



SSATP

2004 Annual Meeting



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ACRONYMS

AfDB	African Development Bank
AGEPAR	<i>Association des gestionnaires et partenaires africains de la route</i> (Association of African Road Managers and Partners)
AGM	Annual General Meeting (of the SSATP)
ARMFA	African Road Maintenance Funds Association
ASANRA	Association of Southern African National Road Agencies
ATS	Appropriate Transport Services
AU	African Union
CAFO	<i>Coordination des associations des ONG féminines</i> Coordination of Women NGO's Associations
CB	Capacity Building
CBO	Community Based Organization
CEMAC	<i>Communauté économique et monétaire de l'Afrique centrale</i> (Central African Economic and Monetary Community)
CICOS	<i>Commission internationale du Bassin Congo-Oubangui-Shanga</i> (International Commission for the Basin Congo-Oubangui-Shanga)
CMC	Corridor Management Committee
COMESA	Common Market for Eastern and Southern Africa
CSIR	Council of Scientific and Industrial Research
DfID	Department for International Development
DGF	Development Grant Facility
EAC	East African Community
EC	European Commission
ECA	Economic Commission for Africa
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of Western African States
ENPC	<i>École nationale des Ponts et Chaussées</i>
EU	European Union
FDRE	Federal Democratic Republic of Ethiopia
FESARTA	Federation of Eastern and Southern African Road Transport Association
GRSP	Global Road Safety Partnership
GRTI	Gender and Rural Transport Initiative
IDA	International Development Agency
IGAD	Intergovernmental Authority for Development
ILO	International Labor Organization
IMT	Intermediate Means of Transport
LBP	Labor-Based Practitioners

LTDP	Long-Term Development Plan
M&E	Monitoring and Evaluation
MAG	Ministerial Advisory Group
MDG	Millennium Development Goal
MPRSP	Malawi Poverty Reduction Strategy Paper
NCTTCA	Northern Corridor Transit Transport Coordination Authority
NEPAD	New Partnership for African Development
NGO	Non-Governmental Organization
NMT	Non-motorized transport
OHADA	<i>Organisation pour l'harmonisation du droit des affaires en Afrique</i>
PAM	Performance Assessment Model
PIARC	Permanent International Association of Road Congresses
PMAESA	Port Management Association of Eastern and Southern Africa
PMAWCA	Port Management Association of West and Central Africa
PMS	Poverty Monitoring Systems
PPF	Pre-project financing
PPP	Public-Private Partnership
PRSP	Poverty Reduction Strategy Paper
PRTSR	Poverty Reduction and Transport Strategy Review process
PTA	Preferential Trade Area
RA	Road Authority
REC	Regional Economic Community
RED	Road Economic Decision Model
REFAT	<i>Réseau des femmes africaines pour la promotion des transports</i>
RMF	Road Management and Financing
RMI	Road Management Initiative
RSDP	Road Sector Development Program
RT	Review Team
RTS	Rural Transport Services
RTTP	Rural Travel and Transport Program
SADC	Southern Africa Development Community
SG	Steering Group
SIDA	Swedish International Development Agency
SOURCE	Standard Overall Ultralight Road Care Estimate
SRO	Sub-Regional Organization
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TA	Technical Assistance
TCC	Transport Corridor Committee
TOR	Terms of Reference
TRL	Transport Research Laboratory
UAR	Union of African Railways

UATP	<i>Union africaine des transports publics</i> (African Association of Public Transport)
UDEAC	<i>Union douanière et économique de l'Afrique Centrale</i> (Central African Customs and Economic Union)
UM	Urban Mobility
UMEOA	<i>Union économique et monétaire ouest africaine</i>
UNCC	United Nations Conference Center
UNCTAD	United Nations Commission for Trade and Development
UNECA	United Nations Economic Commission for Africa
USAID	United States Agency for International Development
WB	World Bank
WHO	World Health Organization
WP	Work Program

EXECUTIVE SUMMARY

The 2004 Annual Stakeholders' Meeting of the Sub-Saharan Africa Transport Policy Program (SSATP) took place in Addis Ababa, the capital city of Ethiopia and the seat of the Africa Union (AU) and the UN Economic Commission for Africa (UNECA). The location was significant, symbolizing the strong engagement of SSATP with African institutions and with a wide range of stakeholders involved in Africa's development. The efforts of Ethiopia, the host of the meeting, to ensure that transport contributes to poverty reduction added to the location's significance, corresponding to the strategic goal of SSATP and the overarching theme of the meeting.

The three-day Stakeholders' Meeting, from September 27 to 29 2004, coincided with Ethiopia's Meskel festival, one of the landmark events in Ethiopian life. Taking place at two venues – the Ghion Hotel, with its beautiful gardens and friendly atmosphere, and the magnificent UN Conference Center – the Meeting brought together nearly 300 people from a wide range of sectors and national and regional organizations.

Organized by the SSATP and sponsored jointly by UNECA and the Government of Ethiopia, the Meeting was officially opened by the Ethiopian Minister of Infrastructure, H.E. Ato Kassu Yilala, and closed by the State Minister for Infrastructure, H. E. Ato Haile Assegidie.

The objectives of the meeting

As a partnership program, the SSATP Annual Meeting have an important function of enabling national and regional stakeholders to assess progress and shape the future direction and actions of the program. Specifically, the 2004 Stakeholders' Meeting aimed to review the progress and results of the current annual SSATP Work Program and establish the framework and priorities for 2005. This included ongoing themes as well as new priority issues, notably road safety.

Although focused on the SSATP Work Program, the Annual Meeting also enabled people from SSATP partner countries and institutions to exchange information, ideas and experiences, and improve their knowledge of important issues concerning transport in sub-Saharan Africa.

Participants

Present at the meeting were delegates from 33 countries (31 SSATP member countries and 2 non-members), 9 regional economic communities, 9 public and private sector sub-regional organizations, and 7 international organizations; nearly 300 in all. It was not only the largest ever gathering of SSATP stakeholders but also the broadest representation of different sectors and interest groups concerned about transport in Africa. A significant new step was the participa-

tion of representatives from sectors and policy areas that transport serves: Ministries responsible for national poverty reduction strategies, civil society organizations representing transport users, agencies responsible for health and safety and police traffic departments. The participation of women was also improved compared to previous meetings, mainly through the involvement of senior representatives of national civil society organizations and Ministries responsible for poverty reduction strategies, some of whom played a leading role as presenters and discussants.

Themes and issues addressed

How to anchor transport strategies in poverty reduction goals and strategies was the global theme of the Meeting. This was reflected in plenary and working group sessions on the process underway in 15 SSATP member countries to review and improve the links between their transport and poverty reduction strategies, as well as discussions on how to address transport within the Millennium Development Goals (MDG), urban poverty and mobility and the promotion of appropriate transport services that respond to the needs of poor people.

Other key issues were addressed in the plenary and working group sessions, relating to ongoing work by SSATP partners in the areas of regional, rural and urban transport and road management and financing, as well as to new priorities, including road safety, data collection, and performance indicators. Also discussed were tools for road sector management, gender and transport, legal instruments to facilitate trade and transport in SSA, and employment generation.

The discussions were not abstract or theoretical but focused on concrete experiences, on the difficulties and constraints faced by actors and organizations, and on actions required to make real progress in improving transport's role in poverty reduction and regional integration and in making transport safer and more affordable in sub-Saharan Africa.

Program of the meeting

Although the Annual Meeting commenced formally on Monday September 27, around 150 delegates had arrived several days in advance, to participate in weekend preparatory meetings at which the main themes and sessions of the Annual Meeting were discussed and organized. The involvement of SSATP members and partners in preparing the Annual Meeting sessions was an important feature, corresponding to the SSATP principles of participation and ownership and contributing to the meeting's success. The hard work of the weekend was rewarded by a cocktail party on the Sunday evening offered by SSATP at the Ghion Hotel, where participants were able to enjoy the Meskel festivities, with traditional songs and dancing in the attractive hotel grounds.

The first day of the Meeting, on Monday September 27, took place at the United Nations Conference Center (UNCC). Following the official opening and welcome speeches, there was an

impressive presentation of Ethiopia's efforts to reduce poverty through its Road Sector Development Program. The rest of the day was taken up with thematic presentations by some of the participants who had been involved in the weekend preparatory meetings, highlighting the progress in implementing the 2004 Work Program and identifying key issues and questions for discussion. A cocktail party in the evening offered by the Government of Ethiopia at the Sheraton Hotel gave delegates the chance to continue informal exchanges and to again appreciate Ethiopian music and dance.

During the second day of the Meeting, on Tuesday September 28, participants broke into working groups, organized around six themes: poverty reduction and transport strategies; appropriate transport services; road management and financing; road safety; regional integration and transport; and indicators. The tasks of these groups were to address the questions that had been identified during the weekend preparatory sessions and to recommend priority actions for inclusion in the 2005 SSATP Work Program.

The final day, on Wednesday September 29, started with presentations of the main findings and recommendations of the Tuesday sessions by members of the working groups. In the afternoon a series of thematic presentations and discussions focused on legal instruments for facilitation, gender and transport, infrastructure and employment, and transport sector management tools. The meeting sessions ended with a presentation by the SSATP program manager of the framework for the 2005 Work Program, based on the working group findings and recommendations. Words of thanks and appreciation were made by Mr. Hachim Koumare on behalf of UNECA, the SSATP Board, and by Ms Rhoda Eliasi of Malawi on behalf of participants. The Ethiopian State Minister for Infrastructure formally closed the meeting.

Throughout the three days, a "market place" of displays and documentation provided delegates with additional information. There were highly informative and professional displays of Ethiopia's transport sector policy and programs, and of its efforts to connect transport to poverty reduction, and copies of SSATP and other publications were available for participants to consult and take away.

On Thursday, excursions organized by the Ethiopian Government enabled many delegates to appreciate some of the cultural and scenic highlights of the host country. For others, the work continued, with a meeting of SSATP's Ministerial Advisory Group (involving the Ministers of Transport from Senegal, Nigeria, Sudan and Ethiopia), a meeting of the SSATP Board and preparations by SSATP staff of the Annual General Meeting, which took place the following day on Friday, October 1, at the UNCC.

The framework for the 2005 Work Program

The main intended output of the meeting was the framework for the 2005 SSATP Work Program. The preparatory sessions at the weekend and the working group discussions of Tuesday

provided the basis for the elaboration of the 2005 Work Program. From the synthesis presented by the SSATP Program Manager at the end of the meeting, the principles and framework of this Work Program were already clear.

Important principles of SSATP approach emerged from the discussions and priority actions:

- Broad-based participation and ownership by public, private and civil society actors involved in the transport sector and in sectors and areas that transport serves.
- The promotion and use of African expertise and African institutions.
- Ensuring that the voices of the poor are heard, for example through active engagement with civil society and other organizations that represent their needs and interests.

The framework of the 2005 Work Program is an interlocking matrix comprising the thematic structure already in place and five cross-cutting issues. Those issues, which emerged from the group work outputs, were:

- Policy development
- Capacity building
- Partnerships and networking
- Knowledge-sharing
- Championship and advocacy

Actions within this framework may focus on specific themes, for example transport sub-sectors or policy areas (such as rural transport, urban mobility, road management and financing, road safety or corridor development), but all actions should share a common objective: the development and implementation of effective, integrated transport policies and strategies that serve the needs of the poor and make a decisive contribution to poverty reduction and regional integration in sub-Saharan Africa.

Building on the ongoing 2004 Work Program, some of the priority actions for inclusion within the 2005 Work Program include:

- Continued implementation by member countries of the process of reviewing national poverty reduction and transport strategies (PRTSR) and its extension to new countries.
- Dissemination of good practices and support to the planning and implementation of improved policies on road safety by country and regional actors.
- The development of appropriate indicators and data for monitoring and assessing transport's contribution to poverty reduction, and the monitoring and evaluation of policy implementation, including PRTSR action plans, road safety action plans and rural transport policies.
- The establishment of an African experts' database.
- Promoting RMF and ATS capacity building, knowledge sharing, through support to regional institutions and national SSATP coordinators or groups.

- Regional capacity building centered on the REC Transport Coordination Committees, the establishment of SSATP Coordination structures in member countries and support to PRTSR Steering Groups.
- Advocacy work on rural transport and poverty reduction, transport corridors and HIV/AIDS and appropriate transport services.
- Influencing the review of the Millennium Development Goals so that transport is taken into account as a key factor in the successful achievement of the targets.
- Continued work on regional integration and transport, focused on: a coherent corridor-based approach serving regional integration; and support to the REC Transport Coordination Committee.

The principles and priorities of the 2005 Work Program framework make it essential to improve the SSATP Program Management, so as to provide timely and appropriate support to SSATP partners and stakeholders who will be implementing the 2005 Work Program. Some immediate priorities are to provide clear guidelines on the use of the Trust Funds and procurement of support services. Improving communication and the flow of information on activities and outputs is also required.

The significant strengthening of the team from the end of 2004 onwards, with six (and perhaps seven) new full-timers coming on board (a Deputy Program Manager, a transport policy advisor, a Norwegian expert, one or two Swedish experts, and two new regional coordinators), should help considerably.

Other outputs of the meeting

As well as identification of priorities for the 2005 Work Program, the various plenary and working sessions produced a range of useful outputs for participants. These included reviews of progress in implementing the 2004 Work Program, emerging findings from studies and other actions, and information on methods and tools for transport sector management. Much information was disseminated to participants before and during sessions, including summaries in English and French of all the plenary presentations. The many publications available in the market place were rapidly snapped up by participants, keen to keep abreast of approaches and developments.

Closing of the meeting

The Meeting was brought to a close by Ato Haile Assegidie, the Ethiopian State Minister of Infrastructure, and Mr. Hachim Koumare, the SSATP Board Chairman. Also present on the platform were the Ministers of Transport from Nigeria, Senegal and Sudan, who had participated in a meeting of the Ministerial Advisory Group advising SSATP on how to give greater attention to transport within the 2005 review of the Millennium Development Goals.

Warm words of thanks to UNECA, the Government of Ethiopia and the SSATP for the excellent organization and conference facilities of the meeting were made by Ms Rhoda Eliasi, a delegate from Malawi, who expressed the appreciation of participants for the unequalled hospitality offered, following the best of Ethiopian and African traditions. The very positive evaluation of the meeting showed the extent to which her words matched the views of participants.

1. INTRODUCTION

1.1 Background to the meeting

The 2004 Annual Stakeholders' Meeting was the first annual meeting of the SSATP Long-Term Development Plan 2004-2007 (LTDP). Although it followed a long sequence of stakeholder meetings since the SSATP inception, relating to specific components and to the program as a whole, the 2004 Meeting was an important event, consolidating the work undertaken since 2002 to establish a coherent program approach that responds firmly to the needs of national and regional partners in SSA and that actively involves national and regional stakeholders across different sectors in the Program.

1.2 Objectives

The meeting had two objectives:

- To review the progress and results of the 2004 Work Program and agree the priorities and framework for the 2005 Work Program; and
- To engage with priority themes (notably road safety) and outline an action plan to address these, for inclusion in the 2005 Work Program.

The meeting sessions and events also enabled people from SSATP member countries and institutions to exchange information, ideas and experiences and improve their knowledge of key issues.

1.3 Participation

Nearly 300 people participated in the meeting, including:

- around 30 people involved in transport policy and programs in Ethiopia;
- representatives of African institutions and regional economic communities (AU, AfDB, CEMAC, CICOS, COMESA, EAC, ECCAS, ECOWAS, IGAD, SADC and UEMOA);
- delegates from 31 SSATP member countries, including government officials and civil society representatives involved in transport policy and programs, transport safety and security, and poverty reduction strategies;
- delegates from two non-member countries with an interest in SSATP;
- representatives of donor organizations, both those currently providing support and committed to the SSATP LTDP (EC, Denmark, Ireland, Norway, Sweden, United King-

dom and the World Bank) and other interested partner organizations (USAID, Islamic Development Bank).

The list of participants is presented in Appendix 1.

1.4 Preparatory planning

Preparing the themes and issues

Following the positive experience of the 2003 Meeting, much of the preparatory work of the thematic presentations and discussions for the meeting was undertaken during the immediately preceding weekend (September 25-26, 2004). This work was not confined to a small team of coordinators, but involved 150 participants split into four working groups (poverty reduction and transport strategies, road safety, regional integration and transport; and a fourth group covering road management and financing, appropriate transport services and indicators). This approach corresponds to the SSATP principles of ownership and participation and ensures that SSATP members and partners in Africa take the lead in shaping the Program, including the Annual Meeting.

The all-day working sessions on Saturday prepared the plenary presentations on Monday, while the working sessions on Sunday prepared the issues and questions for discussion on the Tuesday. Participants in the weekend working sessions also agreed the various presenters, chairs and rapporteurs of the Monday and Tuesday sessions, and drafted the supporting documents, including Powerpoint presentations.

Logistical preparations

One of the factors of success of the meeting was the meticulous and professional logistical support both before and during the meeting, especially the work of the SSATP team in preparing the two meeting venues, producing and disseminating documentation in English and French, organizing the visa, travel and hotel arrangements for over 200 participants, and arranging shuttle transport to and from the hotels and meeting venues.

The preparatory work had started in February 2004, following the selection by SSATP of Ethiopia as the host country for the 2004 Meeting. Much effort was put into identifying the participants in consultation with national and regional partners, to ensure that the most appropriate people were invited to the Meeting, and that the priority issues would be discussed – and the 2005 Work Program developed – with the right stakeholders. Visa arrangements were greatly facilitated by the Government of Ethiopia, whose officials also ensured that delegates were met on arrival at the airport.

The logistical organization also involved the setting of a “marketplace” at the UNCC, where Ethiopia showcased its roads sector program and its efforts to ensure that the transport sector contributes to poverty reduction, and where a wide range of publications was laid out for participants to browse and take away.

1.5 Program and process

The program of the meeting is presented in Appendix 2.

Day 1: Monday September 27

Ato Zaid Woldegebriel, General Manager of the Ethiopian Roads Authority welcomed participants to the meeting, and introduced H.E. Dr Kassu Yilala, Minister of Infrastructure, Government of the Federal Democratic Republic of Ethiopia, who addressed the gathering and officially opened the event. Mr. Hachim Koumaré, Chairman of the SSATP Board and Regional Director of UNECA gave a keynote address in reply, and Dr Bernard Zoba, Commissioner for Energy and Infrastructure, Commission of the Africa Union also addressed the meeting on behalf of the African Union. Mr. Bruce Thompson, European Commission (EC) official and member of the SSATP Board.

Following coffee break, Ato Bekele Negussie from the Ethiopian Roads Authority made a showcase presentation of the results of Ethiopia’s efforts to ensure that road sector development contributes to poverty reduction in the country (see Annex 3), which caught the interest of participants and highlighted many of the issues and questions that would be discussed during the subsequent three days.

A sequence of sessions presenting the results of the Saturday preparatory meetings took up the rest of the day, interspersed by question and answer sessions. Three of the sessions outlined the results of progress in implementing ongoing priority themes of the 2004 Work Program, and were made mainly by people involved in the implementation of the various activities in member countries and at regional level. The fourth session outlined proposals for work on road safety, the new priority theme for SSATP. The thematic sessions were in order:

- Poverty Reduction-Transport Review Process (PRTSR). This session was chaired by Ms Oumou Touré Traoré, President of CAFO, the umbrella organization for NGOs and women’s associations in Mali. The presenters were four women and five men, balanced between Francophone and Anglophone countries and including officials of Ministries of Transport, Infrastructure and Planning and a civil society representative.
- Regional Integration and Transport – The Regional Economic Community (REC) Action Plan. Chaired by Mr. Amos Marawa of COMESA, the progress reports were presented by five representatives of regional organizations (NCTTCA, SADC, ECCAS, ECOWAS, UEMOA).

- The following session grouped three themes: Road Management and Financing, Appropriate Transport Services and Performance Indicators. The session was chaired by Mr. Assiba Amoussou-Guenou and involved three presenters, a country delegate from Zambia, an SSATP/World Bank team member and a consultant.
- The final session on Road Safety was chaired by Mr. Robert Lisinge and involved four brief presentations by members of the Road Safety working group, which had been set up before the Meeting to advise SSATP on how the program might best tackle the issue of road safety.

The very high quality of the presentations was greatly appreciated by participants. However, it was noted that only one session, on the PRTSR process, had female and male presenters and a female Chair; in all other sessions the presenters and Chairs were all men.

Day 2: Tuesday September 28

Tuesday was spent in working groups, some at the Ghion Hotel, others at the UNCC. Participants had the choice of six themes:

- Linking poverty reduction and transport strategies, and the SSATP Poverty Reduction-Transport Review Process (PRTSR)
- Road Safety
- Road Management and Financing
- Regional Integration and Transport
- Urban Mobility
- Indicators

Each working group session was organized around a series of key questions, some being thematic and related to the specific issues being discussed. The fourth question was common to all groups: what are the priority actions for inclusion in the 2005 Work Program to make progress on the issues being addressed, what activities are required, who should be involved and what resources need to be tapped?

At the end of the working group sessions, small teams of participants made syntheses of the outputs and prepared presentations in English and French for the plenary feedback session the following morning.

The issues discussed, the participants involved and the outputs of the working group sessions are outlined in subsequent chapters of this report.

Day 3: Wednesday September 29

Wednesday was spent in plenary sessions at the UNCC. In the morning, the outputs of the previous day's working groups were presented by rapporteurs chosen by the working groups. As during previous plenary sessions, handouts of all the presentations in English and French were disseminated to participants.

In the afternoon, there were parallel plenary sessions. One consisted of cross-cutting thematic presentations, allowing participants to learn about and discuss initiatives in the areas of:

- Gender and transport
- Legal instruments for facilitating trade and transport in sub-Saharan Africa
- Poverty reduction, employment and transport infrastructure
- Poverty and urban mobility

The other session provided presentations and training in the latest release of the Roads Economic Decision making model (RED), and a presentation and discussion on the Performance Assessment Model (PAM).

A brief summary of the themes presented and discussed is given in Chapter 9 of this report.

The closing session of the Meeting started with a presentation by Nigel Ings, SSATP Program Manager, who outlined the framework of the 2005 Work Program, based on the outputs of the working group sessions and the proposals for priority actions that had been presented in the morning session. More details are given in Chapter 2.

The Meeting was brought to a close by H.E. Ato Haile Assegdie, Ethiopian State Minister for Infrastructure, and Mr. Hachim Koumare, SSATP Chairman. Both paid tribute to the participants and organizers for a job well done. A warm word of thanks to UNECA, the Ethiopian Government and the SSATP for the excellent organization and conference facilities of the meeting was made by Ms Rhoda Eliasi, a delegate from Malawi, who expressed the appreciation of participants for the unequalled hospitality, following Ethiopian and African traditions.

1.6 Evaluation

An evaluation was carried out following the meeting, to obtain the views of participants on various aspects of the meeting. 97 evaluation forms were returned, giving a sufficiently representative overview of the opinions of SSATP members and partners on the meeting preparations, organization and sessions. Participants were asked to indicate their appreciation of these aspects on a scale of 1 to 5 (1 being not at all satisfied, 5 being very satisfied); the average scores, and the overall percentage satisfaction, are as follows.

Aspects evaluated	Marks out of 5	Satisfaction %
Pre-meeting arrangements and reception on arrival		
Background information available before arrival	3.90	78
Visa and flight arrangements	4.23	85
Reception at the airport including transportation to hotel	4.25	85
Registration at the hotel	4.04	81
Information available on arrival at the hotel including bag content	4.04	81
Meeting arrangements, documentation, per diems and excursion		
Accommodation	3.63	73
Transportation to and from meeting venues	4.51	90
Meeting venues	4.72	94
Dissemination of meeting documents in English and French	4.69	94
Availability of publications in English and French	4.45	89
Payment of per diems	2.71	54
Excursions on Thursday	3.78	76
Meeting sessions		
Preparatory meetings on Saturday and Sunday	4.39	88
The plenary session on Monday	4.52	90
Working group sessions on Tuesday	4.29	86
Feedback session on Wednesday morning	4.30	86
Presentations on Wednesday afternoon	4.32	86

In general the scores are very high, the majority of participants expressing satisfaction at most aspects of the meeting. Particularly high scores were given to the meeting venues, the dissemination of meeting documents in English and French and the availability of publications. All the meeting sessions were highly appreciated, indicating the overall success of the meeting.

The lowest score was given to the payment of per diems. The comments of participants indicated that this concerns the way in which per diems were paid and the major problem that was encountered when some of the dollar notes handed to participants were rejected by banks and hotels. The difficulties faced by SSATP staff and participants in sorting out this problem, in conjunction with staff from the World Bank's Addis office who handled the financial issues, were considerable. The SSATP Program Manager apologized sincerely to participants for the unpleasant experience and difficulties faced. There was mixed appreciation about the accommodation and the Thursday excursions, with some very satisfied and others feeling that these aspects could have been better.

Participants were also asked to indicate the three best aspects of the meeting and the three aspects that needed improvement. The main findings of this qualitative evaluation are:

- In terms of **themes**, the best were considered to be road safety, poverty reduction and transport and regional transport integration.

- In terms of **sessions**, the preparatory meetings received the most (and very positive) approval, followed by the Monday plenary sessions reporting progress and the working group sessions. A number of participants commented positively on the Wednesday morning feedback sessions.
- Networking and sharing of **information** were also identified as one of the best aspects of the meeting, along with the dissemination and availability of documents (in two languages).
- The wider range of **participants** was appreciated, as was their commitment and improved vision of the program. A number of positive remarks were made about the quality of the participation and the atmosphere of discussions and exchanges.
- Concerning **logistical arrangements**, there were many complimentary remarks about the meeting venues and the general organization and helpfulness of the support staff and secretariat. The information available to participants on arrival at their hotels should, however, have been much better. Some participants also indicated that there should have been better hotel accommodation.
- The organization of the **field trips** needs to be improved, making them more meaningful and providing interpretation.
- As already noted, the payment of **per diems** was by far the most negative aspect of the meeting, and very strong criticisms are made by a large proportion of participants about the manner in which the payment was organized. A number of participants also comment on the level of the DSA, suggesting that it should be increased, or that all costs should be covered by SSATP.

Amongst the other recommendations for future improvements of annual meetings are:

- The showcasing of specific country experiences and their potential for transfer elsewhere;
- Moving the focus of future meetings from macro-level policy approaches to the implementation of strategies and local capacity-building;
- Further strengthening the participation of African decision-makers, including from higher levels of government, the private sector and civil society;
- An increased focus on knowledge-sharing and exchanges amongst practitioners, including a practical suggestion of circulating the contact details of participants;
- Providing interpretation for all sessions including preparatory sessions;
- Accommodating all participants in one hotel.

2. FRAMEWORK OF 2005 SSATP WORK PROGRAM

The core purpose of the Annual Meeting was to agree the priorities and framework for the 2005 Work Program. On the basis of the assessments and recommendations of the various thematic working groups – whose discussions and outputs are presented in subsequent chapters of this report – a draft framework for the 2005 Work Program was presented by the SSATP Program Manager and commented on by participants at the end of the Annual Meeting. This draft framework was subsequently presented to the SSATP Annual General Meeting, which took place immediately following the Annual Meeting on October 1st. The AGM adopted the framework as the basis for the elaboration of the detailed 2005 Work Program.

2.1 Framework of the 2005 Work Program

A matrix of the thematic structure already in place and the following interlocking cross-cutting issues provides the framework of the 2005 Work Program:

- Policy development
- Capacity building
- Partnerships and networking
- Knowledge-sharing
- Championship and advocacy

The objective of actions within this framework is the same: anchoring transport strategies in poverty reduction goals and objective (the strategic goal of the Long-Term Development Plan 2004-2007). While actions may focus on specific transport sub-sectors or policy areas - such as rural transport, urban mobility, road management and financing, road safety or corridor development – they share a common orientation, towards the development and implementation of effective transport policies that serve the needs of the poor and make a decisive contribution to poverty reduction and regional integration in sub-Saharan Africa.

In addition, some key issues concerning the SSATP Program Management were identified, which require priority attention in the remaining part of 2004 and in 2005.

2.2 The main elements of the 2005 Work Program

Policy development

The continued implementation by SSATP member countries of the process for reviewing national poverty reduction and transport strategies (PRTSR), and its extension to new countries,

was strongly endorsed, and will continue to form a core part of the work of SSATP in 2005. The PRTSR principles – of broad-based participation and ownership by public, private and civil society actors – will be applied to new areas of work, notably road safety, and will be broadly adapted to all policy development processes.

Another priority for 2005 is to promote the principles and disseminate the lessons of the poverty reduction-transport strategy reviews in the context of broader transport sector planning, including programs supported by development partners. Links should also be made with other reviews and assessments, such as the proposed assessment of the implementation of the national rural transport policies developed under the former Rural Travel & Transport Program component of SSATP, so as to incorporate specific sub-sector strategy work within the broader alignment of national transport and poverty reduction strategies.

Suggestions were made that the PRTSR approach could also be used to assist in aligning transport strategies with those of other sectors, such as priority economic or social sectors.

The participatory approach to policy development, and the anchoring of transport in poverty reduction strategies, should also be extended to SSATP work in other areas, such as the development of indicators. The involvement in the indicators working group of seven countries that have previously carried out or are currently undertaking reviews of links between their national poverty reduction and transport strategies should facilitate the adoption of a participatory approach and make it possible to connect the development of appropriate indicators and data with the findings of the PRTSR process.

Monitoring and evaluation of policy implementation, including PRTSR action plans and rural transport policies, and of policy impact (e.g. transport's contribution to poverty reduction and improved road safety) are considered to be important priorities for SSATP in 2005.

SSATP work on the development of transport policies anchored in poverty reduction – and of supporting instruments such as indicators – means ensuring that the voices of the poor are heard, for example through processes of consultation with the poor and the active engagement with civil society and other organizations that represent their needs and interests.

Capacity building

An important principle of the 2005 Work Program (and beyond) is to promote and use African expertise and institutions. Two proposals made by the Road Management Financing working group are to increase the use of African expertise and to use regional associations to build capacity and disseminate and support the implementation of good practice. An inventory/database of African expertise and an action plan to use it better were suggested as priority actions, along with the greater use of African agencies (e.g. AGEPAR, ARMFA) and programs (as a Municipal Development Program –MDP) as vehicles of capacity building initiatives. All

areas of SSATP work should adopt this principle, and play their part on contributing to building the database.

Also at a regional level (alongside the role of associations) priority work for capacity building in 2005 will be centered on the REC Transport Coordination Committees, which will anchor and manage all corridor focused capacity building and technical assistance.

At country level, the establishment of SSATP Coordination structures in member countries and support to PRTSR Steering Groups will provide the principal points for capacity building.

Partnerships and networking

On similar lines, one of SSATP priorities in 2005 will be to promote and support partnerships and networking at national and regional levels on priority issues (road safety, urban mobility, regional integration and transport, road management institutional and financial development), as well as to link these with relevant regional and international partners and initiatives.

This work may involve support to actors engaged in taking forward these priority issues, organization of study visits, city-to-city exchanges, the use of peer review processes and support to country-level partnerships (e.g. PRTSR stakeholder groups). The link between these actions and the other priorities of building African capacity and sharing knowledge is clear.

Knowledge-sharing

Many of the working groups proposed actions to share and build knowledge. This priority area of work will involve the dissemination of good practices (e.g. of how to link transport with poverty reduction) and of existing knowledge, methods and tools (e.g. tools for Road Management and Financing, Non-Motorized Transport guidelines, etc.). There should be broad dissemination of PRTSR outputs and lessons, especially through the African Union, the RECs and to development partners. Again the principle of using existing organizations and networks (national, regional, international) and of making better use of existing knowledge was strongly indicated by the participants.

If new knowledge products are developed, users should be centrally involved in the process of their development, with SSATP playing a support and facilitating role. For example, a suggestion of the PRTSR working group is for SSATP to facilitate actions by governments to design dialogue guidelines for mainstreaming transport into other sectors. A proposal to develop a transport-poverty impact evaluation instrument could follow the same principle.

Other proposed work to improve and share knowledge focuses on the development of data and indicators in the areas of road safety and transport's contribution to poverty reduction, as well as baseline assessments of HIV/AIDS in road corridors.

The need for the SSATP to develop a comprehensive, well-structured knowledge sharing and dissemination strategy is a clear if implicit demand of the membership.

Championship and advocacy

Many participants felt that SSATP should play a stronger role in championing and advocating key issues amongst strategic partners and stakeholders. Important issues identified were rural transport and poverty reduction, transport corridors and HIV/AIDS, and appropriate transport services.

The types of actions that might be organized are meetings of leading stakeholders and development partners at appropriate levels and campaigning for greater recognition and resources for transport during the MDG review and in the context of country support strategies. Participants were informed of SSATP ongoing work, advised by the Ministerial Advisory Group (MAG), to influence the treatment of transport with the MDGs. The establishment of a regional rural transport association was also suggested as one way of championing the cause of rural transport.

Regional integration and transport

A continued priority for SSATP into 2005 is the work on regional integration and transport. The two main planks of the work will be: a coherent corridor-based approach serving regional integration, and support to coordination between the RECs.

Priority actions on corridors will include support to the improvement and expansion of corridor observatory implementation, including multi-modal corridors, promotion of good practices in corridor management, support to corridor committees and the incorporation of new issues, notably road safety, security and HIV/AIDS.

Concerning inter-REC coordination, priority actions will include the establishment and institutionalization of REC Transport Coordination Committees, the review and implementation of an SSATP regional program, and the revision and clarification of the REC Action Plan, ensuring its implementation.

2.3 SSATP Program Management

The principles and priorities of the 2005 Work Program framework make it essential to improve the SSATP Program Management, so as to provide timely and appropriate support to SSATP partners and stakeholders who will be implementing the 2005 Work Program.

Immediate priorities are to

- Develop and provide clear guidelines on the use of the Trust Funds and how World Bank procurement rules must be applied within the context of the Work Program;
- Designate team members with specific Work Program implementation responsibilities, and ensure that all partners are aware of the arrangements;
- Improve speed and quality of responses to Program members and partners.

The significant strengthening of the team from the end of 2004 onwards, with six, and perhaps seven, new full-timers coming on board (a Deputy Program Manager, a transport policy advisor, a Norwegian expert, one or two Swedish experts, and two new regional coordinators), should help considerably. Clear Terms of Reference and allocation of responsibilities will be required to ensure that the team functions effectively and can respond to the demands of SSATP members and partners.

3 POVERTY REDUCTION AND TRANSPORT STRATEGIES

The links between national poverty reduction and transport strategies were presented and discussed in a number of sessions before and throughout the Meeting. The outputs of the working groups, including the priority actions recommended for inclusion in the 2005 SSATP Work Program, were presented in a plenary session on Wednesday September 29.

3.1 Issues addressed and actors involved

Weekend preparatory sessions

The preparatory meetings on Saturday focused on the Poverty Reduction-Transport Strategy Review process (PRTSR) that was piloted by Guinea, Rwanda and Tanzania in 2003 and that is currently being implemented by 13 SSATP member countries: Burkina Faso, Cameroon, Côte d'Ivoire, Democratic Republic of Congo (RDC), Ghana, Kenya, Lesotho, Malawi, Mali, Senegal, Uganda, Zambia and Zimbabwe. A progress report covering all these countries was disseminated in English and French during the meeting.

The Saturday meeting started with a review of country progress by the representatives of the 15 countries present. At the end of this session an extremely large wall chart – 5 meters long – had been created, summarizing each country's progress and identifying the difficulties encountered, future actions and issues for attention (the chart contents are presented in Annex 4). Following the presentations by each country, a little time was left for discussion on a range of emerging issues: addressing gender issues and involving more women in the process; the setting up and functioning of Steering Groups; and links between PRTSR and SSATP country coordination. Some participants made the point that it would have been useful to allow private sector representatives from the Steering Groups to participate in the meeting, as a contribution to strengthening the tripartite linkages on which the process is built.

Finally, participants agreed the main messages of the presentation to be made in plenary session on the Monday, and – drawing on the good practice experiences – identified the countries and people that would illustrate the various messages with their country experience.

On Sunday, the preparatory meeting prepared the Tuesday working group sessions. Two themes were identified: the links between poverty reduction and transport strategies, and, more specifically, the PRTSR process. Questions to structure the discussions were agreed, which were then incorporated by the PRTSR support team into guidelines in English and French for the working group sessions.

Representatives of all participating countries except Rwanda were present during the weekend preparatory sessions, mainly members of the PRTSR Steering Groups and including representa-

tives of Ministries of Transport and Infrastructure, officials from Ministries responsible for Poverty Reduction Strategies (PRS) and civil society organizations involved in poverty reduction and transport. A delegate from Swaziland, interested in implementing the PRTSR process in the future, was also present, as well as a few representatives of international organizations (UNECA, ILO, World Bank) and an African expert on gender and transport.

The main meeting sessions

The results of the Saturday preparatory sessions on the PRTSR process were presented on the first day of the Meeting in plenary session. The country presentations were brief, but of very high quality. The PowerPoint presentation is contained in Annex 4.

On Tuesday, three very dynamic working groups spent a full day discussing the links between poverty reduction and transport strategies in general and the PRTSR process in particular, and answered the questions set. Between 70 and 80 people participated in these working group sessions, many from the PRTSR countries, but also people from other SSA countries and from regional and international organizations, including SSATP donors (Irish Aid, World Bank).

At the end of the day, the findings of the three working groups were presented by the rapporteurs at a joint feedback session. Before breaking for the day, participants agreed who would make the presentations of the synthesized outputs in plenary on the Wednesday morning. The two nominated presenters – both members of PRTSR Steering Groups, Ms Eliasi from Malawi and Mr. Pokou from Côte d'Ivoire – then worked with the PRTSR support team to produce the two presentations in French and English. The two presentations are contained in Annex 4.

3.2 Main findings of the working sessions

The PRTSR process

The achievements of the review process include: all 13 countries undertaking a review in 2004 have obtained official approval and almost all have established a Steering Group. Some have carried out a stakeholder analysis and created a Stakeholder Group. Some of the factors that have enhanced the process are good communication between SSATP and the government, linking the review process to ongoing national policy review processes (poverty reduction and transport) and clear guidelines on stakeholder analysis.

The difficulties encountered by countries undertaking the process in 2004 include a lack of seed funding, unclear guidelines on the procurement of local facilitation and support services, and obtaining financial support from SSATP and piecemeal communications by the Program Management to participating countries. Two important challenges are: ensuring gender balance in Steering and Stakeholder Groups and proper attention to gender issues in the review process;

and getting some transport Ministries out of their policy and institutional “ghetto” so that they engage openly and on an equal basis with other Ministries and actors.

As the process depends on the balanced and sustained involvement of key actors, suggestions for ensuring this include: providing adequate incentives to members of Steering and Stakeholder Groups; allowing alternate membership; adopting a working group approach for specific assignments, with working groups nominated by and reporting to Steering Groups; ensuring effective information flow between the different groups, institutions and actors, including with Government; fixing clear timetables; and building institutional interest in the process.

Making linkages between PRTSR and other actors and initiatives was felt to be important by participants. This includes: mainstreaming PRTSR outputs into other SSATP actions (e.g. affordable transport services, trade and transport, road management, indicators); establishing SSATP coordination structures in all countries; and mainstreaming PRTSR principles, experiences and recommendations with development partners and organizations in SSATP countries and the SSA region (European Union, World Bank, Africa Union, Regional Economic Communities, UNECA, etc).

Linking transport and poverty reduction strategies

Concerning the linking of transport strategies and poverty reduction, the working group identified a number of good practices aimed at ensuring that the access and mobility needs of the poor are taken into account. At national level, examples of good practices include: the existence of rural transport strategies; national rural infrastructure programs; policies concerning transport and cost reduction; transport cost subsidies; use of labor-based methods; taking gender equity into account; and capacity-building initiatives. At community level, good practices relate to the promotion of intermediate means of transport; improvement of critical points to increase accessibility; technology choice to allow local participation; community initiatives supporting improved access and mobility, especially by women’s associations; participation of communities in the provision of infrastructures and means of transport; and organizations of parents to provide transport for schoolchildren.

Amongst the reasons why transport strategies are insufficiently linked to poverty reduction are: the macro-economic vision of many transport policies; the non-involvement of local populations in the formulation, implementation, monitoring and evaluation of strategies; insufficient resources to meet all actual needs; lack of ownership of the technologies used; insufficient supporting measures, such as credit and training; not taking into account certain costs, such as fuel and spare parts; meeting accessibility needs to the detriment of transport services and means of transport; and weak understanding of the links between transport and poverty reduction. The working group noted that there was a need to develop multi-dimensional transport policies taking into account the needs of the poor, and including transport services for pro-poor sectors.

The working group also discussed the monitoring and evaluation of the contribution of transport strategies to poverty reduction. Good practices identified by the working group include: the establishment of monitoring-evaluation observatories; the integration of social scientists in study teams and in project supervision; the existence of poverty reduction monitoring/evaluation units; and the existence of sector focal points and regional monitoring committees. Key messages concerning monitoring and evaluation are: the involvement of beneficiaries in transport planning, from conception to monitoring and evaluation; the definition of objectively verifiable indicators; and the establishment of a monitoring/evaluation system for measuring the impact of the implementation of transport strategies on poverty reduction.

3.3 Priority actions for 2005

Thirteen priority actions for inclusion in the 2005 SSATP Work Program were suggested to improve the effectiveness of the PRTSR process and to support the strengthening of links between transport and poverty reduction. The presentations contained in Annex 4 outline the actions proposed, as well as suggestions of activities to be undertaken, actors to be involved and guidance on timing and means.

Concerning the PRTSR process, the priority actions include:

- Developing and circulating clear procurement guidelines – to be done as soon as possible by SSATP Program Management;
- Facilitating effective communication between PRTSR countries through study visits and networking, using local and SSATP resources;
- Supporting the establishment of SSATP country coordinators, including sensitization of governments and development and circulation of ToR;
- Facilitating and encouraging the expansion of the review process to other countries, including issuing a call for applications and organizing training workshops, country meetings and briefing missions;
- Improving the functioning of Steering Groups, through developing work plans, fixing schedules of meetings, adopting the working group approach for specific assignments, timely release of SSATP funding, and provision of financial and technical support;
- Undertaking post-review actions, including extending the Steering Group mandate beyond the review process timeline to oversee implementation of recommendations, facilitating the adoption of recommendations in transport policy and poverty reduction strategy, and undertaking a baseline survey to assess the impact of the implementation of recommendations;
- Linking the leading development agencies to the process, through activities such as donor roundtable consultations organized by Governments, donors and SSATP; and

- Supporting wider dialogue and awareness on the review outcomes, through continued monitoring and dissemination of the outcomes from the pilot countries, disseminating good examples and supporting Governments to produce and disseminate dialogue guidelines for mainstreaming transport across the sectors.

Concerning linkages between transport strategies and poverty reduction in general, five priority actions were suggested:

- Identify and disseminate good practices throughout the SSATP network, involving member countries and SSATP PM;
- Support local participation in the conception and implementation of transport programs, through activities such as awareness-raising and training workshops for different actors;
- Promote appropriate means of transport and transport services for the poor, through the organization of national and regional workshops involving public and private operators, civil society, development partners, local authorities and transport users;
- Support the improvement of resource mobilization for the transport sector, through activities such as a round table of donors involved in the transport sector and advocating the case of the transport sector with development partners and member countries;
- Establish a transport-poverty monitoring and impact evaluation, with the ministries responsible for transport and poverty reduction, statistical offices and other relevant sectors, using SSATP, member country and donor resources.

4 ROAD SAFETY

4.1 Themes addressed and actors involved

Meetings were held with stakeholders on September 25-26, 2004 to set an agenda for road safety, a new initiative proposed by SSATP. Some 30 stakeholders took an active role in these discussions representing 13 SSATP member countries and two international organizations. Stakeholders were from all sectors involved in road safety – health, enforcement, research, international partnerships, road agencies and other implementers. From the health sector, there were medical doctors involved in trauma care and research, and from enforcement were several senior police officers with responsibility for their countries' traffic management. Also present was GRSP, PIARC and CSIR, South Africa. There was strong participation from Ethiopia, the host country, her delegation reinforcing the cross-sectoral nature of the road safety dialogue initiated. This produced a rich and multi-dimensioned discussion on road safety issues. Stakeholders had the opportunity to hear a number of presentations from a broad section of local and international partners on various aspects of road safety.

At the centre of discussions were the questions asked by the SSATP team: (i) Did SSATP have a role to play in defining/developing the road safety agenda in Africa and (ii) if so, what comparative advantage could SSATP bring to the table? The discussions reinforced the need for SSATP to define a work plan that uses its comparative advantage of knowledge-sharing, capacity building and sound policy development processes to kick start an Africa-wide road safety partnership of knowledge-sharing. Some countries also expressed interest in having SSATP assist them in the examination and reformulation of existing policy. This was highlighted through the discussions and presentations both during the initial sessions and at the plenary session on September 28. During the meetings, the road safety group had a joint session with the group discussing issues on regional integration. Substantial work has been done within some of the RECs on defining common standards for road safety activities and this would need to be shared among the member countries.

4.2 Main findings of working sessions

Taking into account these discussions together with the feedback received from other meeting participants during the plenary discussions and the special meeting with regional integration, the main findings are highlighted as follows:

- (1) Road safety is a growing priority for sub-Saharan Africa
 - The proportion of fatalities in SSA in relation to the vehicle population is grossly distorted
 - Fatality rates are high and rising, the poverty impact on families is high
 - Most crashes involved the most vulnerable road users
 - Buses are involved in a larger share of crashes

- (2) Weak institutions play a great role in aggravating the road safety problems in SSA
- All institutions dealing with road safety in SSA need strengthening and improved coordination to have any effect
 - Several successful and replicable initiatives are going on in SSA and these need to be shared with member countries
- (3) SSATP has a comparative advantage in helping to drive and define the agenda
- A wide reach with 32 member countries and 9 RECs
 - Engagement and partnerships with international and Africa-wide organizations
 - Ability to mobilize resources and promote implementation
 - Strong knowledge generation and dissemination capacity
 - Sound policy development processes

4.3 Priority Actions for 2005

Out of the identified issues, a general agreement was reached on what it was felt that SSATP could do in the short, medium and long term. Two main themes were identified:

1. Dissemination of good practice, and
2. Development and implementation of policies

The main activities, actors, timing and means are set out below. Timings are not finalized as these activities are to be reviewed and agreed upon by the SSATP team, when a budget has been allocated.

	Activities	Actors	Timing	Means
Action 1(a)	Dissemination of good practice notes based mainly on the African experience	SSATP, RECs, ECA, CSIR, African universities, research institutions, PIARC, ISTED, GRSP, development partners	Short term	SSATP
Action 1(b)	New Africa-specific road design and safety standards Explore the role of SSATP in preparation of common regulations	PIARC, CSIR, AGEPAR, ECA, RECs	Long term	Government
Action 2(a)	Work with self-selected countries to develop a methodology for stimulating dialogue and reviewing road safety policies	SSATP, client countries	Short term	SSATP, WHO, ECA, development partners
Action 2(b)	Assist with implementation of action plans from pilot countries Roll out methodology to other countries	SSATP, client countries	Medium/ Long term	SSATP, ECA, multi-lateral & bilateral partners, foundations
Action 2(c)	Develop good practice guides, safety campaign material to address specific issues including the development of road safety agencies, enforcement financing, education, driver training.	SSATP, African research institutions	Long term	SSATP, GRSP, WHO, development partners, foundations

5. REGIONAL INTEGRATION AND TRANSPORT

5.1 Issues addressed and actors involved

Meetings with regional stakeholders took place on September 25-26, 2004 to review the preliminary assessment of progress towards the objectives of the 2004 work plan, prepared in advance by the SSATP program management team. Actors involved included regional and sub-regional economic communities (ECOWAS, UEMOA, SADC, COMESA, CEMAC, ECCAS, EAC, IGAD) and relevant sub-regional or regional sectoral organizations (UNECA, NCTTCA, PMAESA, PMAWCA, FESARTA, UAR, CICOS). The AfDB represented the donor community. Some representatives of transporters associations, as well as of REFAT (*Réseau des femmes africaines pour la promotion des transports*) participated.

The discussions revolved around the implementation of the Action Plan, as approved in Nairobi in February 2004 by the REC Task Force, following the decisions and roadmap agreed during the 2003 SSATP Annual Meeting in Kigali.

Stakeholders had the opportunity to hear a few presentations highlighting progress achieved and difficulties encountered concerning the status of specific activities under the work plan, organized by corridors. The presentation summarizing this stocktaking exercise and delineating a first outline of the 2005 work program was delivered in plenary session on September 27 and is attached as Annex 4.

Thematic discussions were then held on September 28 to review more closely the following issues: (i) modalities for data collection and processing in setting up corridor observatories, learning from the first two pilot trials carried out by UEMOA and NCTTCA; (ii) institutionalization of the REC Task Force as an effective REC coordination mechanism, and (iii) updating the REC Action Plan so as to refine the 2005 work program.

In addition, cross-thematic discussions took place the same day with the Road Safety and the Indicators groups, to ensure an optimal integration of these horizontal concerns into the corridor management approach.

5.2 Main findings of working sessions

The outcomes of the sessions held on September 28 can be summarized as follows:

- (a) *Corridor Observatories.* Data collection methodologies should be adjusted to account for different trucking industry structures, the present one lending itself more easily for implementation when a well-organized industrial base with large operators exists; elsewhere drivers' unions might be a promising channel to work

through. The UEMOA and NCTTCA pilots will be completed bearing in mind these aspects, and the next phases of these two projects will be launched after an assessment of the current results. The upcoming Terms of Reference for the North South and Dar-Zambia-Malawi observatories already incorporate the conclusions of the meeting.

- (b) *Institutionalization of the REC Task Force:* the meeting reviewed and amended the Terms of Reference proposed by the SSATP Management Team, and agreed to turn the REC Task Force into a REC Transport Coordination Committee (TCC), its main mandate being to guide the design and monitor the implementation of the SSATP work program for Regional Integration and Transport. The full Terms of Reference of the TCC, as endorsed by the meeting, are attached in Annex 4.
- (c) *REC Action Plan and 2005 work program:* based on progress so far and on the additional requests for assistance expressed during the meeting, the REC Action Plan was updated, thereby constituting the operational description of the 2005 work program. The updated REC Action Plan is attached in Annex 4.

5.3 Priority Actions for 2005 Work Program

Consistent with the generic approach endorsed in Kigali and embedded in the SSATP Long-Term Development Plan, the 2005 Work Program hinges on the continuation of the corridor-based initiatives supported in 2004, complemented with support to the newly-formed REC Transport Coordination Committee, and with a renewed emphasis on the integration of cross-cutting agendas of critical importance for sub-Saharan Africa as a whole. To sum up:

- (a) *Corridor Observatories:* (i) completion of pilots with UEMOA and NCTTCA, followed by mainstreaming of the data collection/analysis/dissemination processes; (ii) establishment of additional observatories on the Dar-es-Salaam and the North-South corridors.
- (b) *Corridor Committees:* (i) finalization of the update of the NCTTCA agreement; (ii) strengthening of the Dar Corridor Committee; (iii) support to the establishment of the North-South Corridor Committee, the CEMAC/ECCAS corridor committees, the Djibouti-Ethiopia corridor committee.
- (c) *REC Transport Coordination Committee:* assistance in implementing the TCC ToR.
- (d) *Cross-cutting agendas:* incorporation of road safety among the monitoring objectives of the Corridor Committees, inclusion of specific HIV-AIDS baseline corridor surveys when appropriate, starting with the North-South corridor. On the indicators' side, links will be sought with the indicators' activities of the SSATP to implement a common set of corridor-based indicators.

6. ROAD MANAGEMENT AND FINANCING

6.1 Issues addressed and actors involved

Meetings with stakeholders took place on September 25-26, 2004 to review the preliminary assessment on progress towards the objectives of the 2004 work plan, prepared in advance by the SSATP program management team. Stakeholders also had the opportunity to hear a number of presentations concerning the status of specific activities under the work plan.

The discussions broadly confirmed the direction and content of the work plan, though notably laying emphasis on institutional development and capacity building. The stakeholders developed a specific diagnosis of the issues in these areas, which were included in the plenary presentation on the 2004 work plan on September 27. Specific actions to address issues were developed in detail in the thematic discussion groups that took place on September 28. Some 40 stakeholders – representing 17 member countries, including Ethiopia, the host country and a number of international organizations – took an active role in these discussions. The actions were presented to plenary on September 29.

A special discussion session was held on the afternoon of September 29 to allow participants to be briefed on the development and use of road management tools – the Roads Economic Decision (RED) Model and the Performance Assessment Model (PAM). The session was attended by over 60 participants including representatives from 15 member countries. Among the conclusions were: the need to schedule training in RED in English and French and to create institutional capacity within Africa for training of trainers; the need to complete the peer review of PAM and to schedule a workshop of those countries which have used the model to consider further development and improvement.

6.2 Main findings of working sessions

Taking into account these discussions together with the feedback received from other meeting participants notably during the plenary discussions, the main conclusions drawn are as follow:

- (1) *Strong emphasis on the further development of sector associations*
 - Strengthen the role of ARMFA in the support of good practice in road fund management, the application of second generation principles and the development of tools to support Board level training
 - Strengthen the role of AGEPAR in the support of good practice in road management, with emphasis on road agency commercialization and best maintenance management practices

- Address the question of sustainability of these associations by assuring the conditions for strong and stable national organizations
 - Improve the coordination of activities between associations, especially AGEPAR and ASANRA in the area of road management
 - Take steps towards the creation of a rural transport association to support at a regional level the formulation and implementation of appropriate rural transport policies
- (2) *Greater priority to actions to encourage better utilization of African expertise*
- Develop and then exploit an inventory of African expertise in areas connected to road management and financing
 - Decentralize the provision of training in road management and financing by better utilizing African institutional capacity
- (3) *Better dissemination of tools and knowledge*
- Prepare and follow through a program to disseminate and better exploit the RED and PAM models
 - Further develop the RMI matrix – by inter alia creating rural and urban sub-matrices – and improve data quality and exploitation in Africa
 - Take immediate action to advance the preparation of the road management tools guide to help road administration efficiency and effectiveness

The discussions notably highlighted the importance of linkages to the other SSATP thematic areas with particular regard to the overarching necessity of determining and then clearly demonstrating the poverty reduction impact of interventions on road management and financing. Also underlined are the linkages in regard to:

Indicators – Development of common performance indicators for road financing and road funds under the aegis of ARMFA; further development and dissemination of the RMI matrix.

Transport services – Development of transport infrastructure, especially in rural areas. Must be firmly linked to priority (public) transport services to the population.

Road safety – Progress expected towards involvement of AGEPAR in the PIARC Road Safety Working Group – adaptation of the road safety manual to Africa's circumstances.

During the Annual Meeting, the SSATP program management team met with the executive committees for ARMFA and AGEPAR to review the status of the partnership and of various

actions in relation to the achievement of the objectives of the associations. This notably concerned:

For ARMFA – preparations for the General Assembly to take place on November 10-12, 2004 in Nairobi; status of the road fund legislation database and commentary.

For AGEPAR – progress on the creation of national committees; consultancy services and the forthcoming workshop in Chad in relation to the performance-based maintenance management activity; review of application of SOURCE and its variants in member countries; progress towards a collaborative arrangement with ASANRA.

7. APPROPRIATE TRANSPORT SERVICES

7.1 Issues addressed and actors involved

Meetings with stakeholders took place on September 25-26, 2004 to review the preliminary assessment of progress towards the objectives of the 2004 work plan, prepared in advance by the SSATP program management team. Stakeholders also had the opportunity to hear a number of presentations concerning the status of specific activities under the work plan. Some of the sessions were held jointly for the themes RMF, ATS and Indicators, which helped considerably to develop the understanding of the interactions between the various themes.

Special sessions were held on urban mobility issues, with an attendance of 12 to 30 participants. Participants included representatives of cities, urban transport authorities, government representatives, operators, partners such as SITRASS and UATP, lecturers and consultants. Sessions on rural transport issues were held jointly with the sessions on RMF themes.

The sessions broadly confirmed the orientation of the work program defined last year while laying new emphasis on several areas: the importance of organizing a group of actors on urban mobility to support progress towards reform by SSATP members dealing with urban mobility issues, the establishment of a database to monitor the progress of the various partner cities, traffic management, NMT and mobility issues in medium size cities, as well as rural transport.

Detailed presentations were made on the findings of the NMT experiment in Kenya-Tanzania and, in a plenary session on September 29, on the results of the Urban Mobility and Poverty Study carried out in Conakry and Douala.

7.2 Findings of the working sessions

The progress of African cities towards reform favoring efficient functioning of urban transport involves the establishment of an active network of a small group of core members - motivated, professionally competent, and officially in charge of urban mobility issues in their countries or cities. This core group will work in partnership with closely related associations like the UATP. One of the main outputs of the working session was the decision to establish a core Urban Mobility Group with the assistance of SSATP, with the definition of its strategy as a first task.

Now that the findings of the NMT experiment were becoming available, training on traffic management issues in SSA cities should be prepared incorporating these findings.

The publication of the findings of the NMT experiment in Kenya/Tanzania should be completed by a technical guideline related to NMT improvements and additional experimental pro-

grams for NMT improvements could be considered. Such area of activity would be reexamined in a future meeting.

Consideration should be given on how to address mobility issues specific to medium size cities.

A special session was held with the Indicators group on the specific issue of urban mobility. From the discussions, some areas of synergy and mutual benefit were identified. The urban mobility actors can contribute to the production and collect of basic data and indicators sought by the Indicators group, which can in turn contribute to the data and performance indicators being sought by the urban mobility actors for use in benchmarking. These performance indicators are expected to be partly the same ones as those considered by the Indicators group.

A special session was held on the afternoon of September 28 to review the Inception report prepared by the consultant Adam Smith International for the Institutional, Financial and Regulatory Study on large cities, being undertaken by the SSATP. This session resulted in a fine-tuning of the scope and methodology to be followed by the study, and at the same time allowed the Consulting team to make initial contacts with most of key local actors with whom they must engage during the study.

It appeared necessary to address the perceived neglect of rural transport issues.

7.3 Priority Actions for 2005

Continuation of on-going actions

- *Institutional, financial and regulatory study for large cities.* This study is being carried out by Adam Smith International in four cities (Dakar, Douala, Kampala and Nairobi).
- *Urban Mobility and Poverty 2nd Study.* This study will cover the cities of Ouagadougou and Kano (Nigeria) and will complement the first one done on Conakry and Douala; it is at the procurement stage.

New actions to be launched in 2005

- Carry out an evaluation of RTTP and its impact on the formulation of appropriate rural transport policies.
- Increase the use of appropriate tools for decision-making on rural transport infrastructure, including Red and Basic Access models.
- Continue to address creatively the sustainability of institutions providing rural transport services.
- Establish and reinforce the core of the Urban Mobility Group (UMG); this will include the definition and selection of members based on the criteria of author-

ity, motivation and competency, and the preparation of Terms of Reference for the work of this group.

- Establish an urban strategy for large and medium size cities: the UMG will start, on the basis of the existing documentation, defining the short and medium term priority actions to be carried; this will cover the large cities, as has been the case so far, as well as consider when and how to include medium size cities.
- Establish and maintain a sustainable urban mobility database; beyond providing the required information to the Indicator Group, the UMG will define the format and procedures of a database suited for their needs of benchmarking and progress on reforms and efficiency of urban transport.
- Documentation and training on traffic management: the UMG, will prepare the documentation and deliver a training, in English and French, on traffic management for SSA professionals; it will include elements of standard traffic management techniques, as well as techniques suitable for sub-Saharan African cities (NMT, enforcement...), with the collaboration of SITRASS and another partner for English speaking countries, and with consultants.
- Dissemination: the dissemination activities will cover the NMT Findings Report in French and English, and various case studies relevant to current issues.

8. TRANSPORT PERFORMANCE INDICATORS

8.1 Issues addressed and actors involved

The SSATP transport performance indicators initiative was launched early 2004 and more than 20 SSATP country members are involved in the data collection's first cycle. This initiative aimed at establishing sustainable transport sector performance monitoring in the SSATP member countries through an agreement on appropriate cross-country indicators and relevant in-country data collection and processing capacity.

Meetings between all parties interested in the SSATP transport performance indicator initiative were held on 25, 26 and 28 September 2004. Participants included some of the contact persons involved with the SSATP indicator initiative since its inception, as well as additional people involved in data management and indicators in their respective organizations. Attendance varied between 10 to 20 persons.

The discussions identified the main issues faced by most SSATP member countries when dealing with transport data collection, as follows:

- Data as well as their associated collection methodology require standardized definition in order to lead to useful comparison between countries as well as over time;
- Secondary data often do exist but are fragmented between numerous sources, which makes their processing and use difficult.
- Primary data collection is expensive thus leading to inconsistent data collection over time depending on funding from transient projects.
- A national institutional framework for sustainable data management is often lacking or, if existing, is under-performing.

In addition, problems of finding appropriately qualified consultants to conduct the SSATP indicator data collection tasks were mentioned due to its multi-sub-sectoral dimension.

An additional meeting with a group of urban transport organization representatives allowed exchanges of opinion on the specific issue of urban transport indicators as well as transport data collection in the urban transport sub-sector as existing in most of SSA countries.

A separate meeting was also held to address corridor indicator issues.

8.2 Main findings of working sessions

The findings of the first working session are as follows.

Standard definition of data

The lack of standard definition limits comparability between and among countries. Although definition cannot be perfect, a more explicit definition would help significantly; this is a task for the indicators group.

Methodology to collect data

While countries need some freedom to select a methodology adapted to their own constraints, it is also important to ensure quality and comparability of data. Depending on the data required, a limited range of methodologies will be proposed to the countries.

Cost of getting primary data

The SSATP transport indicator initiative focuses on the gathering of secondary data, which resulted in a great deal of missing or obsolete data, often collected episodically. This is because some primary data are expensive to collect due to the methodology used (traffic, household surveys...). The funding of such primary data collection should be secured both in the short and long term to allow regular and consistent updating of the data. Even though SSATP cannot finance such primary data collection, it can support each country in the establishment of a strategy to use ongoing and future surveys (such as household surveys or project surveys or national census) to obtain the required data.

Fragmentation of secondary data

The first round of data collection in the SSATP indicator initiative demonstrated that, in general, most of the data already exist but are spread over numerous agencies, which make their centralization difficult. The establishment of an appropriate institutional framework will allow the centralization of these data.

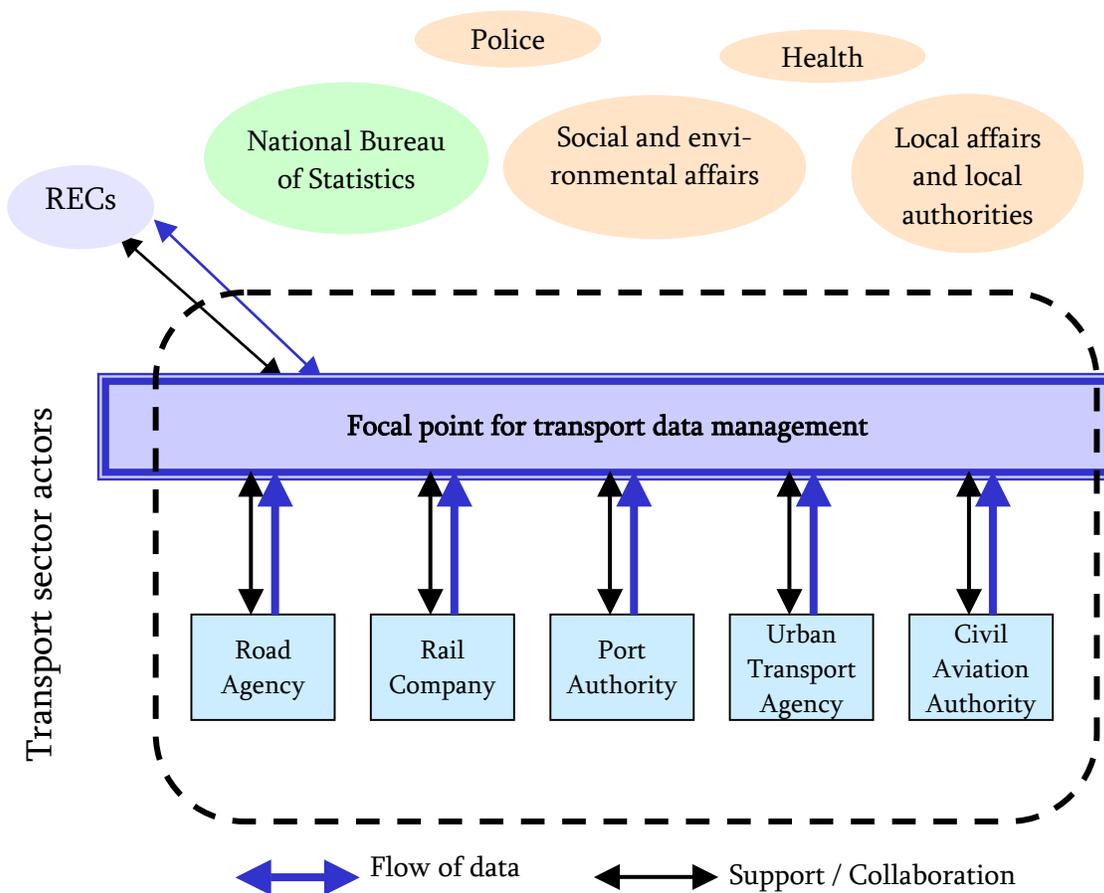
Institutional framework for sustainable data management

There is often no clear institutional framework in place for the management of transport sector data or, if so, such a framework is not fully operational due to the lack of resources or inappropriate institutional setup. It is important to have a focal point in the ministry in charge of transport with the responsibility of defining data flow, centralizing, processing and disseminating of data.

Problems to find appropriately qualified consultants

As initiated by the SSATP, the data collection survey requires knowledge of multiple sub-sectors that limits the number of local qualified consultants. The person in charge of transport data collection should be an experienced transport professional.

A standard institutional framework, which needs to be adapted to each country's institutional specificities, is presented in the diagram below.



8.3 Priority actions for 2005 WP

From these identified issues, the subsequent sessions focused on answering three questions, so as to establish the 2005 working plan for the indicator initiative.

The first action is the completion of the current round of data collection with all remaining participating countries. Rounds have been agreed to correspond to calendar years. The current round will end on 31 December 2004 and the results are to be processed by the end of February 2005 (action 1 in the table.) The objective is to start a second round of data collection and processing after the April 2005 indicator workshop (action 6 in the table) that will finalize the list of the secondary data with most of the raw data collection completed before the 2005 SSATP Annual Meeting. This Annual Meeting will take stock of the observed institutional evolutions among the participating countries.

Questions	Key points			
What is an appropriate institutional framework for data management and its relationship with the SSATP?	A structure similar to the agreed on theoretical structure exists in each country but does not function properly. → Institutional analysis to be conducted for each country as a preparatory work. → Workshop between existing focal points, SSATP coordinators, SSATP team to share experience and get some training and information.			
How to make resources available in the short and long term for the collection, centralization, processing and dissemination of data/indicators?	<p><u>Secondary data</u> will be collected by the focal point in the long and short term and funded through national budget. SSATP can help in the short term to build capacity.</p> <p><u>Primary data</u> will be collected at the agencies' level with their own resources. All potential primary data sources have to be tapped. → A country specific strategy has to be designed to (i) identify such sources, (ii) define how they can be influenced to get the required data, (iii) list the deficits, and (iv) present necessary activities (and related budgets) to fill the identified gaps.</p>			
How to establish sets of indicators, data and methodology so as to reconcile the standardization needed for comparison with the freedom of each country?	<p><u>Set of indicators</u> should be reviewed at the end of each cycle to take into account the past experience and agreed on by all stakeholders before the next data collection cycle. All indicators have to be relevant and the underlying data collectable. → Counterproposals from indicator group members + resource organization → centralization, discussion and agreement.</p> <p><u>Data definition and collection methodology</u>: non-obvious data/methodology will be discussed. → 1st proposal from SSATP. → Discussion with small working group. → Validation during workshop</p>			
	Activities	Actors	Timing	Means
Action 1	First cycle completion activities	SSATP team + uncompleted member countries	31 Dec 2004: end of first collection cycle; 28 Feb 2005: final report	SSATP
Action 2	Country specific data management Institutional analysis	Each indicator member country representative	31-Dec-04	Government
Action 3	Country specific primary data collection strategy	Each indicator member country representative	31-Dec-04	Government
Action 4	Proposals for improved indicator set	SSATP + countries + relevant organizations to be identified.	31 Jan 2005: all counter proposals sent to SSATP 15 March 2005: final report	SSATP
Action 5	Data and methodology definition	SSATP + working group (Zambia, Uganda, Tanzania, DR Congo, Niger, Cameroon, Mali, Guinea, UATP)	31 Jan 2005: First proposal by SSATP 31 March 2005: Review by working group	SSATP
Action 6	3 to 5-day workshop	SSATP + indicator member countries + 1 resource person	15-Apr-05	SSATP

9. OTHER THEMES

A series of presentations on Wednesday afternoon of the Meeting enabled participants to hear about and discuss work on other themes related to transport in sub-Saharan Africa.

9.1 Legal instruments to facilitate trade and transport

The first theme of the Wednesday afternoon was presented by Mr. Grosdidier de Matons, who outlined the results of his comprehensive work to review international legal instruments (conventions, treaties, agreements, letters, protocols, etc.) on facilitation of transport and trade in sub-Saharan Africa. Covering all sub-sectors except air transport, this substantial work comprises a 180-page printed document and a CD-Rom presenting and commenting on some 150 enforceable instruments identified in the course of the meticulous research. Mr. de Matons outlined the content of the document and made pertinent observations about its scope and the use of legal instruments.

9.2 Gender and transport

The theme of gender and transport was addressed by two presentations: one by Professor Janice Olawoye from Ibadan University, Nigeria, on the results of a review of experiences of the Gender and Rural Transport Initiative, part of the Rural Transport and Transport program within SSATP; the other by Ms Mika Kunieda, a consultant involved in a World Bank study on integrating gender into World Bank-financed transport programs.

The Gender and Rural Transport Initiative (GRTI) involved 16 African countries. Its goal is to mainstream gender in rural transport policies, programs and policies. The Initiative has covered five components: pilot projects, gender studies, country workshops, capacity building and advisory services, as well as information dissemination and awareness raising. As highlighted by the Initiative, rural women perform most transport-related duties in and around the community, and most female activities being carried out by head loading. Poor transport restricts rural people's access to health, education and market opportunities in general, and particularly for women. However, women are often restricted from use of intermediate means of transport and most decision-makers are men, which limits the implementation of commitments to promote gender equality. GRTI shows that women are effective managers of transport and that what is needed now is to disseminate, replicate and scale-up the many lessons and good practices.

The study on integrating gender into World Bank-financed transport programs aimed to identify gender-specific issues in the transport sector, the factors that inhibit the integration of gender into transport policies, programs and projects and what can be done to integrate gender effectively. The study involved a literature review and ten case studies, four from African

countries. Amongst the conclusions of the study are the need to undertake gender analysis at policy, institutional and project levels in order to understand the realities of women and men in a community and to establish stronger links between national transport and gender policies.

To take forward gender issues in the transport sector in Africa and to promote the participation of women, an African Women's Network for the Promotion of Transport is in the process of being established.

9.3 Transport infrastructure, employment and poverty reduction

The links between transport infrastructure, employment and poverty reduction were the subject of the third presentation on Wednesday afternoon, by Mr. Jan de Veen, an ILO official from Geneva. Participants were reminded of the conclusions and recommendations of the meeting of the African Heads of State in Ouagadougou in September 2004, at which three core policy issues were identified: poverty; unemployment or underemployment; and growing inequalities with social exclusion. The Draft Declaration by the African Heads of State recalls the objectives of the New Partnership for Africa's Development (NEPAD) and argues for the need to "maximize efforts geared towards productive employment creation, particularly in the fields of infrastructure, rural development...". A Draft Plan of Action agreed at the meeting includes a strategy for employment generation in infrastructure and public works, within which there are commitments to reorient public sector investment towards employment, ensure that public works programs facilitate sustainable income generation, secure adequate incomes and labor standards, and involve small and medium-sized enterprises, NGOs and cooperatives.

Concerning the road sector, participants were reminded of the potential of labor-based methods to create local employment, utilize local resources and reduce costs and foreign exchange requirements. Some ways of ensuring that transport infrastructure can contribute to poverty reduction were also highlighted.

9.4 Poverty and urban mobility

The results of two studies of urban mobility and poverty in Conakry (Guinea) and Douala (Cameroon) were presented by Mr. Amakoé Adoléhoumé, a member of the consultancy team undertaking the studies. The objectives of the studies were to understand mobility in poor urban areas and the conditions under which people access jobs and services, to fully grasp how transport hampers access, and to stimulate lines of action to benefit the poor. From the study findings it is clear not only that poverty complicates mobility, but also that transport dysfunctions complicate poverty. The poor do not travel less, rather they travel under less satisfactory conditions. The main consequences of transport dysfunctions are heavy financial pressure on people's pockets, hampered access to employment and weakened social networks. Important lines of action to benefit the poor include: improve conditions for pedestrians; improve access to collective transport; and factor accessibility into the design of new facilities.

9.5 Roads Economic Decision Model (RED)

The Roads Economic Decision Model (RED) is an economic evaluation tool designed to evaluate road investments and maintenance alternatives of unpaved roads. Its development, scope and characteristics, and the lessons of its use, were presented by two World Bank staff, MM. Rodrigo Archondo-Callo and Stephen Brushett.

The Model has been developed for SSATP and is proving to be a valuable economic evaluation tool for technical staff. It facilitates the economic evaluation of unpaved roads and the review of feasibility studies, because it clearly presents the assumptions made, but requires good engineering estimations regarding the road condition and investment and maintenance costs of the project alternatives. First released in 1999, the latest updated version - 3.2 – is available in English, French and Spanish.

9.6 Performance Assessment Model (PAM)

The session on the development and use of road management tools allowed the participants to be briefed on recent applications of the Performance Assessment Model (PAM) in Uganda by Mr. David Luyimbazi. The session was well attended and among the main conclusions were:

- (i) The need to complete the peer review of PAM and to schedule a workshop of those countries who have used the model to consider further development and improvement (e.g. Malawi, Ghana, Kenya and Zambia).
- (ii) The need to carefully expand the range of countries with experience of the Model initially through scheduling training in English and French and creating institutional capacity within Africa for training of trainers.

The recommendations are in line with the overall objective to prepare and follow through on a program to disseminate and better exploit the road management tools and develop the African expertise.

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APPENDIX 2 MEETING AGENDA

SATURDAY SEPTEMBER 25

	Ghion Hotel			
Time	Thematic Group Meetings			
Morning	REC Task Force, SROs	Road Safety Strategy Group considers the long and short-term strategic issues and options facing SSA.	RTS/RMF Constitu- encies Combined, Trans- port Performance Indicators	Poverty reduction/ transport strategy review teams
	<p>Thematic “constituency” groups review progress (implementation processes, results to date and expected) of 2004 WP activities; identify lessons, adjustments, complementary actions, follow-on actions, to be reflected in 2005 WP; consolidate discussions into presentations to be made to plenary sessions concerning the core 2005 WP approach, building on roll-over of 2004 activities with such course corrections, adjustments, etc, as may be necessary.</p> <p>Road Safety Strategy Group agrees recommendations for SSATP engagement with promoting practicable actions for members to address long and short-term strategies, which will bring “quick wins” and sustainable long-term benefits.</p>			
Afternoon	All necessary documents (English & French) produced by the Secretariat for Monday’s Plenary Session presentations			

SUNDAY SEPTEMBER 26

	Ghion Hotel			
Time	Thematic Group Meetings			
Morning	REC Task Force, SRO	Road Safety Strategy Group considers the long and short-term strategic issues and options facing SSA.	RTS/RMF Constitu- encies Combined, Trans- port Performance Indicators	Poverty reduction/ transport strategy review teams

MONDAY SEPTEMBER 27

	UNCC
9.00	<p>Formal Opening and Keynote Addresses Chair Mr. Z. Woldegebriel Welcome and introduction of Guest of Honor H.E. K. Yilala by Mr. H. Koumare, (UNECA) Formal opening of the 2004 SSATP Annual Meeting by H.E. Dr K. Yilala, Minister of Infrastructure of the FDRE Keynote Address by Mr. H. Koumare Statement by Dr B. Zoba, Commissioner for Energy & Infrastructure, Commission of the African Union Statement by Mr. B. Thompson, Commission of the European Union, SSATP Board member representing bilateral donors</p>
10.00	<i>Coffee break</i>
10.30	<p>Chair Mr. H. Koumare Poverty reduction and Ethiopian Road Sector Development Program by Mr. B. Negussie</p>
11.30	<p>The 2004 Work Program - Progress Report on the Poverty Reduction-Transport Strategy Review (PRTSR) Chair Ms Oumou Touré Traoré, President, Confederation of Women's Associations and NGOs of Mali Purpose of PRTSR by Mr. Alphonse Mwingira, Ministry of Transport and Communications, Tanzania Principles of the process by Ms Nana Aicha Cissé, CAFO, Mali Country involvement and steps in the process by Ms Mary Braithwaite, SSATP consultant Obtaining official approval by Mr. Marius Pokou Kouadeo, AGEROUTE, Côte d'Ivoire Establish Steering Group by Ms Celestina Pama, Ministry of Transport, Lesotho Stakeholder analysis and Stakeholder Group by Ms Eliana Shiroko, Ministry of Planning and Economic Development, Kenya Engage facilitator by Mr. Bassirou Guissé, Ministry of Infrastructure and Transport, Senegal and by Mr. Tawanda Mdawarima, Ministry of Transport and Communications, Zimbabwe Lessons learnt by Mr. Bano Sow, Ministry of Transport, Guinea</p>
12.30	<i>Lunch</i>
13.30	<p>The 2004 Work Program - Progress Report on Regional Integration and Transport Chair Mr. Amos Marawa Presentations by Mr. Jean Kizito Kabanguka, NCTTCA Mr. Charles Kunaka, SADC Mr. Theodore Niyomugabo, ECCAS Mr. Yao Adzigbey, ECOWAS Mr. Augustin Karanga, UEMOA</p>
14.30	<p>The 2004 Work Program - Progress Report on three themes Chair Mr. Assiba Amoussou-Guenou Road Management and Financing, Mr. Stephen Brushett, World Bank Affordable Transport Services, Mr. Tom Opiyo, Kenya Performance Indicators, Mr. Henry Chipewo, Zambia</p>
16.30	<i>Coffee Break</i>

17.00	Road Safety – A growing Priority Chair Mr. R. Lisinge Presentations by Mr. Richard Scurfield, World Bank Mr. Gouali Emmanuel Yoro Mr. Abebe Asrat Prof. Preston Chitere
18.00	Closure of sessions

TUESDAY SEPTEMBER 28

	UNCC and Ghion Hotel
Time	Plenary sessions and working groups
all day	Institutional Development
	Capacity Building
	Road Management and Financing and Rural Transport
	Road Safety
	Poverty Reduction/Transport Strategies
	Regional Integration & Transport
	Urban Mobility , presentation on the institutional, financial and regulatory study by Mr. Alaric Marsden (Adam Smith International and on NMT experiments in cities by Mr. Hubert Nove-Josserand (World Bank)
	Data & Indicators

WEDNESDAY SEPTEMBER 29

	UNCC
	Feedback presentations from Tuesday Group Work Road Management and Financing Rural Transport Road Safety PRTSR Process Linking Poverty Reduction and Transport Strategies Regional Integration and Transport Urban Mobility Data and Indicators
12.30	<i>Lunch</i>

13.30	<p>Learning and Knowledge Sharing Sessions</p> <p>Presentations and discussions on</p> <p>Legal instruments for the facilitation of trade and transport, Mr. J. Grosdidier de Matons, (World Bank)</p> <p>Employment Generation, Mr. Jan de Veen (ILO)</p> <p>Urban Poverty and Mobility, studies in Conakry and Douala by Mr. A. Adoléhoumé (SITRASS)</p> <p>Gender and Rural Transport Initiative by Prof. J. Olawoye, University of Ibadan, Nigeria</p> <p>Integrating gender in World Bank-funded transport programs by Ms M. Kuneida (IC-NET)</p> <p>Road Economic Decision Model (RED) by MM. R. Archondo-Callao and S. Brushett, (World Bank)</p> <p>Performance Assessment Model (PAM) by Mr. David Luyimbazi (Uganda)</p>
17.00	<p>Closing Session</p> <p>2005 Work Program Framework and Priorities by Mr. Nigel Ings, SSATP Program Manager</p> <p>Closing Remarks by Mr. Hachim Koumare (UNECA)</p> <p>Vote of Thanks by Ms Rhoda Eliasi (Malawi)</p> <p>Closing Statement by H.E. Mr. Haile Assegidie, State Minister for Infrastructure (FDRE)</p>