



REC – TCC MEETING

July 2-6, 2018, Abuja, Nigeria

Regional Integration pillar


Progress report




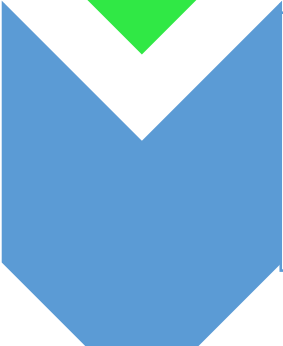
SSATP
Africa Transport
Policy Program



SSTAP Third Development Plan- DP3 (2015-2019)

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- international partnership that aims to facilitate policy development and related capacity building in the transport sector of Africa.
 - supports sound policies that lead to efficient, safe, and sustainable transport for the people of Africa and that help countries to compete internationally.

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- a partnership of 41 countries (38 in Sub-Saharan Africa and 3 in North Africa)
 - Regional economic communities (currently 8)
 - African institutions: United Nations Economic Commission for Africa, African Union Commission

- 
- Financing partners of the DP3: European Commission, Swiss State Secretariat for Economic Affairs, Agence Française de Développement, African Development Bank, World Bank (host)
 - - Many public and private national and regional organizations

SSATP DP3 (2015-2018)- Main Goal and Linkage with the African Agenda

SSATP DP3 Pillar A :

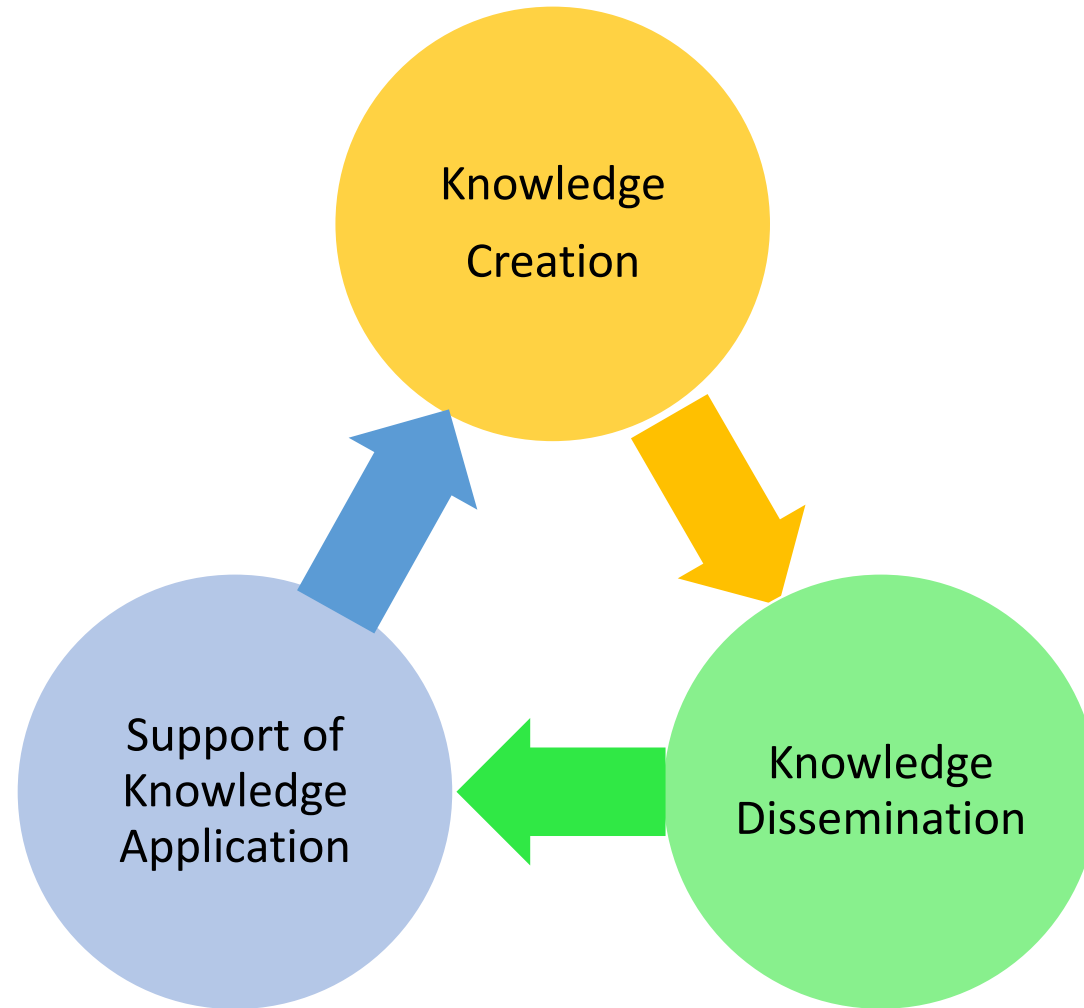
- **consistent with and is designed to support the high level policy directions and commitments of African countries at global, continental and national levels.**
- ✓ **The Africa Agenda 2063**, which embodies the Continental Vision of “an integrated prosperous and peaceful Africa with her citizens having a high standard of living and a quality of life, sound health and well-being” .
- ✓ **PIDA**
- ✓ **CFTA /BIAT**

SSATP DP3 (2015-2018)- Main Goal and Linkage with the African Agenda

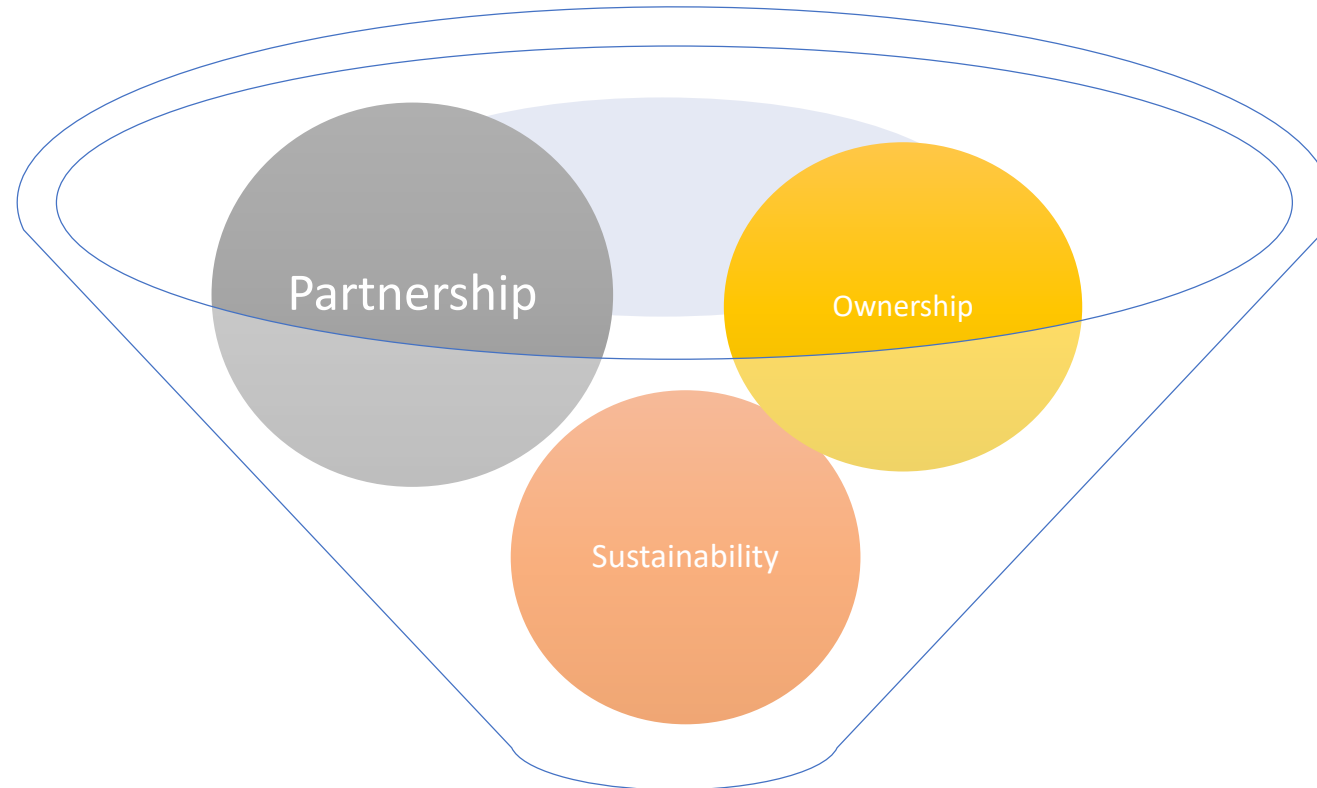
Agenda 2030 , notably the Integration, Infrastructure and Mobility Goals of the SDGs:

- **SDG 9**, Promote sustainable infrastructure and industrialization and foster innovation through:
 - Support the development of quality, reliable, safe, sustainable and resilient infrastructure for transport, ports and ICT with a focus on affordable access for all;
 - Improve regional and trans-border infrastructure to promote regional connectivity and integration and to facilitate trade;
- and **SDG 11**: make cities and human settlements inclusive, safe and sustainable through:
 - Provide access to safe, affordable, accessible and sustainable transport for all, and expand public transport.

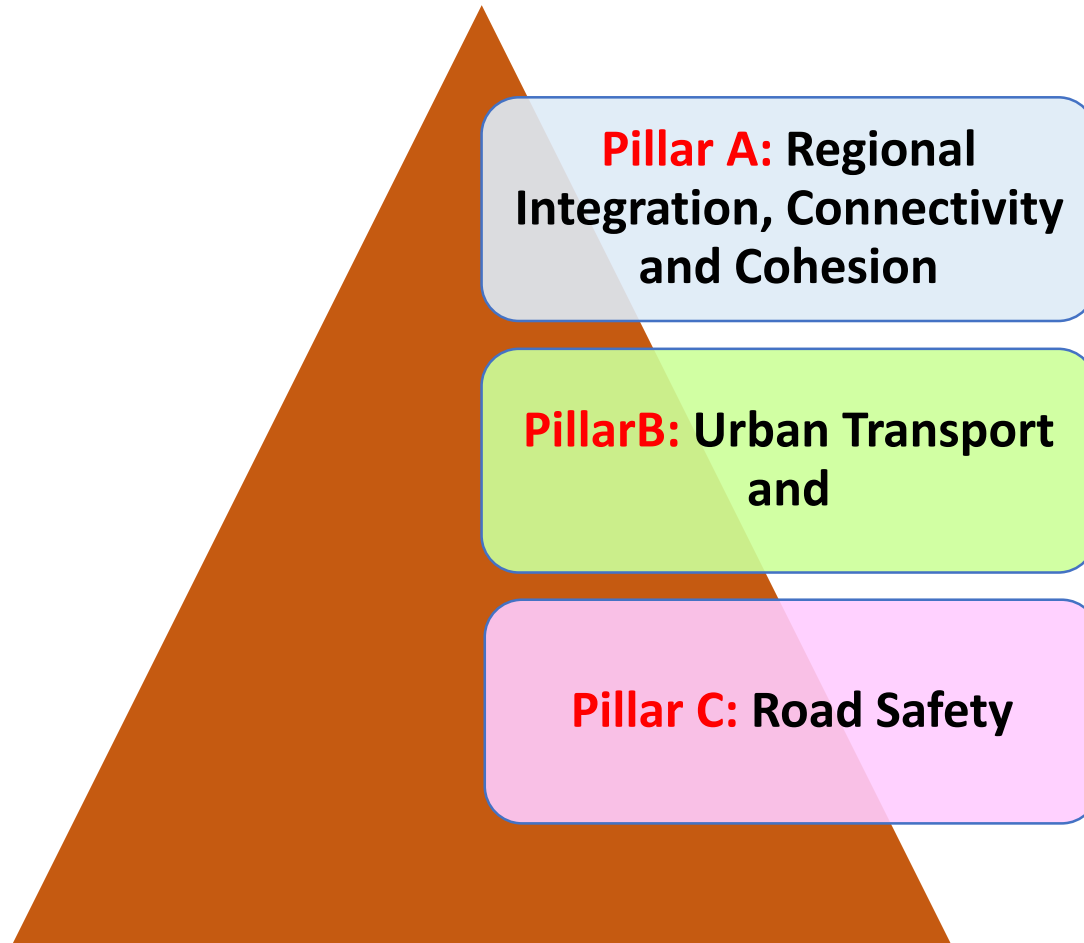
DP3 Guiding principles: the work of SSATP follows the policy development cycle:



DP3: A demand- driven approach articulated around 3 principles



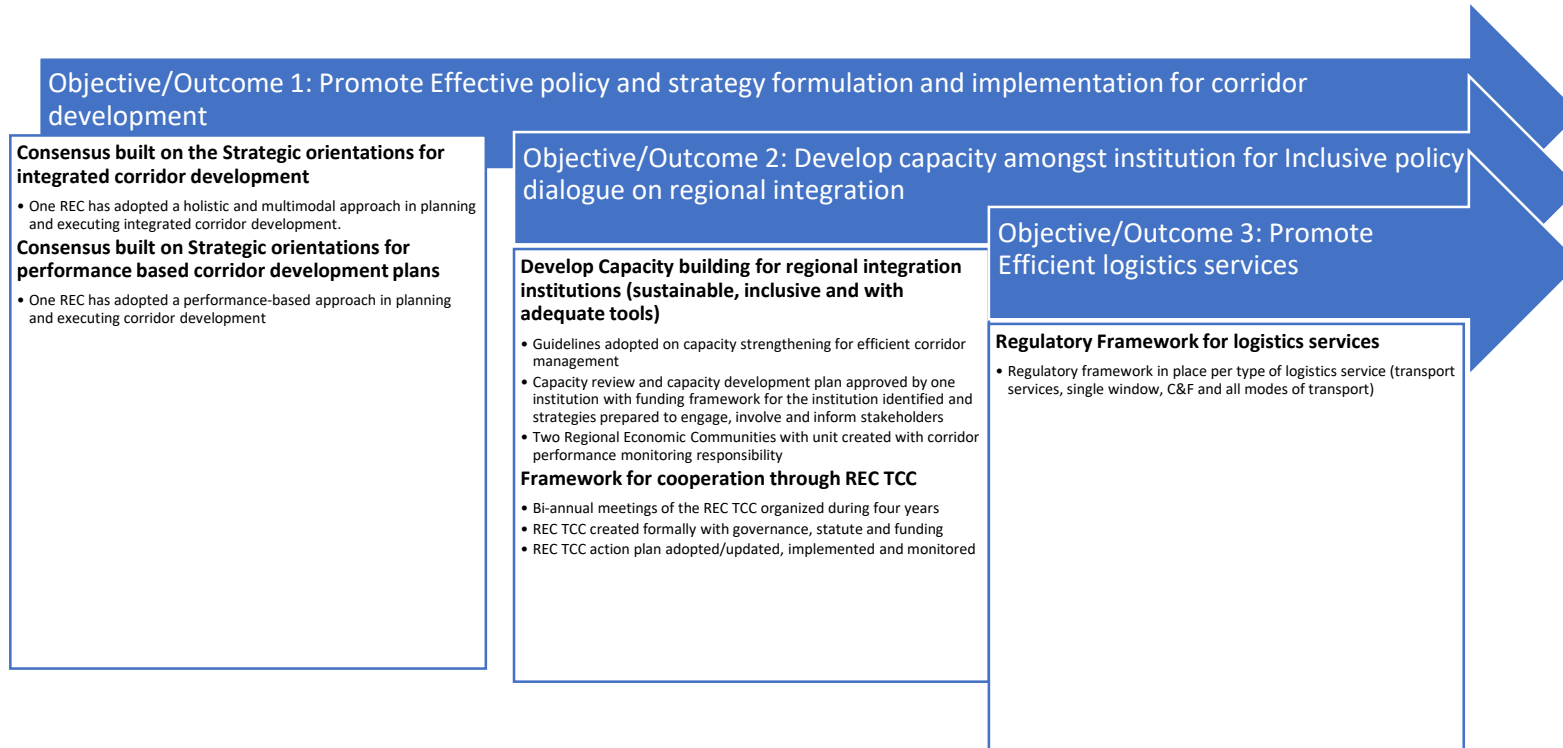
DP Focus areas



Integration pillar's strategic outcomes



Results Framework of Pillar A



Pillar A Results framework: Outcome 1

OUTCOME1: Promote effective policy and strategy formulation and implementation for corridor development at country and regional levels			
Objective/Outcome	Indicators	Means of verification	Risks and Mitigation
Promote effective policy and strategy formulation and implementation for corridor development at country and regional levels	Continental Free Trade Agreements (CFTA) indicators		Risk: No downstream implementation of strategies Mitigation: partnership with development partners
Intermediate outcome	Indicators	Means of Verification	Risks and Mitigation
1. Consensus built on the strategic orientations for integrated corridor development 2. Consensus built on strategic orientations for performance based corridor development plans	<ul style="list-style-type: none"> ▪ One REC having adopted a holistic and multimodal approach in planning and executing integrated corridor development ▪ One REC having adopted strategies for performance-based corridor development 	RECs, Countries and Corridor decisions	Risk: SSATP resources will be too limited to fund application of concept of integrated corridor development. Mitigation: Partnership with development partners; careful targeting of RECs/countries based on commitment and readiness Risk: Lack of inclusive policy dialogue on corridor performance Mitigation: Activities related to objective 2
Outputs	Indicators	Means of Verification	Risks and Mitigation
1. Assessment of corridor development approaches in Africa/review of REC/corridor strategic development plans 2. Preparation of technical notes on knowledge gaps, assessment and dissemination of experience and good practices and promotion of integrated corridor development and performance-based corridor development 3. Program to promote integrated corridor development and performance-based corridor development	<ul style="list-style-type: none"> ▪ Assessment of strategic plans in RECs and corridor authorities carried out ▪ Case study of integrated corridor development in Africa ▪ Review of international good practices ▪ Stakeholders' meetings having taken place to advocate integrated corridor development and performance-based corridor development approaches 	SSATP Publications and progress reports	

Pillar A Results framework: Outcome 2

OUTCOME 2: Develop capacity among institutions for inclusive policy dialogue on regional integration			
Objective/Outcome	Indicators	Means of verification	Risks and Mitigation
Develop capacity among institutions ¹ for inclusive policy dialogue on regional integration	One institution meeting capacity criteria (must be sustainable, inclusive, and have monitoring and diagnosis tools)	Institution Charters	Risk: Formal existence but no real means for implementation Mitigation: capacity building
Intermediate outcome	Indicators	Means of verification	Risks and Mitigation
1. Capacity building to ensure that institutions are: <ul style="list-style-type: none"> ▪ sustainable, ▪ inclusive, and ▪ have adequate monitoring and diagnosis tools 1. Continental framework for cooperation in place through the REC TCC	<ul style="list-style-type: none"> ▪ Capacity development plan prepared in one institution including financing framework with composition of institution reflecting diversity of stakeholders (control agencies / logistics operators, traders / agricultural producers, CSO) ▪ Indicators on corridor performance published ▪ One institution has agreed to host the REC TCC 	Budget of the institutions Decision of the institutions Transport Observatories Reports Decision	Risk: Lack of political will Capacity of the Governments to contribute to institutions Mitigation: Advocacy
Outputs	Indicators	Means of verification	Risks and Mitigation
1. Capacity review of regional integration institutions, including funding needs and ways to involve stakeholders 2. Assistance for establishment and expansion of Transport Observatories 3. Support to regional coordination mechanism	<ul style="list-style-type: none"> ▪ Capacity review and capacity development plan approved by one institution with funding framework for the institution identified and strategies prepared to engage, involve and inform stakeholders ▪ Two Regional Economic Communities with unit created with corridor performance monitoring responsibility ▪ 2 REC TCC meetings per year during four years 	Study report Decision by the institution Report from RECs/corridor authorities	

Pillar A Results framework: Outcome 3

OUTCOME3: Promote efficient logistics services			
Objective/Outcome	Indicators	Means of verification	Risks and Mitigation
Promote efficient logistics services	Decrease of total logistic cost on selected corridors	Data collected by Transport Observatories	Risk: Increase in input costs may distort the results Mitigation: adjust with evolution of prices
Intermediate outcome	Indicators	Means of verification	Risks and Mitigation
Regulatory framework in place per type of logistic service: <ul style="list-style-type: none"> ▪ Trucking services ▪ C&F ▪ Terminal operators ▪ Control agencies (Customs) ▪ Single Windows 	Number of countries having adopted revised regulatory framework	RECs / Countries gazettes	Risk: Reluctance of operators / agencies to revise regulatory framework Mitigation: Political economy analysis assessing willingness / identifying champions to initiate reform Advocacy work on the cost of inaction
Outputs	Indicators	Means of verification	Risks and Mitigation
For each type of logistics service, a case study: <ol style="list-style-type: none"> 1. Analysis of the problems 2. Preparation of reform scenarios and review of options 3. Quantification of the cost of inaction 4. Political Economy analysis 5. Assessment of capacity development / training needs for operators 	Three case studies carried out. Each case study covers: <ul style="list-style-type: none"> • Analysis of the problems • Preparation of reform scenarios and review of options • Quantification of the cost of inaction • Political Economy analysis • Assessment of capacity development/training needs for operators 	Decisions from RECs/countries	

Pillar A work program : Long Term work program (2016-2019)

<p>Outcome1: Promote effective policy and strategies formulation and implementation for corridor development at country and regional level</p>		
<ul style="list-style-type: none"> ▪ Support to Tripartite (SADC- EAC - COMESA) corridor management institutions ▪ Review of the MoU and Strategic Development plan of MCLI ▪ Feasibility of the CLI Transport Observatory ▪ Review of the Strategic Plan of the Central Corridor Transit and Transport Facilitation Agency 	<ul style="list-style-type: none"> ▪ Aimed at promoting Corridor Management Institutions (CMI) that include integrated development and performance based management in their driving principles 	<ul style="list-style-type: none"> ▪ Component1: promote the concept of integrated corridor development ▪ Component 2: promote policies to improve corridor performance: establishment of a performance- based monitoring mechanism within the Maputo Corridor Logistics Initiative

Pillar A work program : Long term work program (2016-2019)

Outcome1: Promote effective policy and strategies formulation and implementation for corridor development at country and regional level		
Support to Tripartite (SADC- EAC - COMESA) corridor management institutions	Aimed at promoting Corridor Management Institutions (CMI) that include integrated development and performance based management in their driving principles	Component1: promote the concept of integrated corridor development
Review of the MoU or strategic Development Plan of 2 Corridor Management Institutions		Component 2: promote policies to improve corridor performance: establishment of a performance- based monitoring mechanism within the Maputo Corridor Logistics Initiative

Pillar A work program : Long term work program (2016-2019)

Outcome2: Develop capacity among institutions for inclusive policy dialogue on regional integration	
Support to the Regional Economic Communities, Transport Coordination Committee (REC - TTC)	Aimed at ensuring that the REC TCC operates as a streamlined continental framework for cooperation on regional integration and that enables facilitate the monitoring of Pillar A activities
Road Map to Efficient transit regimes	Bring together regulatory agencies and logistics operators to review the status of the transit regimes in Africa versus international and regional best practices, with a view to draft a roadmap for improving the current transit schemes where relevant.
West Africa Road Transport regulatory framework	A modernized regional framework for road transport services that includes international best practices relevant to West Africa; A consensus blueprint for a comprehensive legal and regulatory framework that countries can adopt for promoting professionalization of their road transport industry

Pillar A work program : Long term work program (2016-

Outcome2: Develop capacity among institutions for inclusive policy dialogue on regional integration	
Capacity development for Trade Facilitation for WAMZ (West Africa Monetary Zone) Countries;	Aimed at strengthening the capacity of the WAMI and the national transit and transport facilitation communities for enhanced policy dialogue amongst stakeholders at national and regional levels, with the view to opening up the ECOWAS space to WAMZ countries through trade facilitation and dialogue
Support to Africa Transport Observatories	On the Maputo Corridor, a blueprint for a transport observatory that will drive the discussions on corridor efficiency for the Maputo corridor; An expansion of the scope and capabilities of the existing and planned transport observatories in terms of monitoring of specific value chains
Develop the Lake Tanganyika Transport Protocol	Support the development of a Lake Victoria transport protocol through that will be submitted for adoption
Support the review process of the Africa Transport Policy	An Africa Transport Policy document adopted with inputs from the SSATP

VI. Pillar A work program : Long Term work program (2016-2019)

Outcome 3: Efficient logistics services	
<p>Tripartite (SADC – EAC – COMESA) Regional Standards for Road Transport.</p> <p>Guidelines on Minimum standards for Road -Side Stations and Rest Stops</p>	<p>Aimed at creating the conditions for a tripartite - wide market for tracking services through harmonized standards, thus eliminating barriers to entry and promoting a competitive and efficient regional trucking industry.</p>
<p>Guidelines on Container Terminals Concession and Port performance indicators in African ports</p>	<p>Provide technical assistance to ports in PMAWCA and PMAESA member states for Container Terminals Concession and Port Performance Indicators in order to yield better outcomes from the container terminal concessions</p>

VI. Pillar A work program : long term work program (2016-2019)

Outcome 3: Efficient logistics services	
<p>One Stop Border post and integrated border management</p> <p>Corridor Performance Monitoring in Eastern and Southern Africa</p> <p>High Level advocacy on OSBP source Book N2</p>	<p>Provide advocacy /policy advice on OSBP version 2 and subsequent dissemination among stakeholders to ensure the promotion of One Stop Border Posts (OSBP) of second generation within RECs, CMIs and countries, as well as development partners, for a better design of border crossing interventions that reduce delays,</p>
<p>Dry Ports and Corridor Efficiency</p>	<p>Provide policy advice on the development and management of dry port facilities along corridors, with a view to enhance corridor performance and reduce costs.</p>

Review of the MoU and Strategic Development plan of MCLI

Objective :

- to develop a revised MoU and a new strategic Plan for the period 2018–22 that would address the critical issues of sustainability, clarify the scope of mandate of the MCLI and include Swaziland in the membership
- Partners: MCLI , SADC

Deliverables:

- A Revised MoU submitted for adoption to the competent Ministries of the three corridor's countries (South Africa, Mozambique and Swaziland)
- A revised Strategic Plan submitted for adoption to the competent Ministries of the three corridor's countries (South Africa, Mozambique and Swaziland)



Review of the MoU and Strategic Development plan of MCLI

Achievements in 2017:

- presentation of the lessons learnt from the process by MCLI (February 2017 SSATP AGM and November 2017 REC TCC meeting)
- Development of a final draft of the revised MOU and a final draft of the Strategic Development Plan (2018-2022) in May 2017
- Submission by September 2017 of the final draft of the MoU and Strategic Plan, pending adoption
- Conduct of high level advocacy by the SSATP and the World Bank in corridor countries in support of adoption of the two documents

Highlights : The Revised MoU provides for :

- ✓ An institutional arrangement of a Maputo Development Corridor that includes Swaziland in the membership
- ✓ A Public Private Partnership institutional arrangement
- ✓ MCLI as operational executive body with redefined mandate and revised operational mechanisms.
- ✓ proposed new sources of funding including users fees



Next Steps :

Support the organization of a field visit of a high level team of MCLI board members and public decision makers in Kenya by mid 2018

Engage SADC secretariat to ensure its play a lead role in the coordination of the adoption process

Continued high level advocacy by SSATP/World Bank

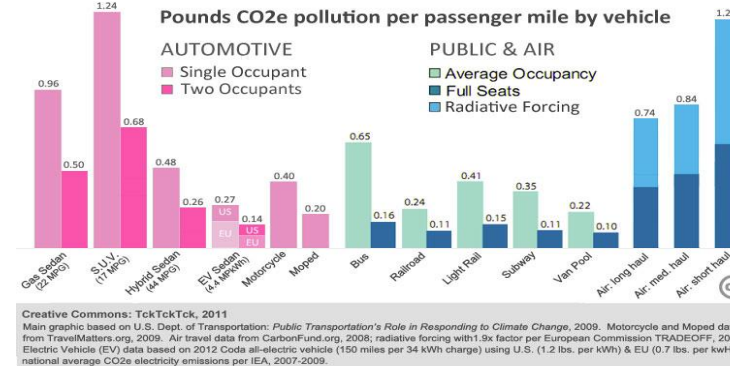
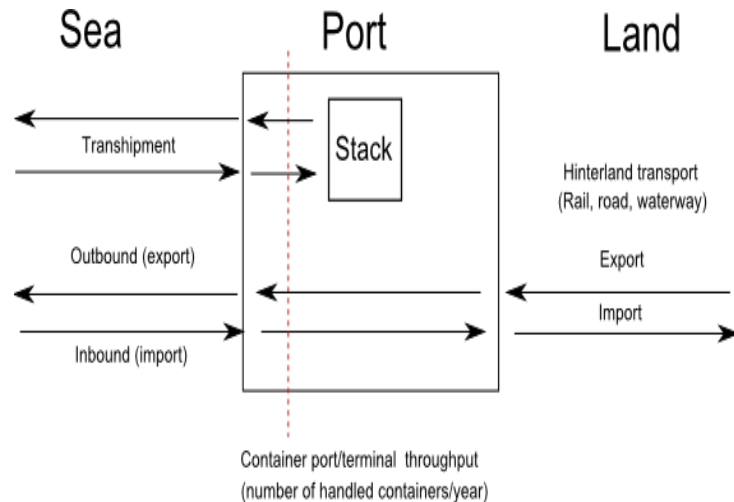
Feasibility study of the Maputo Corridor Logistics Initiatives (MCLI) Transport Observatory.

Objective :

- provide proof of concept and showcase the strategic **relevance** and value for money that could be derived by the three countries Mozambique, South Africa, and Swaziland - from a corridor management institution through the operation of a transport observatory
- Partner: MCLI

Deliverables:

- A comprehensive data set enabling the creation of a pilot Corridor TO and the calculation of a subset of corridor performance indicators
- A final report that outlines the architecture of TO, the data model, and the agreement with stakeholders on data donation
- Setting up of the TO



MCLI Transport Observatory Outlook

Feasibility study of the Maputo Corridor Logistics Initiatives (MCLI) Transport Observatory.

Achievements in 2017:

- Inception report reviewed and adopted by August 2017 which provide an initial scoping of the availability of data and data sources
- Consolidation of the scoping of the data and exploration of the data donation arrangement with corridor stakeholders.
- Start of the conduct of the collection and collation of the data set to be analyzed at a later stage in support of a proof of concept for the Maputo Corridor Transport Observatory.



Next Steps :

- Finalized data donation arrangements process
- Create the Maputo Corridor Transport Observatory after proof of concept, pending confirmation by the stakeholders.
- Hold ongoing discussions with the U.S. Agency for International Development's Southern Africa Trade and Investment Hub (SATIH) for downstream support of the Maputo Corridor.

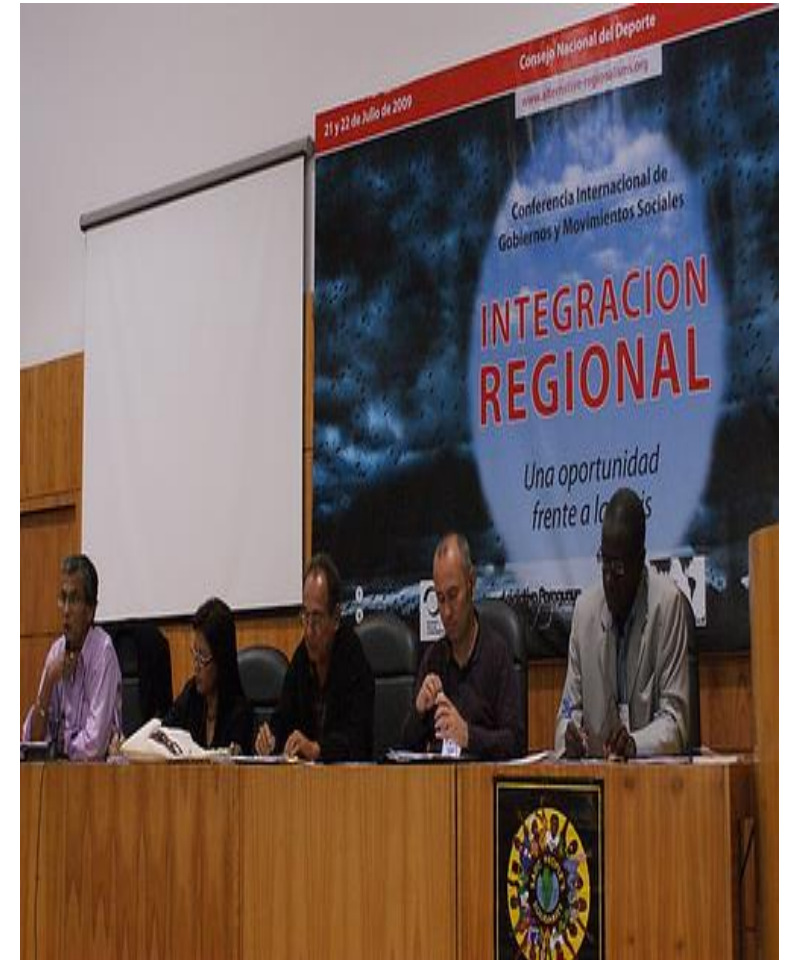
Support the Regional Economic Communities Transport coordination Committee

Objectives:

- facilitate and strengthen the REC-TCC:
- facilitate the REC-TCC dialogue and strengthen its role as a continental platform among stakeholders for policy dialogue and dissemination of best practice for regional integration
- enable its stakeholders to define and monitor the Implementation of the Pillar A work program

Deliverables:

One REC TCC meeting per year as stand alone meeting in collaboration with a regional stakeholders
One REC TCC as part of the SSATP annual meeting
REC TCC stakeholders contribute to review and update SSATP work program
REC TCC as continental platform for policy dialogue among stakeholders on regional integration and trade facilitation



Support the Regional Economic Communities Transport Coordination Committee

Achievements in 2017:

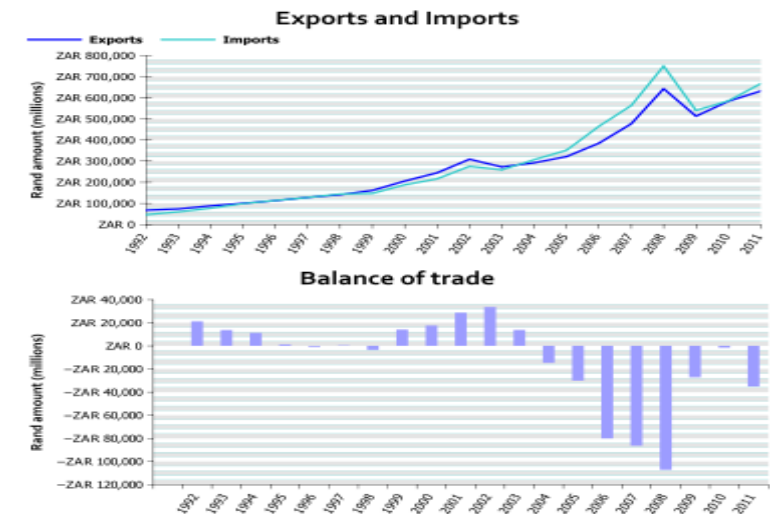
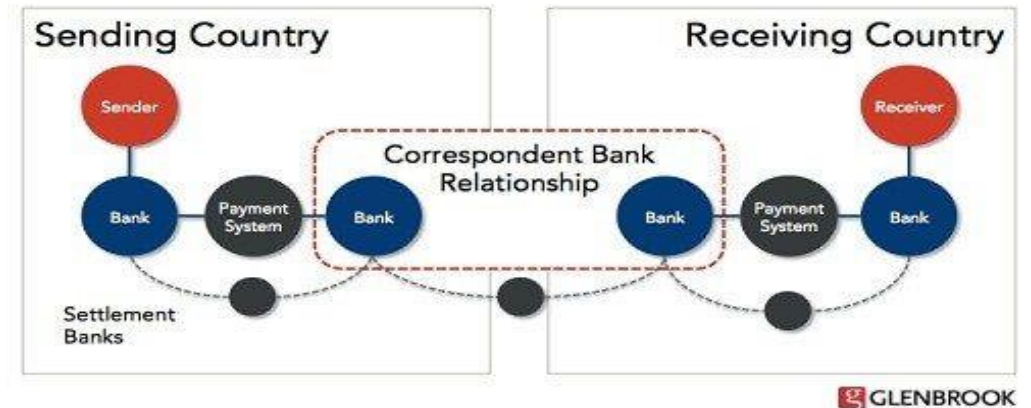
- Holding of a REC TCC meeting during the SSATP Annual General Meeting in Marrakech, Morocco, February 20–24, 2017.
- ✓ Review and updating of Pillar A short-term work program
- ✓ Learning from experience and best practices sharing
- Holding of a REC TCC meeting in Johannesburg, South Africa, November 20–22, 2017 in partnership with the Maputo Corridor Logistics Initiative.
- ✓ Review and update of Pillar A long-term work program: dropping of one activity, addition of new ones (LTA, AU, TO)

Next Steps;

- Holding of a REC TCC meeting in Abuja, Nigeria in July 2018 as part of the SSATP AGM
- Election of a new chair for the REC TCC
- Holding of a REC TCC meeting in early 2019
- Effectiveness of RECs Customs Department participation

Cross-Border Payments: the Challenge

Payments executed through banks most typically require two transactions in two national payments systems



Road map for efficient transit regimes.



Objective :

- build capacity among logistics industry professional associations for enhanced policy dialogue with the border management institutions on both regulation and enforcement in order to achieve an efficient road transit system,
- Partners: IRU,WCO, MCLI

Deliverables:

- One workshop for Eastern and Southern Africa national stakeholders: November 2017.
- One workshop for West and Central Africa workshop : first semester of 2018.
- Publishing of proceeding of workshops and background papers on transit regimes along African corridors.
- Coordinate and support identified series of REC and/or Corridor related roadmaps for increased efficiency of transit regimes.
- Publication of a compendium on best practices identified in the two regions



Road map for efficient transit regimes.

Achievements in 2017:

- A regional transit workshop for Eastern & Southern Africa jointly with IRU, WCO and MCLI in Johannesburg, from November 22-24, 2017 back-to-back with the RECC meeting
- Attendance : 75 participants (customs administrations, associations/ federations of clearing and forwarding and road transporters, regional shippers' organizations and RECs) development partners AfDB, JICA, NEPAD, ATPC/UNECA, EU , USAID, AfDB
- Best practices identified : COMESA Regional Cargo Transit Guarantee, East Africa Single Customs Territory, and International Road Union's TIR system.
- Facilitation of Policy dialogue among stakeholders for a road map on the Dar Corridor(AfD/ WB/IRU/Dar Corridor



Next steps:

- similar workshop by SSATP, IRU, and WCO for western and central Africa by mid 2018
- Development of an action plan to address the key challenges identified at corridors or at the REC level
- Publication of a compendium on best practices identified in the two regions (eastern and southern Africa and western and central Africa) in collaboration with the WCO.
- Partnership with NEPA/ JICA for awareness activities on policy recommendations on OSBPs and coordinated (integrated) border management in 2018.
- Assessment of possible support for the capacity building of selected regional organizations to contribute to the road map for efficient transit regime.

Develop guidelines on container terminal concessions in African ports

Objective :

- provide strategic and practical advice aimed at helping high-level government decision makers and general managers of port authorities attract professional private sector partners to invest in and operate container terminal facilities.
- offer practical advice to better prepare for the concession process, contract development, and subsequent management of the concession. This activity is being conducted in coordination with PMAWCA and PMAESA.

Deliverables:

- Guidelines on port container terminal endorsed by the two port associations developed
- Guidelines Published by SSATP as working document and available to all
- Conduct dissemination to promote implementation

Develop guidelines on container terminal concessions in African ports

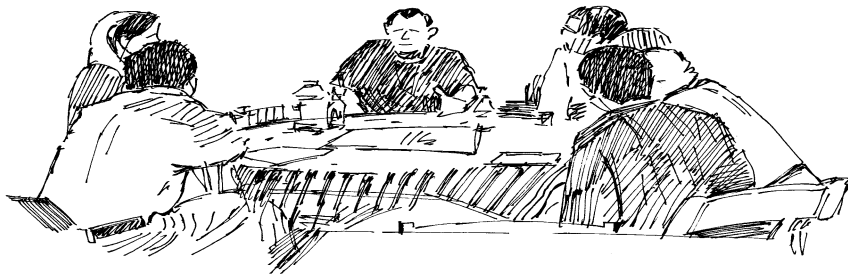
Achievements in 2017 :

- Presentation of the draft Container Terminal Concession Guidelines for feedback and input at the February 15-17, 2017 meeting of the Pan-African Port Cooperation (PAPC) in Dakar.
 - presentation of the draft Guidelines at the February 20-24, 2017 SSATP annual general meeting in Morocco.
 - Publication of the guidelines as SSATP Working Paper # 107 /English version: July 2017 - French version : September 2017.
 - Posting of the guidelines on the SSATP website
 - Distribution of hard copies of the guidelines
- A dissemination workshop for port authorities senior staff and RECs technical staff for Eastern and southern Africa in partnership with PMAESA early July 2017 in Mahé, Seychelles
 - Briefing of ECOWAS parliamentarians on the main policy recommendations of the guidelines during the Joint Committee on Infrastructure and Industrial Development/ Agriculture, Environment, Water Resources and Rural Development held in October 2017 in Cotonou, Benin.

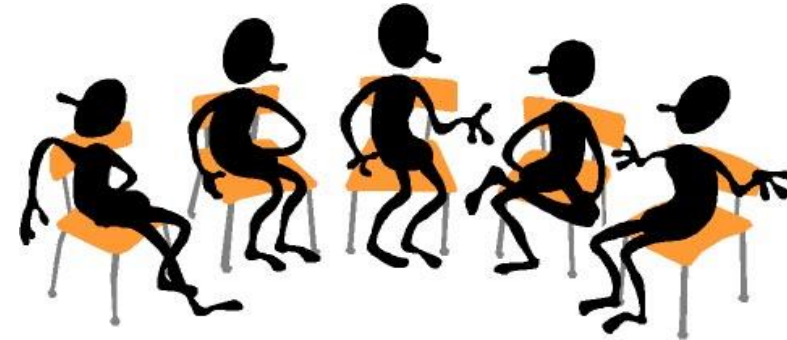
Develop guidelines on container terminal concessions in African ports

Next steps;

- support the Nigerian Port Authority in mainstreaming the Guidelines policy recommendation in the review process of several ports concessions through a financing blend SSATP /PPIAF
- A dissemination workshop of the guidelines for port director general during the PMAWCA port conference taking place in Accra, Ghana



- Explore with the AUC the feasibility of a high level advocacy event by leveraging a ministerial meeting of the transport sub committee of the Specialized Technical Committee on Transport, Inter regional Infrastructure, Energy and Tourism



- Explore with member RECs the opportunities for holding high level advocacy events for RECs senior officials and/or ministers notably by “piggy backing” planned events.

Develop key port performance indicators (PPIs).

Objective :

- Develop and make available in a sustainable way a harmonized set of port performance indicators for African port \ authorities.
- Partners: the Port Management Association of West and Central Africa and the Port Management Association of East and Southern Africa

Deliverables:

- Assessment report of ports IT system and data format and availability
- Publish PPI on a pilot basis
- Support capacity building of port authorities for sustainable PPI production and publication

Develop key port performance indicators (PPIs).

Achievements :

- Dissemination of the interim report on the assessment of the IT systems in use in the 10 pilot ports during the February 15–17, 2017, P APC meeting in Dakar Presentation of the main findings at the SSATP annual general meeting in Morocco in February 2017
- Launch in May 2017 of a second round of data collection, while conducting the assessment of the port of Lagos
- This round included collecting data on capacity gap and assessing the training needs of the pilot port authorities in matter of the collection, collation, processing, and publishing of PPIs.

Next Steps:

- Completion of the data collection started during the second round
- consolidation all the data collected and compilation of the 2014–18 data sets for the preparation of the PPIs.
- Draft a final synthesis report
- Prepare in collaboration with UNCTAD an information flow chart that includes guidelines on how to collect, produce, and use port performance indicators, together with a PPI analysis for the pilot ports for 2014-18 The guidelines would have a strong policy-oriented content and would include a comprehensive executive summary of findings and recommendations and a policy note for technical discussions with stakeholders. The final product would be in a format publishable by SSATP.
- Support to address the training need (immediate/ long term) through promoting the partnership with training institutions both within and outside Africa.

Corridor Performance Monitoring in Eastern and Southern Africa

Objectives :

- Develop a web-based corridor performance monitoring system (CPMS) that will provide reports and indicators measuring border crossing times and route trucking times for several corridors in eastern and southern Africa.
- Partners: REC and CMIs in E&SA - Crickmay

Deliverables

- A dash . CPMS constructed through engagement with some REC TCC stakeholders in E& S as an online monitoring system on a monthly basis over 40 border crossings and 50 routes times and patterns throughout E&S Africa

Such a system would take advantage of data collection and analysis techniques based on GPS (spatial) tracking data. The core issue is to quantify the impact on border crossing time and the associated costs to all stakeholders, of the introduction of fully functioning one-stop border posts at border crossings on transport corridors

Corridor Performance Monitoring in Eastern and Southern Africa

Achievements :

- Pilot version of the CPMS was released online, In February 2017 and a live demo presented at the SSATP annual general meeting
- CPMS live and reporting on corridor performance continuously since
- Preliminary discussion with the Electronic Cargo Tracking Systems Providers Association of Kenya (EPAK), to extend the existing GPS tracking data coverage on the East Africa nodes and routes, in collaboration with the Shippers' Council of Eastern Africa (SCEA)
- Engagement of REC-TCC partners to expand both the scope of the nodes and routes covered, as well as the nature of the indicators provided.
- Preliminary contact with Trademark East Africa (TMEA) to explore avenues for synergetic collaboration to mainstream the CPMS in the work of the transport observatories in eastern Africa as part of broader support of the observatories.
- Engagement of CMIs and RECs on the mainstreaming of the CPMS in TO work and the permanent hosting and sustainability of the CPMS at the end of the pilot period hosted and funded by SSATP (February 2018)

Highlight : CPMS extracts and transforms large data sets of commercial trucks third-party GPS data into consistent, reliable, and significant corridor performance insights monthly.

Data coverage includes nodes (borders, cities, terminals, etc.), crossing time, and disaggregated route time monitoring across the southern and eastern Africa region.

Corridor Performance Monitoring in Eastern and Southern Africa

- **The online dashboard covers 42 border posts, with additional layers of disaggregation into subzones and 50 routes. More routes are under consideration pending discussion with the stakeholders.**

Next Steps:

- Deepen the discussion on the sustainability and hosting of the CPMS with development partners, including the AfDB, JICA, NEPAD, USAID SATIH, IRU in view of the fast-approaching deadline as well as with the REC, corridor management institutions (CMIs) and ACMA
- Continue the interaction with the CMI and TMEA on the feasibility of integrating the CPMS into the working process of the transport observatories of the CMIs
- Continue to engage the private service providers on the availability of data that could be of a value addition to the CPMS.
- Explore possibility of SSATP additional interventions to enhance the visual features of the CPMS dashboard
- Draft a final report that includes the methodology and guidelines on the use of the data available under the CPMS.

Corridor Performance Monitoring in Eastern and Southern Africa

- The CPMS extracts and transforms large data sets of commercial truck third-party GPS data into consistent, reliable, and significant corridor performance insights monthly.
- This importantly includes nodes (borders, cities, terminals, etc.), crossing time, and disaggregated route time monitoring across the southern and eastern Africa region, including the following countries:
 -
 - South Africa
 - Zimbabwe
 - Kenya
 - Uganda
 - Zambia
 - Malawi
 - Democratic Republic of Congo
 - Mozambique
 - Rwanda
 - Tanzania
 - Namibia
 - Burundi
 - Swaziland
 - Botswana
 - Lesotho
 - South Sudan

▪ The online dashboard covers 42 border posts, with additional layers of disaggregation into subzones and 50 routes. More routes are under consideration pending discussion with the stakeholders.

5th Africa -EU Reference Group on Infrastructure (Energy, Transport, Water and ICT) - April 2017

- The 5th Africa -EU Reference Group on Infrastructure (Energy, Transport, Water and ICT) in April 24–25, 2017, in Brussels Belgium.
- The meeting reviewed the 2014–17 Joint Africa–EU Strategy (JAES) and prepared for the 5th Africa-EU Summit to be held in Abidjan, Côte d’Ivoire, in November 2017
- In attendance: delegates from the European Commission and other specialized European institutions as well from AUC , African REC and, specialized agencies including NEPAD, SSATP and high level representatives of member states of both Africa and Europe.
- The SSATP team’s presentation, “30 years of the Africa Transport Policy Program,” highlighted achievements and future cooperation perspectives
- Urged the AUC to expedite action toward the review and validation of the draft of the Africa Transport Policy paper by the member states and other relevant stakeholders and ensure its adoption through due process;
- Invited the AUC in collaboration with the RECs and the member states, and with the support of the EC, to ensure the downstream effective domestication, ownership and implementation of the Africa framework transport policy document;
- Invited the AUC to strengthen its collaboration with the Africa Transport Policy Program (SSATP) given the complementarity between their work programs objectives.
- Invited the AUC, with the technical support of the SSATP to promote the concept of a wider multimodal SMART corridor approach, encompassing inland waterway and railway transportation that incorporates the need for sustainable integrated development corridors to support the acceleration of the Africa integration agenda.

AUC first STC on TIIET Lomé March 2017

- First ordinary session of the AUC Specialized Technical Committee on Transport, Intercontinental and Interregional Infrastructure, Energy and Tourism (STC-TIIET) in Lomé, Togo, March 12–18, 2017.
- Attendance: 350 delegates, including representatives of the RECs and specialized regional and international agencies.
- Formalization of the establishment of the Specialized Committee and its sub committees (Transport, Energy and Tourism) on Transport, intercontinental and interregional infrastructure, Energy and Tourism, with membership made up of ministers.
- SSATP granted observer status at the specialized technical subcommittee meetings and at the STC meetings, along with other sub regional, regional, and international institutions and organizations.
- The meeting reviewed the implementation progress report the PIDA – PAD (Priority Action Plan of the Program for Infrastructure Development in Africa) as adopted in 2012 by the head of states
- Adoption by the Ministers of the Lomé Declaration as main outcome document of the meeting.

High Level Consultative Meeting on the Development of Central Corridor July 2017

- High Level Consultative Meeting on the Development of Central Corridor- Lake Tanganyika Integrated Transport System was held on 26th July 2017 in Kigoma Tanzania.
- the East African Community (EAC) secretariat, the CCTTFA secretariat, the Lake Tanganyika Authority, Trade Mark East Africa (TMEA), the African Development Bank (AfDB), represented by key stakeholders from both the public and private sector and from various branches of the trade and the transport and logistics industries: sea port and lake ports authorities, railways and road authorities, importers and exporters associations, customs authorities, transport associations and members of parliaments.
- presentations regarding projects and challenges that should be addressed in order promote use of
- Multi-Modal transport facilities along Dar-Kigoma – DRC/Burundi routes.
- Partners and countries agreed on priority support projects
- SSATP indicated readiness to support the development of the Lake Tanganyika Transport Protocol

Abidjan SSATP - AfDB partnership discussions October 2017

Abidjan Cote d'Ivoire, October 24-28, 2017.

The SSATP management team and the PM for Southern Africa held constructive discussions with the management and staff of African Development Bank on needs and opportunities for collaboration with and support from SSATP.

The objective of the mission was to engage with AfDB counterparts on the pillars and activities of SSATP and to work with them to come out with a joint program of activities to strengthen the partnership between the two institutions and with regard to the three pillars of SSATP..

Adoption of an aide memoire that capture te main outcomes of the meeting

ECOWAS Parliamentary Joint Committee Cotonou, Benin , October 2017

SSATP Road safety and Regional Integration Pilar lead met with the members of the Parliamentary Joint Committee of ECOWAS on Infrastructure and Industrial Development/ Agriculture, Environment, Water Resources and Rural Development in Cotonou, Benin : October 26-27.

The Committee members were given a brief presentation on the guidelines on the port container terminal concession .

The committee express interest and commitment to support high level advocacy at ministerial level in collaboration with the ECOWAS chair.

Dakar Port fact findings mission November 2017

- **October 30 – November 3, 2017.**
- The objectives of the missions were to (i) assess the operational situation of the “Port Autonome de Dakar (PAD)”; (ii) diagnose the temporary and structural causes of the congestion prevailing in the port; and develop a preliminary action plan with immediate/short term, medium term and long term actions, aimed at remedying the situation.
- The mission worked in close consultation with the newly appointed Director General of the PAD.
- The team identified a list of five immediate/ short time “quick wins” actions that will convey a highly visible and positive message to the port stakeholders and the government to the effect that the new port administration has set in motion a momentum for reforms, efficiency and regain of competitiveness.

December 5-8 Technical and Ministerial meetings of the STC TIIET Addis Ababa

Expert Meeting of the Sub- committee on Transport of the STC -TTIET and Third Meeting of Experts of Member States of the Ministerial Working on the establishment of a Single African Air Transport Market December 5-7, 2017;

Outcomes of the December 8: Ministerial meeting

- Working Groups:
 - Create three (3) Working Groups to address the following cross -cutting themes: 1- Transport Infrastructure; 2- Connectivity and Mobility and 3- Capacity Building; as well as set up other ad-hoc groups as required.
- Transport Plans of Action:
 - Engage and abide by the monitoring and evaluation mechanism put in place for the Transport Plans of Action
 - Encourage the AUC to continue its leadership and coordination role for the implementation of the STC- TTIET Transport Plans of Action.
 - Engage partner organizations such as AfDB, UNECA, World Bank, EU and others to provide the necessary technical and financial support to the implementation of the Transport Plans of Action.
- Continental Transport Policy Framework:
 - Finalize and validate the Continental Transport Policy framework for adoption by the AU policy organs by the end of 2018 in order to provide strategic guidance to implementation of the transport plans of action
- SAATM: urge the AU to set up a coordinating committee for the organization of the launching of the SAATAM by the HoSG on January 28 in Addis Ababa.
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