, this institutional coordination is in place in Dakar since March 1997: the *Conseil Exécutif des Transports Urbains de Dakar*, (CETUD). The CETUD is also the implementing agency of an ongoing Urban Transport Reform and Capacity Building Project approved by the World Bank in June 1997.

Analysis of the costs of dysfunctions (externalities) and the impact of air pollution on human health. The conclusions of this study carried out between June 1998 and December 1998 highlights the economic cost associated with four types of externalities generated by the urban transport system in Dakar: traffic accidents, time lost in traffic congestion, impacts of air pollution and noise. The annual economic cost of those dysfunctions, in the case of Dakar, is estimated to be around US\$ 190 million. Although the study is related to one city, its interest for regional consideration justifies its dissemination through the SSATP in a near future.

Cooperation agreement signed in January 1998 between the SSATP-UTC and SITRASS. Within the framework of the SITRASS network in Sub-Saharan Africa, an expert started working from Yaoundé to establish a system of data collection and performance indicators to assess the evolution of the mobility in six SSA cities. The first set of data was presented at the Cape Town Steering Committee Meeting. The experience, financed by the French Cooperation, is expected to be pursued in 1999 with the mid-term objective of having municipalities acting as major actor of this initiative.

Cooperation agreement signed in August 1998 between the SSATP-UTC and the Municipal Development Program (MDP) to develop joint activities targeted on the strengthening of municipal expertise in the field of urban transport. The first pan-African summit organized by the MDP in Abidjan, Cote d'Ivoire in January 1998 provided an opportunity for a joint presentation of the programs and preliminary design of a training program.

Annual Steering Committee Meeting in Cape Town on September 21 1998, in conjunction with the CODATU VIII conference. Since some of the component's activities were presented at the

CODATU, the SC focused its agenda on regional and cross-cutting items. The participation of South African delegates and Authorities provided a valuable perspective of cooperation with South Africa. On September 18, a workshop was jointly organized by the component and the Cape Metropolitan Council with the South African transport industry. The objective of the workshop was to establish professional links with local expertise. The Cape Town meetings paved the way for future cooperation with CODATU and potential joint organization of regional seminars or publications and, in a broader context, confirmed the potential perspective of the component in the sub-region as well as the interest of South Africa for such a regional partnership.

Participation to the annual training program organized by SITRASS and the Laboratoire sur les Etudes des Transports (LET) in Lyon in July 1998. Main participants to the training program came from African national and local agencies in charge of transport policy.

Non-Motorized Transport Program in Kenya and Tanzania (NMT). The program, financed by the Dutch Cooperation, has consolidated its work program on activities such as traffic calming, promotion of bicycles, traffic engineering and safety issues, training of municipal staff on NMT, capacity building, user participation and awareness campaigns. National teams also contributed to the preparation and design of a NMT set of activities financed under the Kenya Urban Transport Infrastructures Project (KUTIP) in Kenya.

Cooperation agreement with the Economic Development Institute (EDI) to jointly organize and manage an Urban Air Quality Management Initiative in six SSA cities during the next three years. The first seminar was organized in Dakar on December 17-18, 1998. A Working Paper on the proceedings of this seminar has been issued in February 1999. This initiative is the first one in Sub-Saharan Africa which addresses the increasingly alarming problem of air pollution generated by motorized transport in urban areas.

Publications. Two Working Papers were issued in 1998: one on the Strategic Development Plan (in September 1998, see hereafter) and one presenting the proceedings of the Cape Town Steering Committee (October 1998).

New official membership of African countries in 1998: Zimbabwe, Niger and Madagascar. South Africa is considering joining the component in a near future.

The Strategic Development Plan 1998-2002

The Cape Town Steering Committee Meeting unanimously endorsed the proposed agenda for the future, entitled “1998-2002 Strategic Development Plan” (SDP, see SSATP Working Paper No. 35 for more details on the SDP’s rationale, objectives and action plan). The ambition of the SDP is to develop the urban transport component of the SSATP along four main strategic axes:

- Consolidation and development of institutional reforms
- Assistance to the provision of safe, environmentally friendly and affordable mobility
- Development of local expertise and reinforcement of regional cooperation
- Dissemination and exchange of information

The different activities to be generated or monitored by the Urban Transport Component take into consideration the main features of urban mobility in Sub-Saharan Africa, mainly characterized by:

- the persistence of poverty in some urban areas
- the dominant role of the private sector (micro-enterprises) in the provision of services
- the importance of pedestrians in the modal split
- the emerging problem of air pollution generated by motorization
- the high level of road accidents

All the activities to be launched by the component in the future will address those major issues. Lesson learned from experiences in Sub-Saharan Africa as in any part of the world, is that, to be sustained, urban transport needs to have consideration about *moving people and goods, more than just vehicles*.

In order to highlight this self-demonstrated evidence, it will be proposed to the component's members, at the next Steering Committee Meeting, to rename the component as the "*Urban Mobility Component*".

As of January 1999, the SDP is only partially funded. Specific promotional effort will be made within the next months to completely finance and implement three main activities: Urban Air Quality Management Initiative, Road Safety and Researches on the Micro-enterprises.

Program ahead, 1999-2002

In accordance with the SDP, the following activities will be developed in 1999 (for more details about the long term action plan, refer to the Working Paper No.35):

Research on the links between poverty and mobility. This important research program will cover a 2-year period of intensive collection and analysis of data on mobility in Dakar ("enquête-ménage"). The findings of this research will be integrated into the Urban Mobility Action Plan designed to improve the accessibility of the urban poor to affordable and safe means of transport.

Road Safety Action Plan focused on pedestrians. This Action Plan will be carried out in Ouagadougou (Burkina Faso) and Harare (Zimbabwe) by a team of international and local consultants. The overall objective of the Action Plan is to pinpoint pedestrian safety as a target for road safety actions in the two selected cities. The assignment, which started in December 1998, is due to last 24 months, under financing provided by the Swedish Cooperation. National seminars are due to be organized in the course of the study. The findings of this initiative will be presented at a regional seminar scheduled for early 2001. The component is also expected to be an active partner of the Global Road Safety Partnership (GRSP). Recognizing the importance and urgency to tackle the problem of road safety, the World Bank along with other international organizations, is pulling together a global coalition of the public and private sectors to address those problems. The component is designed to develop, within the GRSP, substantial activities in urban areas of SSA in the near future.

National seminar in Ouagadougou (May 1999) and Abidjan (October 1999) on Urban Air Quality Management. In Abidjan, the seminar will be preceded by a comprehensive study on the cost of externalities generated by the urban transport system, comparable to the study carried out in Dakar in 1998. The same initiative is expected to take place in Douala, Harare and Nairobi in 2000-2001.

Research program on the operation, financing and profitability of the urban transport micro-enterprises (the so-called informal sector, provider of most of the urban transport services in

SSA). The research will be concentrated on the operation of urban transport services in Abidjan, Bamako, Nairobi and Harare. It will also include the findings of a study carried out in January 1998 in Dakar on the informal sector (Cars Rapides). In view of the interesting experience gained in South Africa in the so-called “formalization process”, possible extension of the program to South Africa might be considered, funding permitting. As of January 1999, the program is financed by the French Cooperation.

Training sessions for the management staff of municipalities on urban mobility issues. The idea is to organize, within the next three years, training sessions for 120 persons in order to strengthen the expertise on multimodal aspects of the mobility. The program of sessions is expected to be designed by mid 1999 and implemented, funding permitting, by the end of 1999. This initiative is jointly sponsored by the SSATP-UTC and the MDP. Potential financial contributions from EU are investigated.

Non Motorized Transport (NMT Program in Kenya and Tanzania). A technical and financial assessment of the phase II of the program (1994-1999) is expected to be carried out in mid- 1999. The assessment’s findings should help identify the opportunity for potential extension of the program, define the more valuable venue for such an extension and its integration with ongoing related Bank’s operations in Kenya and Tanzania.

Continuing assistance to the preparation and implementation of the World Bank-financed projects that have had significant assistance from the SSATP-UTC such as in Burkina Faso and Cote d’Ivoire. In Senegal, preparation of an Urban Mobility Project is under way (preappraisal expected in March 1999). The UMP rests on the same basic principles as those promoted by the SSATP-UTC. Its Development Objective is indeed to promote, on a sustainable basis, a safer, more reliable and environmentally friendly mobility in Dakar, with a special attention to the urban poor.

Annual Steering Committee Meeting expected to be organized early November 1999 in Cotonou, Benin, in conjunction with the regional seminar to be organized by SITRASS on the evaluation of the adjustment policy in the transport sector in SSA. The idea of organizing the annual SC in conjunction with a regional event has proven to produce valuable benefits for participants of both events. Such a formula of partnership will systematically be pursued by the component.

Organization in 2000 of a regional seminar on the assessment of the results achieved by the policy reforms introduced or promoted by the SSATP-UTC.

In order to cope with the increasing volume of the component’s work program, additional human resources are expected to be hired in 1999 for the follow-up and supervision of the SSATP-UTC. Pending on the availability of funding, the medium-term objective is to strengthen the development of regional set of activities, with one sub-regional unit based in West Africa (Cote d’Ivoire) and one in East-Africa.

TRADE AND TRANSPORT

The overall objective of the Trade and Transport component (T&T) is to reinforce the international competitiveness of SSA economies through better services to shippers with particular attention to ports and maritime transport. The T&T component is developing a better understanding of the difficulties in the whole transport chain and attempts to outline remedial measures with emphasis on trade facilitation, revision of institutional and regulatory aspects and port operations.

Status of implementation

As a follow up of the works of the second Round Table held in Cotonou (Benin) in June 1997, Transport Ministers of the Ministerial Conference for the West and central African States (MINCONMAR) met in Abuja (Nigeria) in December 1997, to endorse the recommendations made at the end of the second Round Table. Of special interest are the recommendations related to the progressive liberalization of maritime transport policies in the region, as well as the reform of African Shippers' Councils.

During the SSATP donors meeting held in Washington D.C. from April 20 to 23, 1998, the status of implementation of the Trade and Transport component was made. A three-year action plan draft prepared by the General Secretariat of MINCONMAR was also presented and discussed. The European Union and France representatives expressed an interest in financing some of the action proposed by the MINCONMAR, e.g., port competitiveness enhancement, reform of African Shippers' Councils.

The World Bank has officially confirmed its support for phase III of the Trade and Transport component which would lead to: (i) the reform of African Shippers' Councils; (ii) a consolidated chain of transports' costs observatories; (iii) the facilitation of trade and transport procedures; and (iv) the improvement of African ports competitiveness through benchmarking and definition of prices and operational performance standards.

Next Steps

The 10th ordinary session of the MINCONMAR met in Brazzaville (Congo) from October 26 to 30, 1998 and approved the action plan draft prepared by the General Secretariat to follow up the recommendations of the second Round Table of Cotonou. A new General Secretary, Mr. M. T. Addico, a Ghanaian national, has been appointed in replacement of Mr. L. Pufong. Additional work is needed to finalize MINCONMAR's Action Plan. The final version is expected for the end of March 1999, and will be reviewed during the next SSATP donors meeting scheduled for April 1999.

RAILWAY RESTRUCTURING

Outputs and Achievements, 1998

The proceedings of the SSATP-sponsored Railway Concessioning Seminar held in Abidjan, Côte d'Ivoire, in October 1997 were published early 1998. This document is seen as an important tool to support the dialogue on railway restructuring in Africa between Government officials, railway managers and the donor community.

Concessioning operations developed during 1998. The concession of **Cameroon** railways was awarded to a consortium led by the Bolloré Group (France) and COMAZAR (South Africa and Belgium); take-over of operations by the concessionaire is expected in April 1999. The concession of **Gabon** railway was awarded to a consortium led by the local forestry industry; take-over of operations is expected by mid-1999. Important progress was made in the process of creation of a private company which will operate international traffic on the Dakar (**Senegal**) - Bamako (**Mali**) route. The Government of **Ghana** has also officially announced its intention to concession the operation of its railways. The concessions for the **Mozambique** railway network in South (CFM-S) linking the port of Maputo to the rail networks in Zimbabwe and Swaziland, for the Mozambique railway network in north (CFM-N) linking the port of Nacala to the rail network in Malawi, and for the **Malawi** Railways are close to being awarded. A Memorandum of Understanding (MoU) for the CFM-S concession has been signed with Consortium 2000 (Portugal). A similar MoU has been signed for the CFM-N concession with a consortium of firms from USA and CFM. The concession for Malawi Railways is expected to be awarded by mid-1999. The concessioning process for the railways in **Zambia, Zimbabwe, and Tanzania** has also commenced and the concessions for Zambia and Zimbabwe railways are expected to be awarded by early 2000 and for Tanzania Railways by end 2000. For a significant part, these successes derive from the policy dialogue that the Railway Restructuring component of the SSATP had triggered.

Program ahead, 1999-2000

With a view to complement the exchange of experiences in the October 1997 Seminar, and to take stock of the experience gained in concessioning operations conducted so far, the Railway Restructuring component of the SSATP intends to develop an Information/ Help Kit on railway concessioning in Africa. This would include:

- * a collection of all railway concessioning agreements (including the Standard Concessioning Agreement prepared by the World Bank in French, to be also translated into English;
- * a collection of bidding documents and background information to be released, for the selection of the concessionaire.

The component will also aim at arranging a second regional conference on rail concessioning experiences during the year 2000.

ANNEXES

SSATP Calendar of Events

Recent Events

January 1998	RTTP National Workshop on Rural Transport, Mangochi, Malawi
February 1998	RMI Policy Workshop on the Creation of a road Agency, Kampala, Uganda
April 1998	SSATP Business Meeting, Washington, USA
June 1998	RTTP National Workshop on Rural Transport, Bamako, Mali
June 1998	RTTP Seminar on Gender and Transport, Harare, Zimbabwe
July 1998	RTTP Seminar on Gender and Transport, Lusaka, Zambia
July 1998	RTTP National Workshop on Rural Transport, Conakry, Guinea
September 1998	UT Steering Committee Meeting, Cape Town, South Africa
October 1998	RTTP First Regional Workshop on Rural Transport, Sikasso, Mali
October 1998	RMI Tariff and Traffic Seminar, Kigali, Rwanda
October 1998	RTTP National Workshop on Rural Transport, Addis Ababa, Ethiopia
October 1998	RMI Tariff and Traffic Seminar, Antananarivo, Madagascar
November 1998	RMI Tariff and Traffic Seminar, Conakry, Guinea
November 1998	RMI/RTTP Coordinating Committee Meeting, Dar-es- Salaam, Tanzania
November 1998	RMI Policy Workshop on Road Sector Restructuring, Maputo, Mozambique
December 1998	RTTP Local Workshop, Lilongwe, Malawi
December 1998	UT National Seminar on Urban Air Quality Management Initiative, Dakar, Senegal
February 1999	Donors Consultative Meeting on Malawi RTTP Country Program Document, Lilongwe, Malawi
March 1999	RTTP First Regional Workshop, Labé, Guinea

Future Events

April 1999	RTTP Second Regional Workshop, Kindian, Guinea
April 1999	UT National Seminar on Urban Air Quality Management Initiative, Ouagadougou, Burkina Faso
April 1999	SSATP Business Meeting, Washington D.C, USA
September 1999	UT Road Safety Seminar, Ouagadougou, Burkina Faso
May 1999	3 et 4 th Regional Workshops, Kankan and Nzerekore, Guinea
October 1999	UT Road Safety Seminar, Harare, Zimbabwe
October 1999	UT Steering Committee Meeting, Cotonou, Benin

SUB-SAHARAN AFRICA TRANSPORT POLICY PROGRAM (SSATP)

PUBLICATIONS

Title	Author	Date of Publication	Remarks
Road Management Initiative (RMI)			
<i>Roads Economic Decision Model (RED) for Economic Evaluation of Low Volume Roads</i>	Rodrigo S. Archondo-Callao	April 1999	Africa Transport Technical No.18 Available in English/French pending
<i>Road Sector Performance Indicators for African Countries</i>	Antii Talvitie	April 1999	Africa Transport Technical Note No. 17 Available in English/ French pending
<i>Road Management Initiative Brochure</i>	RMI Team	September 1998	Brochure Available in English and French, Portuguese pending
<i>Restructuring Highway Agencies: The FinnRa Case: Options for Africa?</i>	Lauri Ojala, Esko Sirvio	August 1998	Africa Transport Technical Note No. 15 Available in English and French
<i>Cutting Costs and Improving Quality Through Performance Specified Road Maintenance Contracts</i>	Gunter Zietlow	July 1998	Africa Transport Technical Note No. 14 Available in English and French
<i>Road Safety in Africa: Appraisal of Road Safety Initiatives in Five African Countries</i>	Terje Assum	February 1998	SSATP Working Paper No. 33 Available in English and French
<i>The Economics of Traffic Safety</i>	Jorgen Hansen	December 1997	Africa Transport Technical Note No. 11 Available in English and French
<i>Road Sector Reform: A Tale of Two Countries (Part 3) Impact and Lessons</i>	Sam Mwale	May 1997	Africa Transport Technical Note No. 8 Available in English and French
<i>Road Sector Reform: A Tale of Two Countries (Part 2) Burkina Faso – Deliberate Evolution</i>	Sam Mwale	April 1997	Africa Transport Technical Note No. 7 Available in English and French
<i>Road Sector Reform: A Tale of Two Countries (Part 1) Ghana – Serendipity or Foresight?</i>	Sam Mwale	March 1997	Africa Transport Technical Note No. 6 Available in English and French
<i>Media Dissemination of Road Sector Reforms</i>	RMI Team	January 1997	Africa Transport Technical Note No. 4 Available in English and French
<i>Privately Financed Infrastructure: A Concession Company's Point of View</i>	Michael Hamilton	December 1996	Africa Transport Technical Note No. 3 Available in English and French

Title	Author	Date of Publication	Remarks
<i>Review of the Road Sector in Selected Common Market for Eastern and Southern Africa (COMESA) Countries</i>	Ole Sylte	June 1996	SSATP Working Paper No. 23 Available in English only
<i>Privately Financed Infrastructure: A Concession Company's Point of View</i>	Michael Hamilton	May 1996	SSATP Working Paper No. 26 Available in English and French
<i>A New Generation of Road Funds to the Rescue of African Roads</i>	Anne Balcerac de Richecour	May 1996/ May 1997	Africa Transport Technical Note No. 2 Available in English and French
<i>Promoting Policy Reforms for Effective Transport Services in COMESA Countries</i>	RMI Team	April 1996	Africa Transport Technical Note No. 1 Available in English and French
<i>Road Policy Reform in Sub-Saharan Africa: 1991-1995</i>	Thelma Triche	January 1996	SSATP Working Paper No. 25 Available in English and French
<i>Development of Good Governance in the Road Sector in Finland</i>	Jukka Isotalo	October 1995	SSATP Working Paper No. 21 Available in English only
<i>Vers la commercialisation des routes africaines</i>	Gérard. Paget	Spring 1995	Article: Revue générale des routes et des aérodromes Available in French only
<i>Management and Financing of Roads: An Agenda for Reform</i>	Ian Heggie	March 1995	World Bank Technical Paper No. 275 Available in English and French
<i>African Road Funds: What Works and Why?</i>	Anne Balcerac de Richecour & Ian Heggie	March 1995	SSATP Working Paper No. 14 Available in English and French
<i>Road Maintenance and the Environment</i>	Jean-Marie Lantran et al	August 1994	Contracting Out Series – Volume 5 Available in English and French
<i>Commercializing Africa's Roads: Transforming the Role of the Public Sector</i>	Ian Heggie	January 1994	SSATP Working Paper No. 10 Available in English and French
<i>Road User Taxation in Selected OECD Countries</i>	Cavelle Creightney	August 1993	SSATP Working Paper No. 3 Available in English only
<i>Managing Small Contracts: Practical Guide on How to Streamline and Manage Small Contracts for Public Works Services</i>	Jean-Marie Lantran	April 1993	Contracting Out Series – Volume 4 Available in English and French
<i>Setting Up a Plant Pool</i>	Jean-Marie Lantran, R. Lebussy	December 1991	Contracting Out Series – Volume 3 Available in English and French

Title	Author	Date of Publication	Remarks
<i>The Road Maintenance Initiative: Building Capacity for Policy Reform</i>	S. Carapetis et al	September 1991	Volume 1: Report on Policy Seminar Volume 2: Readings and Case Studies Volume 3: Guidelines for Policy Action Planning Available in English and French
<i>Road Policy Reform in Africa</i>	J. Gaviria et al	April 1991	Presented at PIARC 1991 Available in English and French
<i>Contracts for Road Maintenance Works</i>	Jean-Marie Lantran	March 1991	Contracting Out Series – Volume 2 Available in English and French
<i>Developing Domestic Contractors for Road Maintenance in Africa</i>	Jean-Marie Lantran	December 1990	Contracting Out Series – Volume 1 Available in English and French
Rural Travel and Transport Program (RTTP)			
<i>The Provision of Rural Transport Services</i>	John L. Hine Simon D. Ellis	April 1999	SSATP Working Paper No. 37 Available in English / French pending
<i>Options for Managing and Financing Rural Transport Infrastructure</i>	Christina Malmberg Calvo	June 1998	World Bank Technical Paper No. 411 English / French pending
<i>RTTP Brochure</i>	RTTP Team	April 1998	Brochure Available in English and French
<i>Planning Rural Transport in Africa</i>	Larry Schroeder	June 1997	Africa Transport Technical Note No. 9 Available in English and French
<i>Intermediate Means of Transport in Sub-Saharan Africa</i>	RTTP Team	May 1997	Africa Transport Technical Note No. 5 Available in English and French
<i>Water Management in Roadworks Design in the Sahel</i>	Consulting Team	April 1997	SSATP Working Paper No. 29 Volume 1: Report Volume 2: Manual Available in English and French
<i>The Institutional and Financial Framework of Rural Transport Infrastructure</i>	Christina Malmberg Calvo	April 1997	SSATP Working Paper No. 17 Available in English only
<i>Expanding Labor-based Methods for Road Works in Africa</i>	Elisabeth Stock Jan de Veen	October 1996	World Bank Technical Paper No. 347 SSATP Working Paper No. 22 Available in English / French pending

Title	Author	Date of Publication	Remarks
<i>Transport and the Village: Findings from African Village-Level Travel and Transport Surveys and Related Studies</i>	Ian Barwell	October 1996	World Bank Discussion Paper No. 344 SSATP Working Paper No. 23 Available in English and French
<i>Promoting Intermediate Means of Transport</i>	I.T. Transport Ltd.	October 1996	SSATP Working Paper No. 20 Available in English and French
<i>Rural Transport Planning</i>	Ed Connerly, Larry Schroeder	October 1996	SSATP Working Paper No. 19 Available in English and French
<i>The Problems Facing Labor-based Road Programs and What to Do About Them: Evidence from Ghana</i>	Elisabeth Stock	March 1996	SSATP Working Paper No. 24 Available in English and French
<i>Case Study on Intermediate Means of Transport: Bicycles and Rural Women in Uganda</i>	Christina Malmberg Calvo	February 1994	SSATP Working Paper No. 12 Available in English and French
<i>Case Study on the Role of Women in Rural Transport: Access of Women to Domestic Facilities</i>	Christina Malmberg Calvo	February 1994	SSATP Working Paper No. 11 Available in English and French
<i>Rural Roads in Sub-Saharan Africa: Lessons from World Bank Experience</i>	John Riverson et al	June 1992	World Bank Technical Paper No. 141 Available in English only
<i>Intermediate Means of Transport in Sub-Saharan Africa: Its Potential for Improving Rural Travel and Transport</i>	John Riverson, S. Carapetis	December 1991	World Bank Technical Paper No. 161 Available in English and French
Urban Transport (UT)			
<i>Public Transport Micro-enterprises – Formalization Experiences in South Africa</i>	Yasir Ahmed	April 1999	Africa Technical Note No. 16 Available in English / French pending
<i>Initiative sur la qualité de l'air dans les villes d'Afrique subsaharienne Séminaire de Dakar, 17 et 18 décembre 1998</i>	Various	February 1999	SSATP Working Paper No. 38 Available in French only
<i>Steering Committee Meeting, Proceedings Cape Town, South Africa – September 20, 1998</i>	Various	October 1998	SSATP Working Paper No. 36 Language of presentation only
<i>The Urban Transport 1998 – 2002 Strategic Development Plan</i>	Patrick Bultynck	September 1998	SSATP Working Paper No. 35 Available in English and French
<i>Steering Committee Meeting, Proceedings Abidjan, Côte d'Ivoire; October 15 – 16, 1997</i>	Various	October 1997	Language of presentation only
<i>The Role of the World Bank in the Development of Urban Transport in Sub-Saharan Africa</i>	Richard Barrett	June 1993	SSATP Working Paper No. 1 Available in English only

Title	Author	Date of Publication	Remarks
<i>Satisfying Urban Public Transport Demands</i>	Various - Proceedings	June 1991	Proceedings Available in English and French
Trade and Transport (T&T)			
<i>Multiple Ports of Call versus Hub-and-Spoke</i>	Gylfi Pálsson	January 1998	SSATP Working Paper No. 31 Available in English and French
<i>Hub-and-Spoke System in Containerized Maritime Trade Between West Africa and Europe</i>	Gylfi Pálsson	January 1998	Africa Transport Technical Note No. 12 Available in English and French
<i>Trade and Transport Round Table – Proceedings Cotonou, Benin; June 3 – 6, 1997</i>	Various	June 1997	SSATP Working Paper No. 30 Available in English and French
<i>Trade and Transport Facilitation – Review of Current Issues and Operational Experience</i>	Carlos de Castro	June 1996	SSATP Working paper N° 27 Available in English / French pending
<i>Maritime Transport Serving West and Central African Countries: Trends and Issues</i>	Michel Audigé	August 1995	SSATP Working Paper No. 16 Available in English and French
<i>Cotonou Maritime Transport Seminar Proceedings</i>	Various	September 1993	SSATP Working Paper No. 9 (English) SSATP Working Paper No. 5 (French)
<i>Trade and Transport Logistics – Facilitation Guidelines</i>	Carlos de Castro	September 1993	SSATP Working Paper No. 4 Available in English only
Transport Data (TD)			
<i>Terminal Report on the Transport Database Improvement Project</i>	Africa Region World Bank	June 1995	Available in English only
<i>Africa Transport Database Improvement</i>	J. Heads K.W. Studnicki-Gizbert	August 1992	Available in English only
<i>A Transport Database for Sub-Saharan Africa: Report on Stage One</i>	J. Heads K.W. Studnicki-Gizbert	August 1992	Available in English only

Title	Author	Date of Publication	Remarks
Railway Restructuring (RR)			
<i>The Abidjan-Ouagadougou Railway Concession</i>	B. Mitchell, Karim Budin	June 1998	Africa Transport Note No. 13 Available in English and French
<i>Railway Concessioning Seminar – Proceedings Abidjan, Côte d’Ivoire</i>	RR Team	October 1997	SSATP Working Paper No. 32 Language of presentation only
<i>Concessioning of Rail Transport</i>	Karim Budin	June 1997	Africa Transport Note No. 10 Available in English and French
<i>Locomotive Maintenance Seminar – Proceedings Windhoek, Namibia</i>	S. Nayak et al	May 1995	SSATP Working Paper No. 15 Language of presentation only
<i>Railway Restructuring Seminar – Proceedings Bulawayo, Zimbabwe</i>	S. Nayak	December 1993	SSATP Working Paper No. 7 Available in English only
<i>The Locomotive Problem: Magnitude, Major Issues, and Urgency for Solution</i>	S. Nayak	December 1992	Available in English only
SSATP General			
<i>SSATP Progress Report</i>	Various	April 1999	SSATP Working Paper No. 40 Available in English and French
<i>Summary Proceedings 13th RMI/RTTP Coordinating Committee Meeting Dar-es-Salaam, Tanzania, November 1998</i>	Various	March 1999	SSATP Working Paper No. 39 Available in English only
<i>SSATP Progress Report</i>	Various	March 1998	SSATP Working Paper No.34 Available in English and French
<i>Developing Africa’s Transport – The Shifting Paradigm</i>	Peter Watson	February 1998	Africa Transport Technical Note Available in English and French
<i>SSATP Progress Report</i>	Various	April 1997	SSATP Working Paper No. 28 Available in English and French
<i>SSATP Prospective Review</i>	A. Plumbe et al	November 1995	Available in English and French
<i>Africa Transport Newsletter</i>	Various	April 1989-Sept 1995	Numbers 1 –11 Available in English and French
<i>SSATP Progress Report</i>	Various	November 1993	SSATP Working Paper 13 Available in English and French
<i>SSATP Progress Report</i>	Various	June 1992	Available in English and French
<i>SSATP Progress Report</i>	Various	April 1990	Available in English and French

**SSATP DISBURSED AND COMMITTED FINANCING BY DONORS, MANAGED BY THE WORLD BANK
1987 through 1998
(in US DOLLARS) ***

Partners	Railway Mgmt.	RMI	RTTP	HRID	UT.	T & T.	Transp. Data	Surveys & Initial Cont.	SSATP Mgmt.	Total
Belgium					1 081 876	143 999				1 225 875
Canada	398 398					107 455				505 853
Denmark		1 542 547	572 001			4 474			69 590	2 188 612
EU						518 096				518 096
Finland <i>of which secondment</i>		343 114 343 114								343 114
France <i>of which secondment</i>	47 586	1 975 979 1 466 877	8 640		209 802 78 266	3 617			5 473	2 251 097
Germany	21 500	183 849								205 349
Iceland						58 749				58 749
Italy				160 100						160 100
Japan		180 971								180 971
Netherlands	1 080	177 269	18 040		4 566 990					4 763 380
Norway <i>of which secondment</i>		1 817 937 1 417 502	1 424 831 <i>n/a</i>	100 000					2 474	3 345 242
Sweden	12 969	766 904	757 155							1 537 028
Switzerland		3 099 559	1 252 587		3 666				52 536	4 408 348
UK		9 924								9 924
UNDP				475 000			724 000	470 000		1 669 000
USAID	300 000			900 000						1 200 000
World Bank **	97 093	941 646	306 941	144 076	503 738	140 704	63 799	515 000	723 500	3 436 497
TOTAL	878 626	11 039 699	4 340 195	1 779 176	6 366 072	977 094	787 799	985 000	853 573	28 007 234

* Disbursement through March 1997 of non-US\$ denominated trust funds are converted at end of March 1997 exchange rates; later disbursements are converted at daily rates.

** Distribution among components is an approximation

SSATP Long-term Consultants/Seconded Staff

NAME	COUNTRY OF ORIGIN	SPECIALITY	SSATP COMPONENT	YEAR	FINANCING
Terje Wolden <u>1/</u>	Norway	Transport Engineer / Planner	SSATP/Mgt./RMI	1987-90	Norway
John Riverson <u>1/</u>	Ghana	Transport Engineer / Rural Transport Specialist	RMI/RTTP	1988-92	Switzerland/Norway/Sweden
Juan Gaviria <u>1/</u>	Colombia	Transport Economist	RTTP	1989-92	Norway/Switzerland
Max Iacono	U.S.A./Italy	Institutional Development Specialist	HRID/RMI/RR	1989-91	Italy/Norway
Stein Lundebye <u>1/</u>	Norway	Transport Engineer	RMI	1990-92	Norway
Philip Moeller	U.S.A.	Institutional Development Specialist	HRID/RMI	1991-93	U.S.A.
Jukka Isotalo	Finland	Road Maintenance Specialist	RMI	1991-93	Finland
Bernard Becq <u>1/</u>	France	Transport Engineer	RMI	1991-93	France
Jean-Claude Vichet	France	Urban Transport Specialist	UTC	1991-94	France
Christina Malmberg-Calvo <u>1/</u>	Sweden	Transport Economist / Social Scientist	RTTP	1992-94	Switzerland
Carlos de Castro	Spain	Transport Facilitation Specialist	T&T	1992-95	EU
Sékou Maiga	Mali	Transport Planner	TDC	1992-94	UNDP
Thor Wetteland	Norway	Transport Engineer	RMI	1993-	Norway
Gérard Paget	France	Highway Engineer	RMI	1994-96	France
Patrick Bultynck	Belgium	Urban Transport Specialist	UTC	1994-	Belgium
Shunsuke Otsuka	Japan	Highway Engineer	RMI	1995-97	Japan
Gylfi Pálsson	Iceland	Maritime Transport Sp.	T&T	1996-	Iceland
Moctar Thiam	Mali	Rural Transport Specialist	RTTP	1996-	Switzerland/Sweden
George Banjo	Nigeria	Rural Transport Specialist	RTTP	1997-	Sweden
Louis Fernique	France	Road Policy Specialist	RMI	1997-	France
Anna Ternell	Sweden	Transport Economist	RTTP	1997-	Sweden
Arnaud Desmarchelier	France	Rural Transport Specialist	RTTP	1998-	Denmark
Hubert Ngabmen	Cameroon	Urban Transport Specialist	UT	1998-	France
Monique Desthuis-Francis	France	Translator/Editor	SSATP	1998-	France, Norway, Switzerland
Gualberto Lima Campos	Angola	Transport specialist	RMI	1998-	Denmark, France, Switzerland

1/ Recruited by the Bank during the course of or after their SSATP assignment.