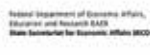


# 2019 SSATP Annual Meeting

Positioning Africa for a Sustainable Post-2020 Road Safety Agenda

**Victoria Falls, Zimbabwe**  
November 25-29, 2019

An international partnership supported by:







# 2019 SSATP Annual Meeting

Positioning Africa for a Sustainable  
Post-2020 Road Safety Agenda

## Proceedings

Victoria Falls, Zimbabwe

November 25-29, 2019

The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Africa.

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

\* \* \* \* \*

The SSATP is a partnership of

**42 African countries:** Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Democratic Republic of the Congo, Côte d'Ivoire, Djibouti, Eswatini, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, South Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe

8 Regional Economic Communities (RECs)

2 African institutions: African Union Commission (AUC) and United Nations Economic Commission for Africa (UNECA)

Financing partners for the Third Development Plan: European Commission (main donor), Swiss State Secretariat for Economic Affairs (SECO), *Agence Française de Développement* (AFD), African Development Bank (AfDB), and World Bank (host)

Many public and private national and regional organizations.

\* \* \* \* \*

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

\* \* \* \* \*

More publications on the SSATP website: [www.ssatp.org](http://www.ssatp.org)

The findings, interpretations, and conclusions expressed here are those of the author and do not necessarily reflect the views of the SSATP or its partners.

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# ACRONYMS

|            |  |
|------------|--|
| ACMA       | African Corridor Management Alliance                                       |
| AfCFTA     | African Continental Free Trade Agreement                                   |
| AFD        | Agence Française de Développement (French Development Agency)              |
| AfDB       | African Development Bank   |
| AGM        | Annual General Meeting   |
| ALCO       | Abidjan-Lagos Corridor Organization  |
| AMC        | African Member Country   |
| ARMFA      | African Road Maintenance Funds Association                                 |
| ARSO       | Africa Road Safety Observatory   |
| AU         | African Union  |
| AUC        | African Union Commission   |
| AUDA NEPAD | African Union Development Agency NEPAD                                     |
| BIAT       | Boosting Intra-Africa Trade  |
| BRT        | Bus Rapid Transit  |
| CBM        | Coordinated Border Management  |
| CCT        | Conseil des Collectivités Territoriales (Council of Municipal Authorities) |
| CCTTFA     | Central Corridor Transit Transport Facilitation Agency                     |
| CEMAC      | Central African Economic and Monetary Community                            |
| CETUD      | Conseil Exécutif des Transports Urbains à Dakar                            |
| C&F        | Cost and Freight   |
| CFTA       | Continental Free Trade Area  |
| CMI        | Corridor Management Institution  |
| COMESA     | Common Market for East and Southern Africa                                 |
| CPMS       | Corridor Performance Monitoring System                                     |
| DCC        | Dar Corridor Committee   |
| DP2        | Second SSATP Development Plan  |



## ACRONYMS

|         |   |
|---------|---|
| DP3     | Third SSATP Development Plan  |
| EAC     | East African Community  |
| EASI    | Enable-Avoid-Shift-Improve  |
| EC      | European Commission / Executive Committee   |
| ECCAS   | Economic Community of Central African States  |
| ECOWAS  | Economic Community of West African States   |
| EUR     | Euro  |
| FEAFFA  | Federation of East African Freight Forwarders Associations  |
| FESARTA | Federation of Eastern and Southern Africa Transport Associations                                  |
| FIA     | Fédération Internationale de l'Automobile   |
| GIZ     | Deutsche Gesellschaft für Internationale Zusammenarbeit (German International Development Agency) |
| GPS     | Global Positioning System   |
| GRSF    | Global Road Safety Facility   |
| GSG     | Global Solution Group   |
| ICD     | Inland Container Depot  |
| ICT     | Information and Communication Technology  |
| ICCCASU | International Conference on Canadian, Chinese and African Sustainable Urbanization                |
| IDA     | International Development Association   |
| IRF     | International Road Federation   |
| IRTAD   | International Traffic Safety Data and Analysis Group  |
| IRU     | International Road Transport Union  |
| ISOCARP | International Society of City and Regional Planners   |
| ITF     | International Transport Forum   |
| JAES    | Joint Africa – EU Strategy  |
| JICA    | Japan International Cooperation Agency  |



|        |  |
|--------|--|
| KARA   | Kenya Alliance of Resident Associations                        |
| KPA    | Kenya Port Authority   |
| KRC    | Kenya Railways Corporation                                     |
| LUTP   | Leaders in Urban Transport Planning Program                    |
| MCLI   | Maputo Corridor Logistics Initiative                           |
| MDC    | Maputo Development Corridor                                    |
| MDTF   | Multi Donor Trust Fund   |
| M&E    | Monitoring and Evaluation                                      |
| MOU    | Memorandum of Understanding                                    |
| MTR    | Mid Term Review  |
| MYC    | Mobilize Your City   |
| NAMATA | Nairobi Metropolitan Area Transport Authority                  |
| NCTTCA | Northern Corridor Transit and Transport Coordination Authority |
| NEPAD  | New Partnership for Africa's Development                       |
| NGO    | Non-Governmental Organization                                  |
| NMT    | Non-Motorized Transport  |
| NPCA   | NEPAD Planning and Coordinating Agency                         |
| NTSA   | National Transport and Safety Authority                        |
| OA     | Organizing Authority   |
| OECD   | Organization for Economic Co-operation and Development         |
| OSBP   | One -Stop Border Posts   |
| PAP    | Priority Action Plan (PIDA)                                    |
| PCI    | Presidential Infrastructure Champion Initiative                |
| PIDA   | Program for Infrastructure Development in Africa               |
| PMAESA | Port Management Association for East and Southern Africa       |

## ACRONYMS

|         |  |
|---------|--|
| PMAWCA  | Port Management Association in West and Central Africa         |
| PMT     | SSATP Program Management Team                                  |
| PPI     | Port Performance Indicator                                     |
| PPP     | Public Private Partnership                                     |
| PTA     | Public Transport Authority                                     |
| REC     | Regional Economic Communities                                  |
| REC-TCC | Regional Economic Communities Transport Coordination Committee |
| RGI     | Reference Group on Infrastructure                              |
| RI      | Regional Integration   |
| RMI     | Road Management Initiative                                     |
| RS      | Road Safety  |
| RSO     | Road Safety Observatories                                      |
| RSS     | Road-Side Stations and Rest-Stops                              |
| SA      | South Africa   |
| SAATM   | Single African Air Transport Market                            |
| SADC    | Southern Africa Development Community                          |
| SATIH   | Southern Africa Trade and Investment Hub                       |
| SCEA    | Shippers Council of Eastern Africa                             |
| SCT     | Single Customs Territory                                       |
| SDG     | Sustainable Development Goal                                   |
| SECO    | Swiss State Secretariat for Economic Affairs                   |
| SSATP   | Africa Transport Policy Program                                |
| STC     | Specialized Technical Committee                                |
| SUMP    | Sustainable Urban Mobility Plan                                |
| SW      | Single Window  |

|        |   |
|--------|---|
| TA     | Transport Authorities                                 |
| TKCS   | Trans Kalahari Corridor Secretariat                   |
| TMEA   | TradeMark East Africa                                 |
| TMS    | Truck Management System                               |
| TO     | Transport Observatory                                 |
| TOC    | Terminal Operating Company                            |
| TOR    | Terms of Reference                                    |
| TSDMS  | Transport Sector Data Management System               |
| TT     | Transforming Transportation                           |
| TTL    | Task Team Leader                                      |
| TTTTFP | Tripartite Transport and Transit Facilitation Program |
| UATP   | African Association of Public Transport               |
| UITP   | Union Internationale des Transports Publics           |
| UEMOA  | Union Economique et Monétaire Ouest Africaine         |
| UNECA  | United Nation Economic Commission for Africa          |
| UNEP   | United Nations Environmental Programme                |
| USAID  | United States Agency for International Development    |
| USD    | United States Dollar                                  |
| UTM    | Urban Transport and Mobility                          |
| WB     | World Bank  |
| WBCG   | Walvis Bay Corridor Group                             |
| WCA    | West and Central Africa                               |
| WCO    | World Customs Organization                            |
| WCTRS  | World Conference on Transport Research Society        |
| WRI    | World Research Institute / World Resources Institute  |



## 2. INTRODUCTION

### 2.1 CONTEXT AND OBJECTIVES

The central theme of the Africa Transport Policy Program’s 2019 Annual General Meeting (AGM) was “*Positioning Africa for a Sustainable Post-2020 Road Safety Agenda.*” The AGM is a legal requirement set forth in the governance structure of the Program.

This report captures the main conclusions and recommendations coming out of the discussions held at the AGM and its associated events on November 25-29, 2019 in Victoria Falls, Zimbabwe. In accordance with the reporting requirements, at the meeting, the Program Management Team presented its annual report covering the January–December 2018 period. Although the primary objective of the AGM is to report on the implementation of SSATP activities and the likelihood of the program achieving its intended outcomes, this year’s meeting also provided an opportunity for shaping the future of SSATP’s next strategy cycle - the Fourth Development Plan (DP4), attending thematic group workshops, and learning and sharing experiences. The AGM also featured partner sessions aimed at fostering collaboration with partners working in the same thematic areas covered by the SSATP’s pillars, namely regional integration, urban transport and mobility, and road safety. Overall, it gave the SSATP team a unique platform for advocacy, sharing good practices, and receiving feedback from its member countries, partners, and other stakeholders.

SSATP is an international partnership of 42 African countries<sup>1</sup>, regional economic communities (RECs),

African institutions – including the African Union Commission (AUC), African Development Bank (AfDB), and United Nations Economic Commission for Africa (UNECA), public and private sector organizations, and international development agencies. Its mission is to facilitate policy development and related capacity building in Africa’s transport sector. The work of SSATP follows the policy development cycle, starting with knowledge creation through assessments and case studies, dissemination of knowledge and best practices, support of knowledge application, reviews of capacity-building needs, and capacity-building support and advocacy. Since its inception, SSATP has become well recognized and respected as the foremost policy development forum for Africa’s transport sector, bringing together key decision makers while developing networks of specialists (researchers, operators, academics, and consultants) in most transport-related fields in Africa.

SSATP is financed by the contributions of four development partners to a multi-donor trust fund administered by the World Bank. Current contributors are the European Commission (EC), Swiss State Secretariat for Economic Affairs (SECO), French Development Agency (AFD), and the African Development Bank (AfDB).

The SSATP governance structure is composed of the following institutional frameworks:

- The General Assembly provides strategic direction and approves the work program. It is also a forum for all stakeholders involved in policy formulation or strategy development for land transport in Africa.

<sup>1</sup> Djibouti was accepted as the 42nd member country at the 2019 SSATP General Assembly.

- The Executive Committee - comprising representatives of the development partners, member countries, private sector, and RECs - carries out the executive and advisory functions, providing guidance to the SSATP management team.
- The SSATP Management Team, known as the Secretariat, is responsible for the day-to-day management and implementation of SSATP activities, working in consultation with three thematic groups, one for each pillar of the Third Development Plan (DP3). These working groups are composed of experts from the member countries.

In response to a request from its stakeholders, mainly its member countries, the SSATP's program management structure was redesigned in 2015 to better anchor the program in Africa. As a result, the implementation team is split in between Washington DC and the region. The core technical team is comprised of the Program Manager who, as of July 2019, is based in Bamako and three pillar leaders who are based in Nairobi. The Communications Officer and administrative staff are based in Washington D.C. In this way, the Program Manager and Pillar Leaders are able to interact and consult more closely with client countries, regional organizations, and donor partners in order to strengthen ownership of the program and its activities while the Communications Officer and administrative staff are in a position to stay sufficiently connected to the global knowledge, communications network, and trust fund administration know-how offered by the World Bank Group in DC.

The ultimate objective of this program management structure is to develop a modus operandi for collaboration. The collaborative platform allows the task teams of development partners to rely on SSATP for developing knowledge products and analytical work on effective transport policies and strategies. The SSATP team then disseminates its products and provides operational teams on the ground with guidance and support on demand.

With over 32 years of engagement in Africa, SSATP's efforts to ensure that relevant global knowledge is adapted to the African context has paved the way for enriching policy formulation and strategy development on the ground. This feature is particularly important for cross-fertilizing and mainstreaming cross-cutting topics, such as transport-related gender issues, digitalization, and the social impacts of transport policy reforms for which Africa could strongly benefit from global experience.

## 2.2 ORGANIZATION OF THIS REPORT

This report summarizes and synthesizes the proceedings and outcomes of the 2019 AGM. It was prepared by the SSATP program management team in consultation with key partners and stakeholders. The report is organized as follows:

Chapter 2 provides an overall view of the content of the AGM and the General Assembly. It covers the structure of the meeting, associated events and participation, as well as the main themes discussed. Chapter 3 describes the main conclusions and takeaways of the partner sessions, specialized technical workshops and working group discussions. Chapter 4 summarizes takeaway discussions on the implementation of the Third Development Plan (DP3) and shaping SSATP's upcoming DP4. The main conclusions of the 2019 AGM, and the recommendations of the General Assembly and SSATP Executive Committee are reported in Chapter 5. Finally, Chapter 6 discusses the evaluation survey results and stakeholder views on the way forward.

This report is complemented by six appendices: the opening and closing speeches (appendix 7.1); meeting agenda (appendix 7.2); evaluation report (appendix 7.3); comments from participants (appendix 7.4); position paper on how the high-level panel: "Positioning Africa for a Sustainable Post-2020 Road Safety Agenda" (appendix 7.5); and the list of participants (appendix 7.6).

## 2.3 STRUCTURE OF THE MEETING

In collaboration with Zimbabwe's Ministry of Transport and Infrastructure Development, the Africa Transport Policy Program (SSATP) held its 2019 Annual General Meeting in Victoria Falls on November 25th through November 29, 2019. The aim was to deep dive into what it will take to deliver accessible, safe, sustainable and efficient transport to the people of Africa. The meeting was a significant milestone for SSATP's longstanding partnership with Africa in transport. Because it happened at the time SSATP's Third Development Plan (DP3, spanning 2015-2020) is heading towards closure, it offered an excellent opportunity to participants to reflect on DP3 achievements and lessons learned, and agree on the priority areas for DP4 from 2021 to 2025.

The agenda was structured around the following events: (i) partner sessions and specialized technical workshops under each SSATP pillar, (ii) parallel and plenary sessions on lessons from the implementation of the Third Development Plan (DP3) and the DP4 concept note, (iii) the AfDB-AFD-WBG joint portfolio review; and (iv) the General Assembly. The agenda was designed to solicit a high-level of audience participation and interaction while also allowing plenty of time for fruitful deliberations on substantive issues. The final agenda is attached in appendix 7.2.

On November 25, the AGM kicked off with a set of specialized technical workshops and partner sessions. ReCAP organized a full-day partner session on sustainable transport while SSATP's road safety pillar organized parallel sessions intended to: (i) launch a collaboration between ministries of transport and African universities on road safety data collection and analysis and (ii) build the capacity of African legislators to advocate for road safety. The sessions were attended by the ministers and members of



legislatures present at the AGM. The goal of these sessions was to foster collaboration and strengthen partnerships in order to build synergy and expand impact on the ground.

On day two (November 26), the plenary session opened with keynote speeches from the Acting Chair of the SSATP Executive Committee, the SSATP Program Manager, a donor representative, and the Permanent Secretary of Zimbabwe's Ministry of Transport and Infrastructural Development, Engineer Amos Marawa. All emphasized the importance of safe, integrated and sustainable transport systems in Africa (see Appendix 7.1 for Opening Statements), which set the tone for the day's remaining parallel sessions on each of SSATP's DP3 pillars. The objective of these sessions was to present case studies and hold structured discussions on select topics to raise awareness and share knowledge under each pillar. Overall, the day was dedicated to learning from good practices and sharing experiences around the three thematic areas of the DP3 and drawing lessons for the continent.

The third day of the AGM (November 27) consisted of breakout meetings where discussions focused on the Fourth Development Plan (DP4) concept note. SSATP Pillar Leads presented the proposed DP4 plan and its respective areas of intervention to address Africa's most urgent transport challenges. During these sessions, country representatives had the opportunity to shape the future strategic direction of SSATP's next development plan by providing comments and sharing their priority concerns. Concurrently, a joint portfolio review meeting was held between staff of the African Development Bank, French Development Agency (AFD) and World Bank Group. The objective of this portfolio review meeting was to share information on active and pipeline projects in order to strengthen collaboration between the two organizations and create additional synergies.

The fourth day of the AGM (November 28) consisted of a full-day of plenary sessions. It started with a reporting session during which each pillar leader summarized the main lessons, recommendations and findings coming out of the previous days' discussions and outlined the agreed upon priority action areas for SSATP's next DP4 cycle. Subsequently, a high-level panel had the opportunity to discuss their views on the proposed DP4 thematic areas and answer questions. Overall, participants agreed on the continued relevance of SSATP's regional integration, urban mobility and road safety pillars going into the DP4; however, there was widespread consensus that SSATP should expand its mandate to include road asset management and aviation. The SSATP Program Manager closed the day by reporting on the strategic directions emerging for the DP4, assuring participants that the feedback gathered at the AGM

would be incorporated to strengthen SSATP's ability to address the most pressing transport challenges that Africa is facing.

The final day of the AGM (November 29) was a convocation of the 2019 General Assembly. The events and sessions of the final day involved announcing the **winners of the #Roads4Life storytelling contest**; convening a high-level panel on road safety; presenting the newly launched SSATP website; reflecting on the last year of DP3 implementation and stakeholders' perspectives with regards to the draft DP4 concept note; endorsing the SSATP 2018 Annual Report; welcoming Djibouti as a new member country; handing over representation on SSATP's Executive Committee from Morocco to Zimbabwe and from Federation of Southern African Road Transport Associations (FESARTA) to the African Union of Public Transport (AUTP); calling for expressions of interest to host the next AGM; and convening the SSATP Executive Committee meeting.

A questionnaire was administered at the end of the event, asking conference attendees to rate their satisfaction with each of the working group activities and provide feedback for consideration when designing the structure and agenda of the next AGM. However, to facilitate the compilation of results, the team later shared an electronic version of the questionnaire with all participants via email. The post-evaluation results are captured in Appendix 7.3.

## 2.4 PARTICIPATION IN THE MEETING

SSATP has long-established itself as the foremost development and knowledge platform for transport in Africa. The AGM was attended by over 230 participants from 36-member countries. Participants included high-level officials (six ministers and deputy ministers, six permanent secretaries, 28 senior directors and executives), representatives of the three continental institutions (AUC, AfDB, and UNECA), four regional economic communities, 22 international and sub-regional organizations, six international financial institutions, development partners, transport associations, academia, and media. The event was addressed by a distinguished panel of speakers, including ministers and deputy ministers of transport and permanent secretaries. Representatives of delegations and participating organizations also contributed to the discussions. Donors expressed their sincere appreciation of Zimbabwe's support and recognized the extraordinary efforts of the whole SSATP team, both of which were key to the success of the event.

Throughout the meeting, participants reiterated the strong relevance of SSATP as a unique platform for discussing transport policies and strategies in Africa and leveraging a strong partnership and country ownership-driven approach. They also acknowledged that the three thematic areas of the SSATP's Third



Figure 1. Plenary session of the 2019 SSATP Annual Meeting held on November 26, 2019

Development Plan (DP<sub>3</sub>) – Pillar A: Integration, Connectivity, and Cohesion (or Regional Integration); Pillar B: Urban Transport and Mobility (UTM); and Pillar C: Road Safety – remain key priorities for meeting Africa’s transport challenges. Participants emphasized that SSATP should continue its work in these thematic areas going forward into the DP<sub>4</sub> while expanding its mandate to include resilient road asset management and aviation. They equally embraced the central

theme of the 2019 Annual General Meeting, namely *“Positioning Africa for a Sustainable Post-2020 Road Safety Agenda.”*



### 3. PARTNER SESSIONS, SPECIALIZED TECHNICAL WORKSHOPS & WORKING GROUPS

The four days of learning and experience sharing events at the 2019 Annual General Meeting allowed participants to learn from each other and draw lessons for the continent and beyond. Discussions led to a strong consensus on the relevance of each pillar of SSATP's Third Development Plan.

Through specialized technical workshops, SSATP and its partners showcased activities that have made a difference and added value to Africa's transport sector. During the sessions, speakers illustrated how countries and stakeholders can benefit from and replicate these activities. What follows are the main takeaways, conclusions, and showcased examples.

#### 3.1 SSATP/RECAP JOINT SESSION ON SUSTAINABLE TRANSPORT

The Research for Community Access Partnership (ReCAP) of the UK's Department for International Development (DFID) partnered with SSATP to host a Specialized Technical Session on Sustainable Transport (STSST) that was held on the first day of SSATP's 2019 Annual Meetings. The meeting was also organized in cooperation with the African Road Maintenance Funds Association (ARMFA).

The full-day plenary meeting was attended by over 100 people, primarily senior government officials from African countries, as well as representatives from the private sector and multilateral organizations like AfDB, World Bank and UNECA, UNHABITAT and UNESCAP. Throughout the day, participants discussed various topics, including: (i) the key elements of sustainable transport, (ii) sustainable rural access and the rural access indicator, (iii) climate resilient road asset management and road maintenance financing; (iv) the impact of innovative urban mobility tools on increasing road safety in cities; (v) sustainable urban mobility and implementing the new urban agenda; and (vi) railway transport and digital solutions.

Providing an excellent opportunity to connect the international community with national practitioners involved in sustainable transport, the meeting offered a space for country delegates to meet and discuss reactions to the session's main topic areas. Using concrete examples, presenters explained how international and country policies are changing and how international good practice, UN conventions, recommendations and country innovations are shaping sustainable transport policy and implementation. In the context of Africa, presenters

and delegates showcased good sustainable transport policies. One example was the great interest shown in Kenya's work on Nationally Determined Contributions (NDC) to climate mitigation for the transport sector.

Ultimately, the meeting contributed towards a greater understanding of what sustainable transport is, what it could be, and how it could be delivered. The meeting provided a useful platform for having policy and strategy dialogues that highlight good practices for supporting global and regional strategies, and formulating and consolidating Africa's contributions into the global, multilateral discourse on transport. The main takeaways from the meeting are as follows:

- Sustainable transport is a key element for the future of the continent in meeting the SDGs and delivering on Agenda 2063, the Paris Agreement, and the New Urban Agenda.
- With the majority of people still living in rural areas without access to economic opportunities, and adequate health and education services, more sustainable solutions for universal rural access and a greater awareness of local solutions that enable the eradication of poverty in isolated communities are needed.
- With a changing climate and the increasing frequency of extreme weather events, the provision and maintenance of resilient infrastructure is important. The work of Namibia's Roads Authority on climate resilience was highlighted as an example.
- Resilience needs to become part of future funding and should be included as part of initiatives to reform road maintenance funds. Whole life costing is recommended in this regard. The Ivory Coast has some good case studies.
- With some African road funds in decline, there is an appetite to review and come up with new sustainable approaches for road fund management. SSATP should re-engage in this topic.
- Paratransit is a key element of the African mobility system, but it needs to be better integrated, safer and more customer friendly. Addis Ababa has research on this topic.
- Better data planning, collection and management in accordance with international procedures is needed as data initiatives are a vital enabler of sustainable mobility. Obtaining relevant and quality data is a design necessity.
- A paradigm-shift towards safer and more convenient walking and cycling facilities needs to be a core element of future livable cities.
- The New Urban Agenda and the Avoid-Shift-Improve approach need to be adjusted to specific African contexts, including public

transport as a key part of a road safety strategy.

- Integrating land-use and mobility planning (i.e. transit oriented development - TOD) needs to be mainstreamed in the African context.
- A Sustainable Urban Transport Index for Africa should be developed by SSATP in DP4 to monitor the progress of African cities, and create a comparison table for sustainable urban transport.
- Digital solutions are important for realizing sustainable transport goals, including for developing the automated Rural Access Index (RAI). GIS mapping and satellite imagery of road conditions are some good examples of digital tools.
- There should be multi-modal solutions to connectivity, with rail transport taking a larger share of freight and passenger traffic in Africa. The Ethiopian Railways case was a featured example.
- A sustainable transport meeting should be held regularly, preferably as part of SSATP's AGM.

### 3.2 PILLAR A: INTEGRATION, CONNECTIVITY, AND COHESION

As part of the annual transport knowledge and experience sharing forum, SSATP's Integration, Connectivity and Cohesion (or regional integration) Pillar organized specialized technical sessions on November 26-27. The two-day program consisted of a series of technical discussions and presentations on corridor management and logistics efficiency delivered by SSATP and its partners, including Kenya's National Transport Safety Agency (NTSA), the East Africa Online Transport Agency (EOTA), United Nations Economic Commission for Africa (UNECA), Dar es Salaam Corridor Committee (DCC), African Development Bank (AfDB), Economic Community of Central African States (ECCAS), United Nations Environment Program (UNEP), African Association of Public Transport (UATP), Trans Kalahari Corridor Secretariat (TKCS), Northern Corridor Transit and Transport Coordination Authority (NCTTCA), the International Congo-Ubangui-Sangha Commission (CICOS), and the Southern Africa Development Committee/Tripartite Transport and Transit Facilitation Program (SADC/TTTFP).

Under the umbrella theme of innovations in freight logistics, presentations focused on the digitalization of transport documents as an enabler for improved road governance and corridor performance; improving logistics efficiency through e-freight markets; and leveraging big data to monitor truck routes and border trucking times through the Truck Monitoring System (TMS). Panelists and participants also discussed corridor management initiatives focused on



**Figure 2.** Speakers at the specialized technical workshops organized by SSATP's Regional Integration Pillar

the sustainability of Corridor Management Institutions (CMIs); enhancing transport observatories; and the Tripartite Transport and Transit Facilitation Program (TTTFP). The sessions concluded with a reflection on, and recommendations for, how to advance regional integration under SSATP's proposed Fourth Development Plan (DP4).

These parallel sessions brought together more than 70 participants from Angola, Cote d'Ivoire, Benin, Burkina Faso, Botswana, Cameroon, Democratic Republic of Congo, Ethiopia, Gabon, Kenya, Liberia, Mali, Mozambique, Namibia, Niger, Nigeria, Rwanda, South Africa, Tanzania, Tunisia, Uganda, Zambia, Botswana, and Zimbabwe. Various Regional Economic Communities (RECs), Corridor Management Institutions (CMIs, namely the Central Corridor Transit Transport Facilitation Agency (CCTTFA), Walvis Bay Corridor Group (WBCG), DCC, NCTTCA, and TKCS), regional transport and logistics industry associations, development partners, and continental and international organizations involved in regional integration, trade and transport facilitation issues also attended the meeting. Notable high-level participants included the Ministers of Transport and/or Permanent Secretaries from Sudan, Uganda, Liberia, and Zimbabwe as well as the Deputy Secretary General of ECCAS.

During Pillar A's knowledge and experience sharing sessions, participants acknowledged the important role SSATP plays in promoting effective policy and strategy formulation with regards to performance-based corridor management and logistics efficiency, and urged the Program to continue its regional integration work under the DP4's proposed Regional Connectivity and Economic Integration (RCEI) thematic area. Mr. Yoro Gouali Emmanuel, the REC-TCC Chair, closed the regional integration sessions, commending all participants for their active participation in what were fruitful discussions.

The main conclusions and recommendations coming out of these discussions included the following:

- Participants commended Kenya's NTSA for digitalizing and sharing legally required

transport documents for cross-border transactions with relevant authorities, and recommended its consolidation and enhancement. They considered it a best practice that should be standardized and replicated across Eastern Africa and Africa at large. It is an innovative way to achieve the seamless movement of vehicles and improve trucking efficiency whereby fostering Africa's regional integration. Participants urged the EAC, RECs, SSATP and development partners to support the effective implementation of Kenya's ongoing pilot and promote its replication in other African countries, which would require promoting the standardization, harmonization and mutual recognition of digital transport documents across regions.

- The privately set-up e-freight market operating in Kenya was acknowledged for its usefulness in reducing the cost of doing business for cargo owners and trucking companies, reducing the risk of diversion/theft of cargo, and ultimately offering a safe, secure and cost-effective digital solution that improves trade competitiveness and reduces inefficiencies in the freight market. Participants called for its replication across the region and continent, and recommended that SSATP together with REC-TCC stakeholders promote South-South cooperation to that effect. The use of network integrated/interconnected e-freight markets across regions will be critical in creating an enabling environment for the trucking industry and fostering intra-African trade within the context of the African Continental Free Trade Area (AfCFTA). Development partners and RECs were also urged to support the process of scaling up and replicating the pilot exercise in other countries/regions.
- Meeting participants acknowledged that the Truck Monitoring System (TMS) can be leveraged to enhance evidence-based advocacy aimed at triggering changes for improving the efficiency of corridors monitored by the system. As a way forward under the DP4, they recommended that SSATP continue engaging with RECs and development partners to secure the financial sustainability of the TMS, and extending the system to the ECCAS and ECOWAS sub-regions.
- Participants recognized the unquestionable relevance of CMI, especially given the advent of AfCFTA and the implementation of the Agenda 2063 infrastructure projects, and provided some recommendations for solving their financial sustainability challenge, such as through user fees and contributions from member states. They noted the need to develop strategies for making CMIs stronger with the requisite legal

backing and transforming them into economic corridors; a proposal included anchoring CMIs as specialized agencies under RECs. They also urged that the AUC, UNECA and SSATP advocate for CMIs to secure support for their sustainability, and recommended that SSATP provide a platform for CMIs to raise issues and share experiences. The AfDB reiterated that there is a need to focus on soft issues, sharing case studies/diagnostics on the streamlining of policies and harmonization of regulatory instruments, capacity building for CMIs, and institutional transport industry reforms across modes.

- Diesel engines power most of today's movement of goods around the world and are a leading cause of air pollution and climate-related emissions despite accounting for less than a quarter of the on-road vehicle fleet in 2017. Participants urged that SSATP incorporate green freight transport into the DP4, and that AUC and UNECA support the adoption of a decade of action for green freight transport in Africa.
- It was recommended that SSATP continue to support and scale up transport observatories under the upcoming DP4 to enhance evidence-base policy formulation. SSATP and RECs were also urged to provide support for setting up observatories in corridors where they do not exist.
- Participants recommended that all the subregions outside the Tripartite arrangement should be supported so they too can benefit from the initiative. Model laws developed under the Tripartite Transport and Transit Facilitation Program (TTTFP) should be made available for other RECs to use as good practice examples.

### 3.3. PILLAR B: URBAN TRANSPORT AND MOBILITY

SSATP's Urban Transport and Mobility (UTM) Pillar organized two full-days (November 26-27) of specialized technical workshops spanning a diverse range of topics, including (i) the outcomes of the UTM integrated studies in eight pilot countries; (ii) paratransit services; (iii) innovative and disruptive technology; (iv) BRTs in Africa; (v) the AfDB cities diagnostic tool; (vi) SUM4ALL's Global Roadmap of Action towards Sustainable Mobility; and (vii) Moving from Urban Transport and Mobility to Sustainable Mobility and Accessibility under the DP4.

The first day of the specialized technical workshops on urban transport began with a presentation of the findings of SSATP's eight UTM studies conducted in Ethiopia, Ghana, Guinea, Ivory Coast, Kenya, Nigeria, Rwanda and Senegal. Findings revealed that



Figure 3. Panelists of a specialized technical session organized by SSATP's Urban Transport & Mobility Pillar

primary cities are saturated and unequal (demand for motorization is a threat for the development of cities, with insufficient consideration paid to non-motorized trips and mass transit projects), resourceful secondary cities can be an opportunity to anticipate future problems, and cities are generating social inequities in terms of access to different modes of transport and urban services. Building on the EASI (Enable, Avoid, Shift, Improve) framework, the session shared necessary conditions and recommendations for implementing sustainable urban mobility policies, most notably:

- Strong leadership to serve the long-term UTM vision
- Adequate institutional setup with a clear allocation of responsibilities and the establishment of a metropolitan mobility organizing authority
- Collecting data regularly and sharing results analysis
- Integrated planning concerning urban development and mobility
- Enhancing the capacity of public and private actors as well as the formal and informal sectors
- Promoting Public Private Partnerships (PPPs) and mobilizing start-ups to drive private sector development
- Engaging civil society actors on a continuous basis
- Sustainable sources of funding with relevant mechanisms for investment and operation
- Good project management, optimization of resources and development of know-how

During the discussion, representatives from Kenya, Ghana, Ivory Coast and Senegal intervened with comments on their country's status of implementing recommendations. Overall, delegates appreciated the work undertaken in pilot countries and requested that similar studies be conducted in other countries. They saw great value in the EASI framework and agreed on the main recommendations and conditions for

implementation. However, they stressed the need to: (i) sensitize SSATP member countries by sharing the final reports and publishing them on the SSATP website; (ii) pay more attention to mobility issues in secondary cities; and (iii) follow-up on country progress through a monitoring mechanism.

The first day of the UTM's specialized technical sessions concluded with afternoon presentations from the World Bank and UTIP on Freetown's informal transit reform; how to institutionalize public transport effectively; the Dakar BRT pilot project; South Africa's BRT experience and what we can learn; an implementation overview of the Dar es Salaam BRT system project and challenges; and enhancing the financial sustainability and commercial viability of BRTs in Sub-Saharan Africa. AfDB presented their cities diagnostic tool and a UN Habitat provided an overview of the SDGs and New Urban Agenda.

The second day of UTM sessions featured a presentation of Sum4ALL's Global Roadmap of Action Towards Sustainable Mobility and working group discussions on moving from the DP3's Urban Transport and Mobility Pillar to the DP4's Sustainable Mobility and Accessibility thematic area. Conclusions from these working group discussions were summarized in the plenary session of the fourth day of the 2019 AGM. See Chapter 4 of this report entitled "Reflecting on DP3 Implementation and Shaping DP4" for details.

### 3.4. PILLAR C: ROAD SAFETY

The multidisciplinary nature of the Road Safety Pillar's activities was evident throughout the entire AGM. A full, three-day program of parallel, specialized technical workshops was held from November 25-27 catering to the different stakeholders involved in addressing the road safety crisis. Meetings revolved around launching a collaboration on road safety between Ministries of Transport and African universities; convening the African Network of Road Safety Legislators; providing an overview



of the African Road Safety Observatory (ARSO); and interventions from country and partner stakeholders discussing the role of the International Road Assessment Program (IRAP) in road asset management and road safety in Africa; the challenges of financing road safety in Zimbabwe; the approach to road safety in Tunisia and shifting to a Safe Systems Approach to tackle road safety under DP4. Conclusions from the DP4 discussions are captured in Chapter 4 of this report.

Taking place on the first day of the AGM (November 25), the “Digitalization and Road Safety” session brought representatives from AUC/UNECA, UEMOA, AfDB, SSATP and the World Bank together with universities and institutions from Cameroon, Ghana, Kenya, Senegal, South Africa, and Tanzania to launch a collaboration on road safety data collection and analysis. The session was opened by the SSATP Program Manager, Mr. Ibou Diouf, who provided background information on the Network of African Universities, which was launched two years ago with a Memorandum of Understanding (MOU) signed by officials of the World Bank, the World Research Institute (WRI), the World Conference on Transport Research Society (WCTRS), the University of Nairobi (UoN), the University of Dar es Salam (UoDS), the University of Johannesburg (UoJ), the University of Dakar (UCAD), and the Institut National Polytechnique de Yamoussoukro (INPHB). All parties involved agreed to collaborate towards developing cooperative research activities in the African transport sector to further develop the research potential of African universities and strengthen institutional capacity at the continental level.

Recognizing that this cooperation network offers a unique chance to create, develop and centralize transport research on the African continent, this meeting sought to initiate a conversation and identify steps towards developing a collaborative network of Centers of Excellence (CoE) for road safety data, analysis and research. The meeting was chaired by Soames Job, the Global Lead of the World Bank’s Global Road Safety Facility (GRSF) and Transport Global Practice, Dr. Girma Bezabeh from AfDB and Tawia Addo-Ashong from SSATP gave presentations outlining key continental initiatives, including the African Road Safety Observatory (ARSO) and the Regional Centers of Excellence (CoE), highlighting topics and issues such as the need for developing and strengthening human resource capacity in the area of road safety; establishing joint programs to promote evidence-based, data-driven road safety management projects with African universities; and supporting the efforts of African countries to improve road crash and other safety related database systems with the aim of supporting the development of evidence-based road safety policies and interventions, etc.

The session concluded with an overwhelming consensus that enhancing collaboration amongst

the Network is more important now than ever as the “Africa rising” narrative is gaining traction. Participants agreed that universities will play a big role in helping develop the multidisciplinary teams needed to address Africa’s road safety issues. It will be important to clearly define the format, protocols and basic principles governing the collaboration between African Universities, government, industry leaders and institutions such as SSATP, AfDB and GRSF. During the discussion, participants raised the following issues and proposals for going forward:

- Road Safety is a serious problem in Africa due to three main reasons: lack of awareness of road safety problems, lack of institutional capacity and insufficient funding for road safety measures.
- A reasonable balance between engineering, enforcement and education should be maintained.
- Effective risk reduction and injury prevention strategies are generally based on a combination of interventions rather than just one approach. The combination found to be most effective involves the government, universities and industry.
- Political commitment and will are necessary for effective road safety policy formulation and implementation. The process will take time, consultation, negotiation and effort.
- It is important that adequate funding be allocated to education and training as part of a longer-term strategy on road safety..
- Road traffic crash databases are one of the primary data sources for road safety research. Therefore, their quality is fundamental for the accuracy of crash analyses and, consequently, the design of effective countermeasures.
- There is cross-country variation; CoE initiatives should not only be regional, but also focus on national level issues.
- The problem of police corruption has been identified by the many African governments as an urgent priority. Corruption undermines enforcement, prevents effective decision-making, and is a drain on scarce public resources.

In parallel, the first day of the AGM also convened the network of road safety legislators in a meeting that was officially opened by Mr. Ibou Diouf (SSATP Program Manager), Dr. Mohammed Sidi (WHO-RO), and Mr. Lucien Hognibou (MP of Benin and Vice Chair of the African Regional Network for Road Safety Legislators). Opening statements highlighted the importance of safety in sustainable transport, the role of legislators as the voice of constituents, and the need to develop systems and action plans to achieve the SDGs. More than 50 participants attended the

meeting, including 15 MPs and representatives from the road and transport ministries of 10 countries, namely Benin, Cameroon, Eswatini, Ghana, Kenya, Mozambique, Nigeria, Rwanda, Senegal and Uganda. Their deliberations centered on the following core issues:

- Signing and ratification of the African Union Road Safety Charter: Since its launch in 2016, only 12 of the AU member states have signed the Charter and one country (Namibia) has ratified it. In Benin and Ghana, the Charter is on course for ratification in parliament.
- The proliferation of unsafe vehicles, parts, and equipment was raised as a particular concern. Countries such as Cameroon and Rwanda shared their current approach to addressing the issue (i.e. limiting the age of imported vehicles); however, it was acknowledged that a comprehensive approach was needed.
- Leveraging regional economic mechanisms in Africa with the following aims: (i) strengthening institutions and coordination across multisectoral institutions; (ii) harmonizing regulatory mechanisms to address the safety of vehicles, parts, and equipment on the continent; (iii) ensuring the development and application of safe infrastructure design; (iv) addressing the issue of the commercialization of 2/3-wheeled motorized vehicles to ensure their use as a viable, but safe transport option; (v) ensuring that appropriate, protective helmets are available for the region given climate and other cultural contexts that are often barriers to adoption.
- Liability/victim's compensation insurance schemes, particularly for the transport of goods, were discussed as examples of regional regulatory mechanisms with mixed results. The extent to which such insurance schemes provide comprehensive coverage for property damage or disability compensation, for example, was unknown. Examples presented included the motor vehicle insurance "Yellow Card" scheme among members states of the Common Market for Eastern and Southern Africa (COMESA). Participants also discussed a similar insurance scheme among member of the West African Economic and Monetary Union (UEMOA). Participants also highlighted that an Economic Community of West African States (ECOWAS) insurance scheme in place since the 1980s has not been fully implemented. In general, it was acknowledged that while insurance schemes exist, more advocacy and information about their use, and in some cases full implementation through regulatory action at the country level, is needed for countries to benefit from such measures.
- Implementation and enforcement were raised as an issue needing attention, and participants acknowledged that countries needed to tackle resource and governance challenges that constitute a common barrier to effective implementation and enforcement. Participants highlighted the need to leverage laws to facilitate the setup of road safety lead agencies in African countries, and ensure their authority, funding and accountability.
- The need for raising awareness and building a common understanding about the Safe Systems approach was identified across all sectors present, as well as building the institutional capacity of lead agencies.
- Examples of parliamentary "Friends of Road Safety Groups" were presented as a mechanism for advocacy, cross-sectoral, and apolitical engagement to push forward the sustainable development agenda through law and other means. Senegal, Benin, and Cameroon shared experiences from their countries on how these groups were set up, challenges, and activities they have undertaken. While these groups are voluntary, the need to formalize them within parliaments with clear terms of reference (subject to each country's parliamentary rules) was emphasized to ensure they are visible, empowered, and accountable.
- Where legislation or regulation was slow in addressing issues, participants discussed industry opportunities, such as "codes of conduct" which not only provide a competitive edge, but also promote the safety of workers.



**Figure 4.** Speakers at the Meeting of the Leadership Council of the African Regional Network for Road Safety Legislators

The second road safety day featured a working meeting of the Leadership Council of the African Regional Network for Road Safety Legislators. The morning session was devoted to the use of data for policy change. The links between signing the African Road Safety Charter and participating in the African Road Safety Observatory (ARSO) were discussed. Parliamentarians suggested pushing forward the ratification of the Charter (a precondition to joining

the Observatory) and encouraging their country's participation in the Observatory.

In the afternoon, MPs deliberated on objectives and activities post-2020. Participants were encouraged to follow-up and advocate for multi-sectoral representation in their country delegations attending the Third High-Level Global Ministerial Meeting on Road Safety in Sweden. Parliamentarians also discussed how to maintain collaboration and communication amongst themselves, and suggested not only reporting on the progress of activities, but also providing a supportive environment for sharing strategies that are working to address the road safety challenges. Other follow-up actions discussed include:

- The African Regional Network for Road Safety Legislators will push for the signature and ratification of the Road Safety Charter by at least 15 countries (the minimum required number of members states in order for the Charter to enter into force).
- Focusing on 2/3-wheeled motorcycle safety across the continent and exploring a regional integration mechanism to address helmet standards, public education, and the safety of motorcycles, particularly as 2/3-wheelers are being increasingly used for commercial purposes.
- Identifying regional/sub regional mechanisms to address the safety of used vehicles, including imports and exports.
- Setting up a WhatsApp chat for the Regional Network's parliamentary group as a mechanism for communicating and collaborating. Senegal's MP offered to initiate and moderate the group.
- MPs agreed to identify a focal point to serve as an alternate means of contact.
- Following up with the World Bank on the formation of Centers of Excellence on sustainable and safe transport with African universities to facilitate the integration of policy/legislation in their discussions.
- Continuing to work in collaboration with the World Bank and WHO to increase participation of MPs from countries not represented and strengthening the capacity of the network.

In parallel to the African Regional Network for Road Safety Legislators meeting, SSATP's Road Safety Pillar hosted a full-day event to introduce the African Road Safety Observatory (ARSO) to AGM participants who were not familiar with the initiative, update the ARSO workplan, and discuss the way forward on key areas. The meeting discussions covered the following areas:

- Crash related data questionnaire: A questionnaire on the status of collection of the proposed common crash related data set

(CADAS) was sent around to some member states with about a 50% response rate. The data set is derived from the countries' national road crash data collection systems, allowing for comparable road crash data to be available in Africa. A preliminary analysis based on the responses received showed that, on average, countries collect 60% of the CADAS. It was proposed that a subset of the variables (MiniCADAS) be collected in the first instance to facilitate the process. To this end, countries agreed to share their 2017/18 data for the MiniCADAS and agreed to assign a country focal point tasked with handling the data.

- Africa Road Safety Charter: Out of 55 African countries, 12 have signed the Charter and one has ratified it (Namibia). Some progress is being made towards signing and ratifying the Charter in Ghana, Nigeria, South Africa, Niger, Morocco, Zimbabwe, Benin, Cameroon and eSwatini. However, it will only enter into force after 15 countries submit instruments of ratification to the Chairperson of the African Union Commission (AUC). The AUC proposed a year in which to reach the full Charter adoption target; it is proposed thereafter, that ratification of the Charter will provide justification for ARSO membership. Meeting participants suggested approaching the Council of Ministers and articulating the benefits of ratifying the Charter to encourage countries to accede.
- Reporting Dashboard: Progress in the various areas of ARSO activities was shared at the meeting. Participants were comfortable with the data being presented and agreed on the following: (i) a brief report along with an excel sheet/table should be shared regularly; (ii) establishing the right link with the government to get the right information (for updates); (iii) repeating monitoring activities at least every three months; (iv) publishing an overall road safety report for the region and identifying the best performing countries.
- Improving communications: Participants proposed that a social media group on Facebook or WhatsApp be set up to ease communication with ARSO member states, and suggested that a progress report be issued quarterly. This would help ARSO disseminate road safety information to the public and enable access to reliable data sources and information on the regional road safety situation. Working with regional research institutes, media, and a broad range of partners will be key to promoting road safety and safe road behavior.
- Guidelines for the development of Urban Road Safety Strategy: A presentation was made on the proposed guidelines for the development of urban road safety strategies. Feedback from



participants highlighted that: (i) facilitating multi-stakeholder collaboration is essential; (ii) tools for implementing urban road safety management techniques should enable Africans to tackle road safety problems from a broad front, including engineering, education, publicity campaigns, and enforcement; (iii) the guidelines should seek to mobilize public-private sector collaboration to implement local demonstration projects that help cities reduce deaths and injuries caused by traffic crashes; and (iv) the harmonization and application of relevant standards in urban areas should appropriately consider access to safe, affordable, accessible and sustainable public transport and non-motorized modes of transport, paying special attention to the needs of those in vulnerable situations.

- Research group outcome: One of the AfDB's initiatives in the domain of road safety is to establish Regional Centers of Excellence for Road Safety, which aim to train professionals and build capacity for consultancy and research work. The governments of Cameroon and Tanzania have spearheaded the initiative. In its role as a platform for the exchange of road safety knowledge and experience, ARSO will work hand-in-hand with the Network of African Universities on the operationalization of the Observatory and elaborating its work program.

Held on November 27, the final road safety day featured experience sharing sessions with presentations from Tunisia and Zimbabwe on their road safety situation and strategies to combat the crisis. There was also a presentation on the role iRAP plays in road asset management and road safety in Africa. The presentation focused on the importance of managing highway network assets from a safety perspective, and outlined the concept of the Safe Systems approach, and how safety could effectively be integrated into asset management. Delegates were taken through the road assessment process and were shown how the results could be used for maintenance and upgrade programs. At the end of the session, francophone countries requested that iRAP establish a program in their respective countries; Lesotho and Sierra Leone both requested that iRAP help build the capacity of their road development agencies; Ghana and Kenya inquired about embedding the iRAP methodology in their countries; and another five countries requested technical assistance with implementing the iRAP methodologies included within their strategies.

### 3.5. PARALLEL ACTIVITY: AFDB-AFD-WBG JOINT PORTFOLIO REVIEW

On November 27, the third day of the AGM, a full-day, joint portfolio review meeting was held between the AfDB, AFD and the World Bank to strengthen

coordination and collaboration on projects and programs under preparation as well as those under implementation. With managers and senior experts engaged in strategic group discussions on innovation, digitalization, and climate change impacts on infrastructure, the meeting concluded with positive outcomes.

The joint portfolio review meeting was chaired by the World Bank's East Africa Transport Practice Manager and AfDB's Division Manager of Transport and Logistics. During the meeting, the three institutions agreed on common areas of synergy and collaboration to promote within their Africa transport portfolios moving forward. Each of the institutions made a presentation on its strategy, ongoing and planned operations, and proposed areas of collaboration/synergy. The four World Bank Africa Transport Practice Managers were present, and each made a presentation to this effect.

A joint aide memoire was established at the end of the review which will guide follow-up actions and areas of future collaboration (see Appendix 7.7). Key actions identified during the review requiring immediate attention included the following:

- Road Safety: Organization of a workshop to agree on a collaboration framework (AfDB and World Bank) and inform their road safety approaches to countries;
- Road Asset Management: Reactivation of engagements on road asset management, specifically on the sustainability of road maintenance funds;
- Trade facilitation: Sharing trade facilitation experience in coordination with SSATP to integrate policy recommendations resulting from the DP3 into their respective operations;
- Operations in fragile countries: Sharing the experience of engagement in fragile and transition countries to enhance project preparation and implementation, and agreeing on common engagement and collaboration areas and countries;
- Aviation: Sharing experience on ongoing and potential interventions in aviation with an aim to enhance collaboration in the sub-sector and agreeing on a common strategy for implementing the Single African Air Transport Market (SAATM) as per the operational priorities of the respective organizations;
- Safeguards: Coordinating and sharing experiences on social and environmental safeguards issues and risk mitigation, including organizing a safeguards-focused joint mission yearly for projects of common interest;
- Urban mobility: Enhancing collaboration and

sharing experiences on urban mobility, under the broader umbrella of urban and municipal development, to increase investment synergies;

- **Enhanced Team synergy:** Augmenting collaboration and dialogue among the country-based staff of these organizations and exploring opportunities for staff exchanges in order to improve policy and operational understanding between the AfDB and the World Bank.

A review of the progress achieved among these three organizations will be carried out yearly under the

auspices of SSATP. Each organization will designate a focal point as part of a coordination committee that will be responsible for tracking and implementing the agreed actions throughout the year.

Participants thanked SSATP for organizing the meeting and offering the AGM platform and facilities. It was recommended that this fruitful joint portfolio review be extended in the future to include representatives of all donors and financiers of the transport sector in Africa.



## 4. REFLECTING ON DP3 IMPLEMENTATION AND SHAPING DP4



Figure 5. SSATP Program Manager, Ibou Diouf

On the fourth day of the AGM (November 28), the SSATP program management team reflected on the past years of implementing the DP3 and lessons for shaping the DP4. During the daylong plenary session that convened all SSATP stakeholders, Pillar Leads reported on the main lessons, recommendations and findings coming out of the respective working group discussions held the day before.

After the reporting session, a high-level roundtable panel of key SSATP stakeholders provided feedback. Panel members included Mr. Aurelio Menendez (World Bank Practice Manager), Mr. Gouali Emmanuel Yoro (REC TCC Chair), Mr. Soteri Gatera (Acting SSATP Chair / AUC-UNECA representative), Mr. Jean Kizito Kabanguka (AfDB), Ms. Anthonia Ekpa (Director Federal Ministry of Transportation, Nigeria), Ms. Marie-Therese Ngakono (Deputy Secretary General, ECCAS), and Ms. Lise Breuil (Agence Française de Développement).

SSATP's Program Manager concluded the day by commenting on the strategic directions emerging for the DP4 based on stakeholder feedback, and reiterated the four thematic areas of the DP4: (i) Regional Connectivity and Economic Integration; (ii) Sustainable Urban Mobility and Accessibility; (iii) Road Safety; (iv) Resilient Road Asset Management; and (v) the cross-cutting thematic areas of human capital development, digital solutions, low-carbon outcomes, women in transport and inclusiveness. What follows is a summary of the proposed interventions coming out of the discussions.

### 4.1. THEMATIC AREA 1: REGIONAL CONNECTIVITY AND ECONOMIC INTEGRATION (RCEI)

Overall, participants confirmed the relevance of the DP4's Thematic Area on Regional Connectivity and Economic Integration (RCEI). They reviewed and fully

endorsed the strategic objectives of the thematic area without change. Participants thought that the thematic areas were well framed and captured their core concerns of what should be tackled under the development plan. Their recommendations were as follows:

- Under the DP4, supporting the creation of a common market for air transport in Africa is more relevant than ever. Country members insist on the unique role SSATP plays in convening African countries, and promoting and facilitating negotiation between them in support of this goal.
- Multimodal transport system is an asset. Railway and inland waterway transport need to be addressed and improved in Africa.
- ECCAS requested to be more involved in SSATP activities under the DP4.
- Delays at border posts are mainly due to harmonization issues as opposed to poor transport infrastructure quality. Implementing effective policy solutions for harmonization at the regional level are the most important measures for achieving regional connectivity and economic integration.
- Capacity building and training are still needed in the continent, e.g. regarding the use of digitalized transport documents and processes at border posts.
- Explore the possibility of smart corridors as is the case in Europe. Though it raises many financial challenges, AUC and RECs recognized their importance and invite everyone to support the smart corridors initiative to ensure it is sustained and financed.
- Digitalization of transport could enable improved road governance and corridor performance.
- Implementing e-freight markets and leveraging big data to monitor trucking routes and border crossing times are very realizable innovations. However, SSATP should examine how to interconnect e-freight markets between countries to ensure they are



Figure 6. Regional Integration Pillar Leader, Yaya Yedan



- mainstreamed regionally.
- Setting up a core technical working group to continue reviewing the DP4 draft concept note.
- With regards to the results framework, participants recommended some improvements

to the outcomes, indicators and means of verification. The reformulated results framework is as follows:

**Table 1 :** Updated RCEI Results Framework

| Objective  |  |  |
|--|--|--|
| Development of efficient and connected continental transport networks to enhance Africa Economic activity and trade competitiveness.   |  |  |
| Outcomes   | Indicators   | Means of Verification  |
| 1. A long-term transport strategy for the continent, aligned with The Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063.             | 1.1 Strategy Completed<br>1.2 Adoption of the Strategy by an AUC/STC ministerial meeting.  | Strategy Document<br>AUC/STC-TIIET Ministerial meeting decision                |
| 2. Consensus achieved on the functionality of an economic corridor development<br>2. Consensus achieved on strategies for sustainability of the corridors' management institutions | 2.1 At least three RECs implementing policy and achieving functioning economic corridor management   |  |
| 3. Consensus achieved on efficient, inclusive and green multi-modal transport system for Africa based on the findings of a diagnostic study in each subregion                      | 3.1 Policy for implementing a multi-modal transport system developed<br>3.2 Diagnostic studies conducted for each subregion  | Sub regional Diagnostic study reports<br>Multi-modal transport policy document |
| Outcomes   | Indicators   | Means of Verification  |
| 4. Advocacy and capacity-building support provided to the (YD)/SAATM /executing body (AFCAC) and the monitoring body X(UNECA)  | 4.1 The practice of Bilateral Air Services Agreements abolished<br>4.2 Increase in Percentage of compliance vs a vis Abuja Safety targets and/or Windhoek security targets | Status report by the meeting of the Monitoring Body                            |
| 5. Effective strategies supporting the implementation of PIDA and AfCFTA.  | 5.1 strategies developed<br>5.2 Support activities to PIDA and AfCFTA implemented  | Strategy documents<br>Reports from AUC and UNECA                               |

## 4.2. THEMATIC AREA 2: SUSTAINABLE URBAN MOBILITY AND ACCESSIBILITY (SUMA)



Figure 7. Zemedkun Girma Tessema, UTM Pillar Leader

During UTM pillar discussions, delegates confirmed the overall objective of the DP4's Sustainable Urban Mobility and Accessibility (SUMA) thematic area. Participants made the following observations and recommendations:

- Participants appreciated the EASI conceptual framework and proposed its consolidation.
- Include a fifth objective for the SUMA thematic area: “Support secondary cities to develop and implement sustainable mobility and accessibility plans.”
- Build a coalition of players in Africa’s mobility field to enhance knowledge sharing and the harmonization of rules and regulations.
- Guidelines for project implementation are needed for monitoring and assessment e.g. develop a holistic approach for BRT implementation in Africa.
- The 6 key areas for sustainable transport are: (i) institutional aspects; (ii) financing; (iii) private sector and civil society engagement; (iv) public transport system; (v) traffic management and (vi) secondary cities.
- Special care regarding social and environmental impacts need to be included under the DP4.
- Projects under the DP4 need to be underpinned by solid and reliable data. Delegates suggested that SSATP contribute to filling in the data gap (i.e. through the digitalization of paratransit).
- Long-term planning is essential for sustainable urban mobility and accessibility. SSATP could assist member countries with designing long-term urban mobility plans.
- Integrating a road safety driven approach in road design (ITDP), including walking and cycling transports mode.
- Establish national design standards for transport infrastructure.
- Conduct a financial analysis of BRTs in Africa, including in Dar Es Salaam, Dakar, and Southern African countries.
- Integrate municipalities in SSATP projects as they are at the core of the urban mobility strategy.
- Support countries with strengthening institutional governance for urban transportation.
- Work to be considered under the DP4 includes identifying: (i) ways to achieve the funding required for climate resilient mobility; (ii) better ways to make urban mobility secure; and (iii) the role digital solutions play in urban mobility.
- Policy interventions are needed for e-mobility, motorcycles, and rules enforcement as well as the harmonization of data and associated institutional strengthening.

## 4.3. THEMATIC AREA 3: ROAD SAFETY



Figure 8. Road Safety Pillar Leader, Tawia Addo-Ashong

As the theme of the 2019 SSATP Annual Meeting was “Positioning Africa for a Sustainable Post-Decade Road Safety Agenda,” road safety was largely discussed and considered a top priority for the continent. Overall, participants welcomed all the innovative ideas, but emphasized that there are numerous road safety programs in Africa. Concrete and practical action plans are required to ensure that those ideas and programs are effectively implemented. Below are the main takeaways under the DP4’s proposed road safety thematic area:

- Delegates acknowledged the good work done under DP3 and agreed that the direction described in the DP4 was appropriate. Going forward, countries should ensure that their existing road safety strategies align with the principles of the Safe System Approach; they will require assistance with this.
- The collaboration between universities and

national governments can be immensely helpful for collecting and analyzing data on road crashes. African universities can greatly contribute by conducting research on social behaviors and tendencies, collecting data, and being a principal actor in promoting road safety good practices among civil society.

- Promote ownership from civil society. If technical solutions are important, such as road safety measures in the construction of roads, changing behavior could make a massive difference in minimizing road crashes. Thus, it is important to keep on advocating for road safety good practices as simple as wearing a belt even when seated in the back of a car.
- Ensuring proper design and implementation of road safety good practices and collaboration between road safety lead agencies in Africa. The road safety strategy developed by AfDB for the city of Bamako and those existing for Addis Ababa and Accra are good examples that can be replicated in other African cities.
- Digitalization for road safety. SSATP needs to explore digitalization options, most notably for after-crash safety measures.
- Sustainable funding should be a crucial part of the general strategy of the DP4. It is important to strengthen existing national agencies on an institutional level and help them achieve financial autonomy. Capacity building is required, most notably for Central African countries.
- A clear progress report of the DP3 for road safety thematic area is needed to have a full vision of where we stand and where to improve.
- SSATP should work closely with AUC to accelerate the ratification of the African Road Safety Charter and the operationalization of the Regional Road Safety Observatory, which includes monitoring and reporting on progress made thus far and setting strategic directions in the future.
- A progress report on the valuable road safety work done by African countries would be greatly appreciated. This document would display a clear number for the reduction in road crashes, as well as innovations and projects implemented by countries in order to achieve these results.

#### 4.4. THEMATIC AREA 4: RESILIENT ROAD ASSET MANAGEMENT (RRAM)

During the session, the SSATP Program Manager called this thematic area “the DNA of the Fourth Development Plan (DP4).” SSATP will be resuming work on road asset management to facilitate the achievement of the DP4’s decarbonization and digital goals. The thematic area will revisit road agencies

and road funds in member states to facilitate the development and implementation of effective policies on road asset management, with a focus on road maintenance. Below is a summary of the session’s main takeaways and recommendations:

- SSATP should reengage in second generation road funds. Road funds and road agencies need to be implemented in most African countries. Support is needed for road assessment strategies, harmonization of strategies, utilizing digital procurement solutions, etc.
- Explore innovative financing and domestic fund mobilization strategies.
- Need for building the capacity of, and sharing knowledge with, local agencies responsible for road asset management.
- Road safety assessments should be incorporated in road asset management to ensure the safety of road networks under management.

#### 4.5 CROSS-CUTTING ISSUES UNDER DP4

Despite acknowledging the DP3’s many achievements, stakeholders agreed that more progress is needed in the proposed cross-cutting themes:

- Gender equity in transport field - getting more women involved in planning and implementing transport systems, and making transit safer for women.
- Africa has yet to embark on the green freight revolution. In this regard, SSATP could assist with developing policies on the importation of used vehicles and the use of fuel-efficient vehicles.
- Human capital development and associated support could be strengthened by working with universities to cultivate young professionals.
- Digital solutions, including the use of satellite imagery to monitor road conditions and live systems for greater paratransit efficiency.

#### 4.6. SSATP GOVERNANCE UNDER DP4

Stakeholders congratulated the SSATP Program Management Team on the results achieved under DP3 and endorsed the proposed program for the DP4. However, they made the following comments and recommendations:

- The SSATP program management team should remain the same to facilitate the transition into, and implementation of, the new plan.
- A clear results framework with appropriate indicators needs to be developed in order to

effectively assess the DP4's progress against intended development outcomes.

- Improving SSATP's program governance by strengthening staff presence on the ground. Under the DP4, Pillar Leads will be based across the continent and provide full SSATP thematic area coverage to their respective sub-regional areas.
- The DP4 communication strategy will be a key element for the program's success. The strategy should leverage social media platforms to improve advocacy related to the program's activities, and give more visibility to successful projects from Africa.
- As for the proposal on specialized technical and donor communities, it was agreed to focus instead on a consolidating existing coordination mechanisms.

#### 4.7. AGREEMENTS BASED ON STAKEHOLDER FEEDBACK

At the end of the day, the SSATP Program Manager confirmed that there was an overall consensus around

the four thematic areas of the proposed DP4, and summarized key elements that were agreed upon during the discussions:

- Road safety will be maintained as a standalone thematic area and not a sub-pillar.
- Aviation will be tackled as a sub-pillar of the Regional Connectivity and Economic Integration (RCEI) thematic area.
- Resilient Road Asset Management (RRAM) and the cross-cutting themes of human capital development, gender parity, and digitalization/ data collection were fully endorsed.
- Private sector participation across the different thematic areas is key – they can help to finance road safety campaigns and invest in BRT projects. The program needs to urgently engage them.
- The team needs to conduct a situation of analysis of the current state of the three pillars under the DP3 program. It is necessary to critically evaluate the DP3's internal and external conditions prior to embarking on the DP4.







**Figure 9.** Opening ceremony of the General Assembly with the Minister of Transport and Infrastructural Development of the Republic of Zimbabwe.

## 5. STATUTORY MEETING: GENERAL ASSEMBLY

The last day of the AGM convened the General Assembly for a morning plenary session covering the main theme of the event - road safety, followed by an afternoon session dedicated to statutory and programmatic decisions. Overall, the objectives of the SSATP General Assembly were to: (i) announce the **#Roads4Life storytelling contest winners** and mobilize support for positioning the continent for a sustainable post-decade road safety agenda; (ii) present the **new SSATP website**; (iii) reflect on the last three years of DP3 implementation and AGM recommendations on the draft DP4; (iv) endorse the 2018 SSATP annual report; (v) welcome new member countries; and (vi) approve statutory and administrative decisions, including the handover from Morocco to Zimbabwe on the Executive Committee, accept AUTP as a member of the Executive Committee replacing FESARTA, and announcing a call for expressions of interest to host the next AGM.

During the opening ceremony of the General Assembly distinguished speakers reflected on the main takeaways of the week (see Opening and Closing Statements in Appendix 7.1). However, the focus of discussions quickly shifted to addressing the AGM's main theme: "Positioning Africa for a Sustainable Post-2020 Road safety Agenda."

To set the scene for the high-level panel on road safety, an awards ceremony was held to acknowledge the winners of the African Road Safety Observatory's #Roads4Life Storytelling Contest. The purpose of the contest was twofold: (i) to give visibility to the

newly launched African Road Safety Observatory, recognizing that behind every road crash statistic, there is a person and a tragic story and (ii) to generate awareness of Africa's road safety crisis and identify road safety champions who are working hard to make Africa's roads safer.

### 5.1. HIGH-LEVEL PANEL ON ROAD SAFETY: POSITIONING AFRICA FOR A SUSTAINABLE POST-DECADE ROAD SAFETY AGENDA

In light of the upcoming Global Ministerial Conference on Road Safety taking place in Stockholm, Sweden in February 2020, the high-level panel sought to provide perspectives on Africa's road safety challenge from Africa's top transport decision-makers. Panel members included the Permanent Secretary from Senegal's Ministry of Infrastructure and Land Transportation, South Sudan's Minister of Transport, the Deputy Transport Ministers of Ghana and Liberia, Niger's Minister of Transport, the Permanent Secretary of Eswatini's Ministry of Transport, and a parliamentarian from Kenya.

The session was moderated by Maria Marcela Silva, the World Bank's Southern Africa Transport Practice Manager, who sought to draw panelists into defining and acknowledging their roles as political leaders tasked with ensuring that road safety is at the top of the agenda in their countries. To set the stage for the panel discussions, she provided background information on the road safety challenge. "The number of road traffic deaths continues to rise steadily, and the social and economic impact of road traffic crashes/injuries cannot be overlooked. Its current situation requires a high-level political commitment, and immediate actions in order to curb the growing problem," said Ms. Silva. Furthermore, she spoke about the variance in death rates observed across regions and countries, and how it corresponds to the most affected, vulnerable road users - namely pedestrians, cyclists and motorcyclists - who account for more than half of all global deaths.

The following questions drove the high-level discussions: What is the road safety situation in your country? What key actions is your country undertaking to address the road safety challenge? What are some concrete road safety interventions in your country?

Despite obvious differences, African countries are facing many similar challenges when it comes to road safety. During the discussions, the following issues came to the forefront: ineffective enforcement; lack of road safety data; the need for capacity building and financing for road safety interventions; road infrastructure design should take into account road safety audits; addressing human behavior related to reckless driving and over speeding; the governance



Figure 9. High-level panel on road safety at the SSATP General Assembly convened on November 29, 2019

challenge and how to empower road safety authorities and lead agencies; mobilizing the highest-levels of government to advocate for road safety; strengthening legislation in accordance with the African Road Safety Charter; monitoring the condition of vehicles through inspections; providing adequate driver training; and training youth through road safety awareness programs.

At the end of the session, discussants agreed to undertake actions to address the road crash situation in their countries. The Permanent Secretary of Eswatini, for example, vowed to become the second country to ratify the African Road Safety Charter after Namibia. Meanwhile, Niger’s Minister of Transport promised to liaise with his national parliament to incentivize members to join the African Network of Legislators, and encourage national universities to collaborate with the network of African universities working to improve road safety data collection and analysis. Other panelists, however, had some asks. The Minister of Transport for South Sudan, for example, requested technical assistance with developing a road

safety database and funding road safety programs. Similarly, the parliamentarian from Kenya sought help with empowering and getting sufficient funding for the National Transport and Safety Authority.

## 5.2 RECOMMENDATIONS OF THE GENERAL ASSEMBLY

Participation in the 2019 General Assembly was a clear manifestation of the ownership and importance that SSATP’s stakeholders attach to the program. At the meeting, the following points were presented and debated:

**New SSATP Website.** SSATP’s newly hired Communications Officer presented the newly revamped SSATP website, which incorporates an intuitive, user-friendly interface that brings SSATP’s mission, donors, and thematic areas to the forefront. The website also features a robust publications, news and events database with improved search functionality. The English version of the website was launched at the AGM; the French version is forthcoming.

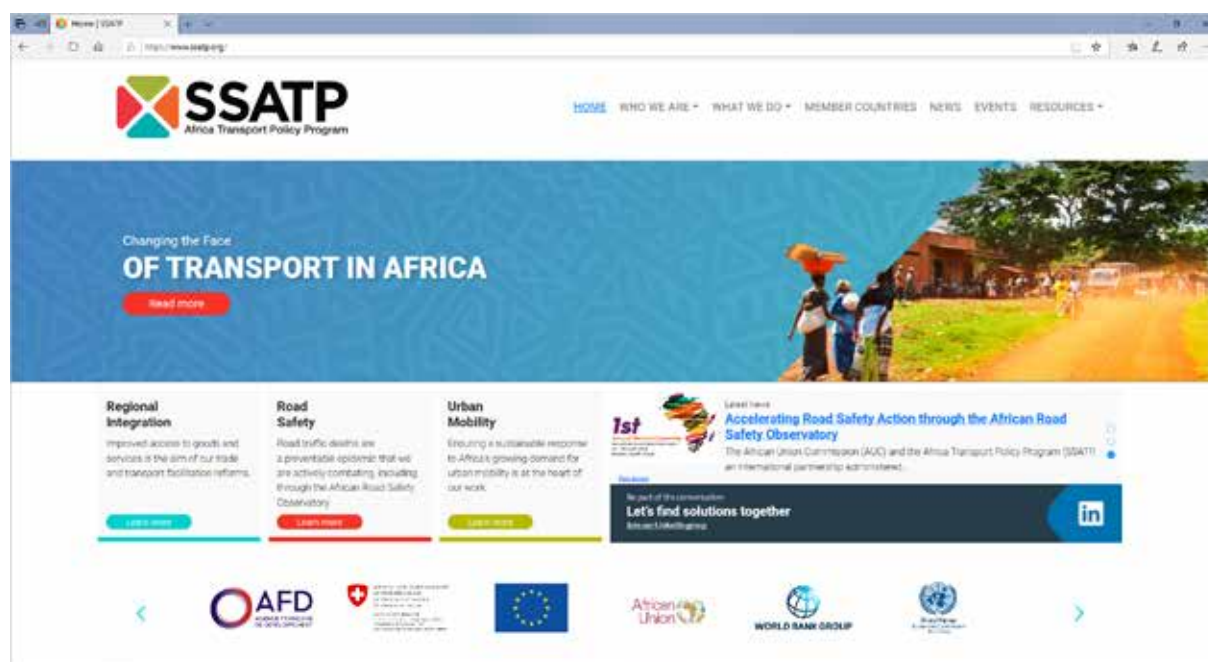


Figure 10. SSATP website: www.ssatp.org

## Reflections on DP3 Implementation & AGM

**Recommendations on the Draft DP4.** Despite significant progress, it was recognized that SSATP's current areas of intervention—regional integration, urban mobility, and road safety—remain extremely relevant to Africa's most pressing transport challenges, and that SSATP should continue addressing them in DP4. Stakeholders recommended expanding SSATP's mandate to cover resilient road asset management and the aviation sector, two tremendously important areas considering the challenges of climate change and multimodal continental integration. It was recommended that the DP4 strengthen SSATP's results framework, feature a new operational model with technical leads in all of Africa's subregions, and actively disseminate knowledge and experience to promote the replication of successful projects. The following DP4 thematic areas and cross-cutting themes were endorsed by the General Assembly:

- **Regional Connectivity and Economic Integration (RCEI):** Under this focus area, DP4 will assist AUC in making the African Continental Free Trade Area a reality. It will promote best practices in efficient corridor management and the harmonization of trade-related transport standards, regulations, laws and policies to enhance the connectivity of rural and isolated areas and promote green logistics. If resources allow, SSATP plans to work with the African Civil Aviation Commission (AFCAC) and other stakeholders to promote the implementation of the Single African Air Transport Market (SAATM).
- **Sustainable Urban Mobility & Accessibility with a focus on low carbon modes:** This thematic area will focus on improving urban transport planning to better manage Africa's increasingly congested urban areas, focusing on low carbon modes and options for mobility. It will also focus on taking stock of where Africa stands on urban transport policies and promote the development of an integrated and sustainable mobility management approach in the context of mass transport systems, smart mobility, e-mobility and pedestrianization. The DP4 will broaden SSATP's urban mobility assessments to reach a wider base and develop a new African Sustainable Urban Mobility Index (ASUMI) database to monitor the progress of cities. The policy framework will include the climate agenda to ensure a smooth eco-transition. Finally, under DP4 cycle, SSATP will work closely with tech innovation practitioners to leverage opportunities for introducing new technologies, addressing policy and regulation gaps, and leapfrogging the transformation of urban mobility systems.
- **Road Safety:** Considering the importance of the topic and its high priority in the African Union Commission (AUC) and United Nations Economic Commission for Africa (UNECA) agenda, road safety activities will be expanded to embrace the Safe System Approach. At the same time, road safety will be mainstreamed across SSATP's policy work in other thematic areas. It will build on SSATP's strengths in coordinating and mobilizing multi-sectoral road safety stakeholders and connecting them to African and global counterparts.
- **Resilient Road Asset Management:** Road maintenance and financing reform is one of the flagship achievements of SSATP. DP4 will re-engage in addressing transport infrastructure management in Africa under the lens of climate resilience. A 'quick diagnostic' of what has been previously achieved, what remains to be achieved, and lessons learned in road asset management will guide this exercise. Strong emphasis will be put on the efficacy of road agencies, the effectiveness of road funds, and efficiency in road asset management.
- **Cross-Cutting Themes:** Participants reaffirmed that transport sustainability in Africa does not depend on the sector alone. The continent's social, economic and environmental challenges are both very much affected by transport and play a role in shaping it. This holistic approach, where transport solutions are an integral part of broader development issues, is part of what sets SSATP apart in terms of its value and on-the-ground effectiveness. For transport infrastructure and services to be sustainable, SSATP will thus adopt cross-cutting sector policies covering Africa's unique challenges in building its human capital, such as through partnerships with universities and research agencies; empowering women, promoting transport solutions that are not gender-neutral; and making sure Africa's transport sector makes the most of technological innovations and big-data.

**SSATP 2018 Annual Report.** The General Assembly fully endorsed SSATP's 2018 Annual Report. Five major achievements characterized the 2018 reporting period:

- In April 2018, SSATP partnered with the World Custom Organization (WCO), the International Road Transport Union (IRU) and the Abidjan-Lagos Corridor Organization (ALCO) to organize the West and Central Africa Transit and Facilitation Workshop. The meeting aimed to support the implementation of WCO transit guidelines and identify replicable good practices on trade and transport in Africa that could



generate economic gains for the member states of the corridors of West and Central African corridors.

- In May 2018, SSATP successfully launched the first-ever Africa Road Safety Leadership Training Program in Dakar, Senegal. This training program aims to build capacities in road safety management and advocacy in Africa, develop awareness of the road safety challenge and the need for strong champions and advocates at country level as well as develop leadership capabilities in road safety planning, implementation, management, and operations.
- In July 2018, SSATP convened all partners and member countries in Abuja, Nigeria for the second Annual General Meeting, which provided a progress update on SSATP activities undertaken since the last meeting in February 2017 and comprised of interactive sessions around the central theme of “Africa’s rapid urbanization and the response to urban mobility in the digital era.”
- In November 2018, SSATP partnered with the Government of Morocco to organize the First African Road Safety Forum, achieving a record attendance of African ministers and positioning road safety as a sustainable development issue in Africa.
- Finally, SSATP organized high-level national forums throughout the year, convening more than 600 key players in urban transport and mobility to discuss the significant findings and propose recommendations coming out of the technical diagnostic studies conducted in the eight pilot countries: Cote d’Ivoire, Ethiopia, Ghana, Guinea, Kenya, Nigeria, Rwanda and Senegal.

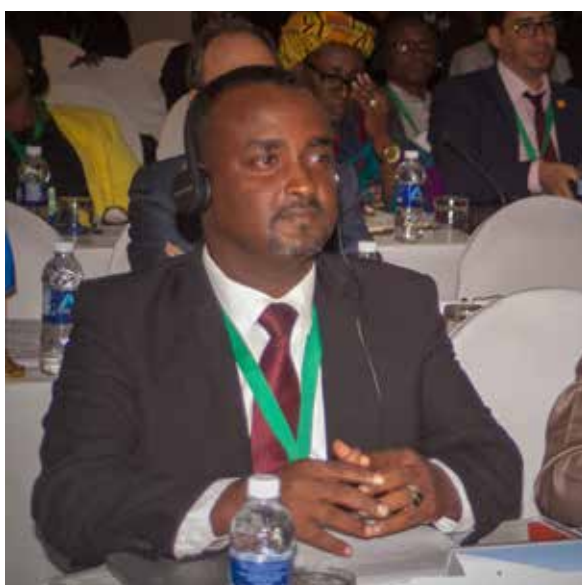


Figure 10. Representative of the Republic of Djibouti

#### **Welcoming Djibouti as new SSATP Member.**

In a short video, Djibouti’s Minister of Transport expressed his gratefulness for SSATP, which helped finalize a technical note for improving the country’s urban transport policy. During a speech delivered by Djibouti’s representative attending the AGM, he reiterated their commitment and willingness to join SSATP; gave special thanks to all the organizers and funding partners; and asked for SSATP support in improving Djibouti’s transport policies and strategies.

#### **Handover from Morocco to Zimbabwe on the Executive Committee (EC).**

As the Permanent Secretary of Zimbabwe’s Ministry of Transport and Infrastructural Development, Engineer Amos Marawa, replaced the representative of Morocco as one of the two SSATP member country representatives on the Executive Committee. Nigeria, represented by Dr. Anthonia Ekpa, remains on the Executive Committee alongside Zimbabwe.

#### **Proposal to accept the AUTP as replacement for FESARTA on the Executive Committee.**

This proposal came on the heels of receiving FESARTA’s formal request to resign its role on the SSATP Executive Committee. While the European Commission representative, Mr. Paolo Ciccarelli, did not object the proposal, he did raise concerns that AUTP is a public organization, whereas FESARTA represents the private sector. This remark sparked many reactions, most notably from Mr. Ousmane Thiam from AUTP who argued that the organization encompasses not only public transport authorities, but also public transport practitioners – these can be public or private operators that deliver transport services. After some debate, the General Assembly endorsed the proposed replacement.

#### **Call for Expression of Interest to Host the Next AGM in 2021.**

After acknowledging that this AGM stood out as one of the best, Mr. Soteri, speaking on behalf of the Chair of SSATP’s Executive Committee, called for an expression of interest to host the next AGM mid-2021. Two member countries expressed interest: Cameroon and Benin. The representative of Cameroon mentioned that they would want to couple the next AGM with the upcoming AFCON, which Cameroon will organize. Meanwhile, the representative of Benin reiterated his willingness to host the next AGM. As proof, he mentioned that Benin was competing with Zimbabwe to host the 2019 AGM.

#### **Other Discussion Item - Donor Fatigue and Member Country Contributions.**

Mr. Soteri evoked the subject of donor fatigue, and suggested that member states should start thinking about contributing to SSATP to help the program become sustainable and financially independent from donor contributions. The representative of Cameroon mentioned that before validating such a proposal, it would have to be approved by the National Assembly



## 6. FEEDBACK FROM STAKEHOLDERS

The SSATP program management team prepared an online survey shared with participants of the 2019 AGM. The main objectives of the survey were to assess whether or not the meeting achieved its goals, and identify what participants would like to see included in the program and future events.

Participants were asked to evaluate the overall event as well as the specialized technical sessions. The questions were divided into five groups: (i) the program and agenda; (ii) achieving meeting objectives and outcomes; (iii) quality and timing of sessions; and (iv) event logistics. Fifty-nine out of approximately two hundred participants replied the online survey questionnaire, providing a basis for sound, aggregated conclusions.

On a scale of 1 to 5, the average of almost every response was greater than 4. Overall, the results of the evaluation were quite positive, with more than 60 percent of the questions receiving positive responses of 4 (good) or 5 (excellent). A whopping 91.2 percent of participants felt they had a good or excellent understanding of SSATP after participating the AGM. In fact, participants considered this AGM as the best of the three organized under the DP3. The substance and the relevance of the thematic, technical discussions were highly appreciated.

The questions with the lowest satisfaction ratings were related the amount of time dedicated to discussions, most notably around the Fourth Development Plan (DP4). Out of 58 total responses, 29 participants felt that a fair (3) amount of time was allocated to the DP4 discussions. Only 48.3 percent responded that there was a good or excellent amount of time dedicated to the DP4 discussions. For more details, the post-event evaluation report appears in Appendix 6.3.

The 2019 evaluation provides some insights that could be incorporated to improve the future AGMs, the Program and DP4 going forward:

- Allocate more time for discussions and question and answer sessions. This observation seems to be a recurring one. By building in enough time for Q&A during sessions, engagement and experience sharing amongst participants can be maximized.
- Country delegates don't seem to be aware of the activities carried out by the regional integration pillar. Better coordination amongst the key stakeholders could help drive this agenda.
- Linking road asset management with road safety and sustainability issues in the next DP4.
- Countries pointed out that policies are often improperly implemented and monitored. In parallel they requested more in-country presence and tailored solutions. Increased presence on the ground as part of the DP4 strategy cycle might help remediate this situation.
- Other topics that delegates suggested SSATP delve more into include: financing infrastructure, institutions and agencies; governance; non-motorized transport; fleet renewal; multimodality; data gathering; human capital development; and advocacy related issues.







## 7. APPENDICES

### 7.1. OPENING AND CLOSING STATEMENTS



#### Opening statement of the Annual General Meeting by Mr. Soteri Gatara

speaking on behalf of the Chair of SSATP, the African Union Commission and the UN Economic Commission for Africa

November 26, 2019

Honorable Ministers,  
Distinguished guests,  
Ladies and gentlemen,  
All protocols observed.

It is my great pleasure to deliver this address on behalf of the Economic Commission of Africa (UNECA) and the African Union Commission (AUC), members of SSATP's executive committee. Today, I speak on behalf of Mr. Cheikh Bedda, the Chair of the SSATP Executive Committee, who could not be here with us today.

First and foremost, I would like to thank the Government and people of the Republic of Zimbabwe for the warm welcome and for hosting this important meeting that has brought us all together here in Victoria Falls.

At this stage, I would also like to thank all the partners of SSATP, whose generous contributions have made SSATP's work possible, most notably the European Union, the Swiss State Secretariat for Economic Affairs, the French Development Agency, the African Development Bank, the World Bank, and the community of donors in general.

Last but not least, I would also like to thank the SSATP management team for inviting us to participate in this continental knowledge sharing forum.

At the AUC and UNECA, we are quite cognizant of SSATP's vital role in supporting Africa's momentous transport policy achievements. Recognized as the transport policy arm of the African Union Commission, the strong partnership between SSATP and AUC has borne tremendous results, including the harmonization of policies for continental integration.

SSATP has also been contributing technical inputs to the AUC's Continental Transport Policy Paper and supported the development of the Africa-EU Joint Strategy.

Indeed, under its three pillars - regional integration, road safety and urban transport and mobility, SSATP has been at the forefront of reform, driving deep-rooted policy changes and capacity building programs that are paving the path to safe, integrated and sustainable transport systems in Africa.

Nevertheless, much more needs to be done to strengthen and ensure the effective implementation of the right transport policies and strategies for Africa.

Ladies and gentlemen,

It is really encouraging to see such a large attendance of stakeholders who are working to address the main policy issues that are affecting Africa's transport sector.

I would like to thank each and every one of you in this room for your commitment to improving the transport sector, which is of crucial importance to the development and integration of Africa. Let us take advantage of this transport forum to work together and learn from each other to build "The Africa We Want."

Thank you for your kind attention.



## Opening statement of the Annual General Meeting by Mr. Jean Kizito Kabanguka

Manager of Transport and Logistics Division, African Development Bank

November 26, 2019

Excellences Messieurs les Ministres,

Monsieur le Secrétaire Permanent du Ministère des Transports du Zimbabwe,

Monsieur le Représentant du Président du Comité Exécutif du SSATP,

Mesdames, Messieurs,

Je voudrais, au nom des Partenaires Financiers du Programme SSATP et au nom de la Haute Hiérarchie du Groupe de la Banque africaine de développement, remercier le Gouvernement et le Peuple du Zimbabwe, pour l'accueil Chaleureux dont nous avons été l'objet depuis notre arrivée ici à Victoria Falls.

Nous ne doutons pas que cette ambiance chaleureuse va nous accompagner tout au long de nos travaux et de notre séjour sur cette terre Africaine du Zimbabwe.

Chers Collègues Membres du Comité Exécutif du SSATP,

Monsieur le Coordonnateur du Programme,

Mesdames et Messieurs,

La Banque Africaine de Développement, se félicite du Thème des Assemblées de cette année « Positionner l'Afrique pour un programme de Sécurité Routière post 2020 durable ».

En effet, malgré les efforts des pays et des partenaires de développement pour améliorer la sécurité routière en Afrique et des systèmes post-accident, routière, restent problématiques.

Le manque de financement pour la sécurité.

On estime que le coût des accidents de la route pour chaque pays africain coûtera aux gouvernements jusqu'à 5% du PIB par an - et sur une base de 3% du PIB, la perte pour l'ensemble de l'économie africaine due à l'accident de la route en 2019 est estimée à 75 milliards USD.

Nous nous félicitons également des différents choix des thèmes qui feront l'objet des discussions-échanges au cours des trois jours de ces Assemblées du SSATP. Qu'il s'agisse des sessions techniques sur la résilience climatique au regard du développement

des Infrastructures en Afrique, des discussions sur la mobilité urbaine ou l'intégration régionale, notre semaine de travail est remplie des délibérations qui nous permettrons de rendre notre programme davantage plus efficient davantage.

Mesdames et Messieurs,

Ces Assemblées qui se déroulent ici à Victoria Falls seront une occasion pour une dernière évaluation du DP3. Ce dernier programme avait comme objectif l'élaboration et la mise en œuvre de politiques dans trois piliers critiques et qui sont essentiels pour rendre le secteur des transports africain plus efficace et durable

Ils seront en même temps une rampe de lancement pour le DP4. La note conceptuelle qui nous a été distribuée plante le décor sur les futures priorités du programme au cours des prochaines années.

La formulation du DP4 couvrant la période 2021-2025, le SSATP devrait jouer un rôle croissant dans la définition des priorités stratégiques nationales, régionales et continentales en Afrique dans le secteur des transports. Nous devons résolument privilégier les politiques inclusives, c'est-à-dire des politiques qui ne soient pas seulement bonnes, mais excellentes et pratiques dans leur mise en œuvre.

Nous n'allons pas élaborer davantage sur le sujet, deux jours d'échanges sont prévus pour cet exercice au cours de cette semaine de travail.

Nous souhaitons toutefois souligner qu'un engagement plus important du SSATP dans l'accompagnement de ses membres dans l'élaboration des politiques adaptées aussi bien dans leurs formulations que dans leurs opérationnalisations.

Nous connaissons les défis qui nous attendent, et nous savons quelle direction prendre, les différents partenaires du SSATP l'accompagneront par un appui conséquent.

Excellences, Mesdames et Messieurs,

Je voudrais également prendre cette occasion pour féliciter l'équipe de gestion du programme, dirigé par notre collègue et ami Ibou Diouf ainsi que l'équipe de TTL à Nairobi et du soutien des autres collègues

basés à Washington, pour leur excellent travail et leur dédication à la mise en œuvre du DP3.

Nous remercions également le programme l'organisation de la réunion conjointe des TTL de la Banque Mondiale et la Banque Africaine. Ce genre de rencontre qui pourrait ou devrait être ouvert aux autres partenaires financiers œuvrant dans le secteur des transports en Afrique, nous semble être une bonne plateforme pour des possibles collaborations dans les opérations de nos institutions dans nos pays.

Excellences, Mesdames et Messieurs,

En terminant mon propos, je voudrais renouveler, au nom de la Banque africaine de développement, sa disponibilité à accompagner le SSATP dans la consolidation des résultats du DP3 et des Programmes précédents mais aussi sa volonté à soutenir le quatrième programme de Développement par une participation à son financement.

Je vous remercie pour votre aimable attention.





## Opening statement of the Annual General Meeting by Mr. Ibou Diouf

Program Manager, Africa Transport Policy Program

November 26, 2019

Honorable Ministers,  
Permanent Secretaries,  
Distinguished guests,  
Members of the SSATP Executive Committee,  
Development partner representatives,  
Ladies and Gentlemen,  
All Protocol observed,

Welcome to the knowledge sharing forum of the Africa Transport Policy Program's 2019 Annual General Meeting taking place in the beautiful town of Victoria Falls.

Dear Permanent Secretary and Dear brother Amos,

First and foremost, I would like to express my most sincere gratitude to the Republic of Zimbabwe, represented by the Ministry of Transport and Infrastructural Development, for hosting SSATP's flagship event. We acknowledge the great efforts made towards ensuring a successful AGM and are grateful for your kind hospitality.

On behalf of the Africa Transport Policy Program, at this time, I would also like to recognize the European Commission, the Swiss State Secretariat for Economic Affairs (SECO), the French Development Agency (AFD), and the African Development Bank for being SSATP's key financing partners for the ongoing Third Development Plan (DP3).

Indeed, we are also grateful to SSATP's 41 member countries, the African Union Commission (AUC), the Economic Commission for Africa (UNECA), the World Bank, Africa's Regional Economic Communities (RECs), and the development partner community for supporting this unique international partnership, which aims to address Africa's most pressing transport challenges.

Ladies and gentlemen,

Today, over 230 delegates from the ministries of transport of at least 36 SSATP member countries, the

donor community, and international and continental organizations have gathered here for the event.

In the coming days, all of you will have the opportunity to attend specialized technical sessions on regional integration, urban mobility, and road safety during which you will be able to share and learn from each other's experiences, challenges, and good practices on the ground.

As transport decision makers and practitioners, collectively, we can change the face of transport in Africa to serve as a driver of socio-economic growth and sustainable development.

Considering that SSATP's Third Development Plan is coming to an end next year, this AGM will provide a unique platform for shaping the future of the program. I encourage you to seize this opportunity to influence the development of a sound SSATP program that will rise to the current and future challenges facing Africa's transport sector.

Ladies and gentlemen,

We hope this cross-fertilization and knowledge sharing exercise will drive the change you want to see in Africa and that it would lead to action towards achieving a safe, sustainable and reliable transport system for all.

I wish you productive and fruitful discussions.

Thank you for your kind attention.





## Opening statement of the Annual General Meeting by Engineer Amos Marawa

Permanent Secretary, Ministry of Transport and Infrastructural Development, Zimbabwe

November 26, 2019

Good morning ladies and gentlemen,

It is with great pleasure to welcome you all to the Africa Transport Policy Program's Annual General Meeting here in the beautiful resort town of Victoria Falls, under the theme, "Positioning Africa for a Sustainable Post 2020 Road Safety Agenda."

First and foremost, I would like to thank our joint host, the Africa Transport Policy Program (SSATP), and its main donors and partners: the World Bank, the African Union, the African Development Bank, the United Nations Economic Commission for Africa, the European Commission, the Swiss State Secretariat for Economic Affairs, and the French Development Agency.

As you are aware, the SSATP Annual General Meeting is part of the Program Governance which calls for all official representatives of SSATP's member countries and partners to meet on an annual basis to review the progress of the program, as well as confirm the future program goals, and share knowledge under a Transport Forum Platform.

Accordingly, this is a historic event because it is the last annual meeting under SSATP's Third Development Plan (2015-2019) focused on three thematic pillars: Pillar A: Regional integration; Pillar B: Urban transport and mobility; and Pillar C: Road safety.

The vision of SSATP is that African countries should develop effective strategies and policies for an efficient, safe, and sustainable transport in the above mentioned three focus areas of the program.

Significantly, this event has come at a time when our country is embarking on an economic reconstruction agenda that emphasizes on stabilizing the economy, as well as re-engagement with the international community being guided by the Transitional Stabilization Program (TSP).

The TSP is the footing ground for the next two national strategic development plans towards achieving Vision 2030, which aims to achieve an Upper-Middle Class Income Economy to which the three pillars of SSATP aims to achieve.

Without a doubt, the SSTP helped Zimbabwe to

strengthen its transport policies and strategies to ensure sustainable transport and facilitate economic growth and poverty reduction.

For instance, the Ministry of Transport and Infrastructural Development through the Traffic Safety Council of Zimbabwe (TSCZ), our road safety leading Agency, is promoting road safety in the country, thanks to SSATP's support.

The government, in conjunction with the TSCZ is also working tirelessly in promoting the standardization of road infrastructure designs, road signage, driver training and testing standards in line with the standards adopted by the Southern African Development Community (SADC) and the Common Markets for Eastern and Southern Africa (COMESA).

Furthermore, the government is working with the Vehicle Inspection Department (VID) in rolling out the Electronic Learners' License Testing System (ELLT) to enhance transparency, bring sanity in the issuance of provisional driver's licenses as well as inspection of vehicle fitness and reduce road accidents in the country.

In line with SSTP objectives, the government through the TSCZ is also embarking on highway fencing projects along our major roads to reduce animal-vehicle collisions which has so to date witnessed the commissioning of 300 km of the Gweru-Beitbridge Highway among other roads.

Zimbabwe, being the most highly transited country in the region, is also partaking in joint collaborative road safety campaigns with neighboring countries like Botswana, South Africa, and Zambia to name just a few.

Most importantly, the government is in the process of ratifying the African Union Road Safety Charter to serve as a policy framework for Road Safety improvement in the country.

To add more, the country is modernizing its road network to enhance regional integration. For instance, the government is currently rehabilitating the Beitbridge-Bulawayo-Victoria Falls Road, Harare-Masvingo-Beitbridge Road, Harare-Nyamapanda Road, and Harare-Chirundu Road.

On top of that, the government is upgrading the Beitbridge border post to improve traffic movement between South Africa, Zimbabwe, and other neighboring countries.

On the aviation front, Zimbabwe is a signatory to the Yamoussoukro Declaration allowing for open skies among most African countries.

Zimbabwe has, thus, opened up its domestic airspace to operators from Africa who are now competing on traditional routes of the national airline – the Air Zimbabwe in line with the provisions and principles of the Yamoussoukro Declaration.

Modernization of airports is also taking place at all

major airports amongst them the Robert Gabriel Mugabe International Airport, Joshua Nkomo International Airport, and Victoria Falls International Airport.

I hope that today inspires ideas and discussions around the ways that we can make our country, our continent, and the whole world a better place.

Ndatenda!

Ngiyabonga!

Thank you!







## Opening statement of the SSATP General Assembly by Mr. Soteri Gatera

speaking on behalf of the Chair of SSATP, AUC and UNECA

November 29, 2019

Honorable Ministers,  
Distinguished members of the General Assembly,  
Members of SSATP Executive Committee,  
Representatives of Development Partners  
Ladies and Gentlemen,  
All protocols observed.

Good morning. I am pleased to welcome you to the General Assembly of the African Transport Policy Program (SSATP). This convocation comes on the heels of four fruitful days of discussions around how we can all work together to transform Africa's transport sector.

First, allow me to thank the Government of the Republic of Zimbabwe for their kind hospitality and cordial reception on behalf of all the delegates.

Let me also express my most sincere gratitude to the European Union, the French Development Agency, the African Development Bank, the Swiss State Secretariat for Economic Affairs, and the World Bank, whose contributions and support made the Third Development Plan (DP3) possible. Lastly, I would also like to extend a big thank you to the SSATP management team for inviting us to take part in this unique forum that addresses Africa's most pressing transport policy issues.

Ladies and gentlemen,

Transport plays a critical role in unleashing a country's full economic potential. Indeed, transport infrastructure and services are the foundation for economic integration and trade facilitation which, in turn, accelerates economic growth and reduces poverty. However, we must all recognize that infrastructure development is not enough to solve the sector's most urgent issues. To achieve sustainable transport, thoughtful policies are needed.

Despite accelerated infrastructural development in past decades, there is still a long way to go to achieve the socio-economic transformation of Africa set out in Agenda 2063. To achieve our ambitious goals, we need to work together to establish a clear vision and

reach a consensus on policies, aligning our work with major continental and global agendas.

In fact, around this time last year, the AUC presented the Continental Transport Policy Paper to which SSATP provided crucial technical contributions. This document lays out a common framework for delivering integrated and sustainable transport at continental, regional and country levels, and also encompasses all transport modes, including road, rail, air, maritime and inland waterways as well as issues related to urban mobility and services involved in the movement of people and goods. It also outlines options for reinforcing public-private partnerships and relations with development partners.

To tackle the road safety crisis that is decimating our continent, especially the most vulnerable road users such as pedestrians, school children, cyclists, and motorcyclists, we urgently need to scale up our efforts. Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030. Although efforts have been made to implement the 2011-2020 African Road Safety Action Plan and UN Decade of Action for Road Safety, and road safety has increased visibility in the African agenda, more needs to be done. If we are to create a unified front against this preventable epidemic, we must commit to ratifying the African Road Safety Charter, which aims to build a political framework to improve road safety,

As a major step towards deepening the cooperation and economic partnership between the EU and AUC, SSATP joined the Transport Connectivity Cluster of the European Union – Africa Task Force on Transport. It was set up within the framework of a broader EU-Africa initiative around sustainable investment and jobs, and road safety and aviation clusters with the goal of identifying key priority areas of cooperation for transport infrastructure in a bid to boost trade, job creation and economic development in both continents.

Indeed, SSATP is in a prime position to deliver transport policies that will not only shape the sector, but also the future of the entire region. In fact, since its launch over 30 years ago, SSATP has come to be recognized as the African Union Commission's

transport policy arm and the leading transport policy development forum in Africa. As the principal continental partners of SSATP, we, at the AUC and UNECA, strive to take Africa's transport system to the next level. Our continuous support of SSATP is now stronger than ever. Undeniably, SSATP is at the forefront of reform, driving deep-rooted policy changes and capacity building programs that are paving the path to safe, integrated and sustainable transport systems in Africa.

Ladies and gentlemen,

I am very encouraged to see the positivity that all of you have brought to the table this past week. This year's Annual Meeting has provided a powerful platform for delegates from all of Africa to voice their concerns on local, national and international transport issues that matter the most.

Special attention was given to SSATP's upcoming Fourth Development Plan (DP4) spanning the years 2021 to 2025. This new strategy cycle will certainly

incorporate the feedback gathered here this week, making the program more robust in order to effectively address Africa's most pressing transport challenges.

We reached a general consensus that the DP3's technical pillars, continuing on to DP4, are more relevant than ever. Nevertheless, SSATP should also expand its support to include Resilient Road Asset Management and Aviation. On behalf of the African Union Commission and the UN Economic Commission for Africa, I would like to express our support for the DP4 and invite donors to provide adequate financial backing for the next strategy cycle. Last but not least, I invite member countries to fully take ownership of this Program by making contributions. It is in this way that SSATP will continue playing a major role in changing the face of transport in Africa.

Thank you for your kind attention.





## Opening statement of the SSATP General Assembly by Mr. Paolo Ciccarelli

Head of Unit, Cities, Local Authorities, Digitization, Infrastructure (DEVCO.C.5), European Commission

November 29, 2019

Honorable Minister(s),  
Secretaries General,  
Permanent Secretaries,  
Distinguished guests,  
Ladies and gentlemen,  
All Protocol Observed.

It is a great pleasure to make this address on behalf of the European Commission and other financing partners to the Africa Transport Policy Program - SSATP. These are Switzerland, France and the African Development Bank.

Honorable Minister(s), Mr. Chairman,

The lack of territorial access from and to the sea and the remoteness from world markets are significant obstacles for many African development efforts. Inter and intra-African trade not only suffers from incomplete transport networks and low performances and maintenance, but also from sector inefficiencies related to transport management, governance, regulatory, investment and institutional matters.

For land transport, a major concern remains road safety with Africa having 16% of the world's road fatalities with only 12% of the population and only 2% of the world's vehicles.

For the efficiency of cities and urban areas, providing sustainable urban mobility solutions, addressing rural-urban connectivity and linking such centers to strategic corridors are challenges that needs holistic responses.

These factors could potentially undermine the continent's endeavors for growth and the aspiration to engage into Africa Continental Free Trade Agreements with the aim of boosting intra-African trade and job creation.

Engaging into a holistic and strategic response for enhanced transport connectivity is thus required. Such response has to go beyond the traditional approaches of project prioritization that only focus on economic factors, revenue generation mainly based

on public money, implementation modalities of low efficiency and rather sectoral silo thinking, losing the notion of multi-modality.

In view of the ever-increasing geostrategic role of connectivity for the African continent, the future needs a paradigm shift on how best and most efficiently we address sector inefficiencies, thereby integrating low emission, green, resilient and socially sustainable transport solutions from a full life-cycle perspective.

We need to do more, and we need to do it smart.

Honorable Minister(s), Mr. Chairman,

It is against this backdrop, that we need to look at how we want to design the future of the next SSATP for the period 2021-2025.

What comes out clearly is that the present DP3 has with no doubts focused on the "right priorities" with regard to the three fundamental pillars of Regional Integration, Urban Transport and Road Safety.

I also believe that we can be proud on what has been achieved in terms of quality output and results; we should insist that SSATP could plays an important role for policy decision-making at the level of the African Union and its Member States.

However, at the same time, Honorable Minister(s), Mr. Chairman, we still see the need for SSATP improvement along three main avenues, irrespective from any sectoral priority themes:

First, there is still the issue of better anchoring national and regional decision-making on SSATP policy principles and recommendations. SSATP has to be "at the heart" of sectoral coordination and consultation processes, owned, translated and promoted through high-level national and regional transport decision-makers.

Second, SSATP needs to be fully perceived as a full-fledged African owned program with its solid base on the African continent, truly recognized by all partners and beneficiaries.

Thirdly, we need to manage to attract more funding for to best respond to future challenges the SSATP is



supposed to address. In view of ownership, I consider important the program could be financed not only by external donors but also by AU Members States.

Honorable Minister(s), Mr. Chairman

Apart from these essential elements of a more general nature, the future of SSATP needs to take account of the following cross-cutting themes:

- We need to overcome sectoral silo-thinking and move towards smart multi-modal corridor development,
- We need to tackle quantity and quality at the same time and boost sectoral governance and transport management for investments to yield – in respect of the G20 principles for quality infrastructure investments and delivery,
- We need to respond to climate change and engage in green and resilient transport networks and in low carbon transport solutions,
- We need to fully reap the potential of digitalization and respond better to the social dimension of transport, gender, like women in infrastructure etc.

And most and foremost, we need to ensure that SSATP will “be fit-for” acting as solid policy wing for the roll-out of the future PIDA generation 2020-2030 that will be based on integrated multi-sectoral corridor approaches.

Honorable Minister(s), Mr. Chairman,

Building on the success of the DP3 program that includes now more than 40 countries, I am very pleased to note the established avenues to partnerships for collaboration, coordination and strategic alliances. Take for instance Corridor Management Alliances, Urban Mobility and road safety alliances. Fostering and consolidating such partnership in the future will be important to achieve.

In this context, please allow me to underline the integral role the SSATP has played and will play in the European Union “Africa-EU Alliance” and its Task Force on Transport, paving the way for strategic Africa-EU cooperation for enhanced connectivity, growth and investments.

As a long-standing and reliable partner for infrastructure development in Africa, and in particular to the transport sector, I am very pleased to inform you that the European Commission’s total commitment ranges in the magnitude of more than 1 billion Euro on average per year for the period 2018-2020. Notably, a leveraged development impact

through blending under the EU’s External Investment Plan of at least 30 billion Euro of project investment is expected for the same period.

An important road transport project just completed is for instance the 245 km Nacala Corridor part on the Zambian side that boosts multi-modal connectivity between the port of Nacala, Mozambique, Malawi and Zambia.

Up to September 2019, 116 blending projects have been approved by the Board under the EU’s External Investment Plan with a sector share in Sub-Saharan Africa of 45% transport, followed by energy with some 35%.

Honorable Minister(s), Mr. Chairman,

When now looking forward to the proposed thematic areas of:

- i. Regional connectivity and economic integration
- ii. Sustainable urban mobility and accessibility
- iii. Road Safety scaling-up, and
- iv. Resilient Road asset management

proposed for DP4, I am confident that the program is on the right path. On the one hand, it will provide the support needed for further consolidating, scaling-up and boosting achievements already tackled under DP3 and, on the other hand return to SSATP “initial roots” for enhancing transport sector management at institutional level through the proposed component 4 “Resilient Road asset management”.

Obviously, in-depth discussions are further needed for the eventual thematic and operational set-up and the fine-tuning of the proposed response framework offered in DP4. We are ready and committed to engage into such dialogue for the success of the new program.

However, most and foremost, I would like to reiterate the essential need to anchor the aspirational cross-cutting objectives of green infrastructure, digitalization, low emission transport and the social dimension of transport into the new holistic response framework for an SSATP “fit-for purpose” for the period 2021-2025.

Honorable Minister(s), Mr. Chairman,

I thank you for your attention.





## Opening statement of the SSATP General Assembly by Ms. Rosemary Mukami Kariuki

World Bank Country Manager for Zimbabwe

November 29, 2019

Honorable Ministers,  
Distinguished members of the General Assembly,  
Members of SSATP Executive Committee,  
Representatives of the Development Partners  
Ladies and Gentlemen,  
All Protocols observed.  
Good morning.

Let me start by saying that I was very pleased when I was informed that Zimbabwe was selected to be the venue of the 2019 Annual General Meeting whose theme is Positioning Africa for a Sustainable Post-Decade Road Safety Agenda. What my colleagues in the transport sector do not know is that I worked with SSATP during its early days and co-authored a discussion paper on Road Safety with Alan Ross titled: “Review of World Bank Experience in Road Safety.” Discussion Paper. The World Bank, August 1991. So, this is a topic that is dear to my heart. I was also the WB Urban Practice Manager for the urban transport portfolio for East and Southern Africa for several years so urban mobility is a topic that I am keenly interested in.

I am therefore delighted to hear from my colleagues that the discussions over the last four days have been fruitful. And the learning and experience sharing forum on the Africa Transport Policy Program’s (SSATP) three thematic pillars: Regional Integration, Urban Mobility and Road Safety have been particularly engaging. I am also pleased to hear that the discussions that have taken place around the Fourth Development Plan have advanced well.

It is a clear sign of commitment when over 230 delegates from the ministries of transport of 36 SSATP member countries, development partners, and international and continental organizations come together to share and learn from one another’s experiences, challenges, and good practices. So, I congratulate you all for the effort you have made to continue to strengthen and deliver results under the common umbrella of SSATP.

Indeed, the transport challenges we face here in Zimbabwe are not unique, but rather depict the situation of the African continent at large. Coming together in this transport policy forum to learn from the experiences of our peers and neighbors can only yield positive results for Zimbabwe and its sister countries on the African continent.

We all recognize that affordable, efficient and safe transport is vital for the economic and social integration of the African continent. Indeed, trade and economic growth in all sectors depend on sustainable transport infrastructure and services. Yet, poor connectivity has remained a key impediment to regional trade. Cross-border movements in Africa still suffer from long delays and cumbersome procedures, transport market restrictions, and a lack of security for transport users. As a result, intraregional and international transport is costly, uncertain, and slow, thereby, hindering trade.

In addition, by 2030, over 50 percent of Africa’s population will live in cities. With levels of access and mobility considered dramatically low, meeting the current and future needs of populations will require significant effort. In a continent with a youth bulge and sizeable informal sector, providing a sustainable response to the demand for urban mobility is an urgent, growing concern.

Severe traffic congestion is already prevalent in many of Africa’s urban areas, making it difficult for the poor to access employment. Furthermore, motorization is expected to increase, and this will further exacerbate congestion, hampering the movement of people and goods in many African cities in addition to having negative effects on the environment, health, and overall economy.

The urgency of acting quickly to disrupt current trends cannot be underestimated. Indeed, if nothing is done to improve the coordination between urban land-use and transport planning today, many cities will become trapped in an unsustainable urban development pattern that will be difficult to remedy down the line.

In addition, while we all recognize that transport serves as a lifeline for people in urban and rural

areas, providing access to jobs, health services, and education among other things, in many countries we are witnessing a road safety crisis that is negatively impacting the socio-economic benefits that would derive from the transport sector. You may already know that road traffic accidents cost most countries an estimated 3% of their gross domestic product. In fact, Africa's road safety performance has deteriorated to a point where it is becoming a major obstacle to the continent's competitiveness and development. Despite its low motorization rate - with only 3% of the world's vehicles, on average, Africa has the lowest road safety performance in the world, equal to 20% of all global road traffic deaths.

Urgent action is required to avoid fulfilling the prediction that road traffic crashes will become the seventh leading cause of death by 2030.

Despite the trends I have just described, there is still time to change the narrative. That is why, representing the World Bank as a key partner of the Africa Transport Policy Program (SSATP), I'm encouraged to see so many of Africa's transport leaders and practitioners here today working together to ensure the development of safe, sustainable and reliable transport systems for Africa.

As Africa's Decade of Action nears an end, today's high-level panel will focus on "Positioning Africa for a Sustainable Post-2020 Road Safety Agenda." This meeting couldn't come at a better time as African countries must present a joint, articulated position at the 3rd Global Ministerial Conference on Road Safety taking place in Stockholm in February with the theme of "Achieving Global Goals 2030."

Realizing the extent of the road safety crisis, the road safety agenda is now front and center in the World Bank's transport projects. Through our Environmental and Social Framework (ESF), the World Bank is now identifying potential road safety concerns in our projects so we can better address them. This applies not just to transport projects, but any project that directly or indirectly changes traffic patterns (including for pedestrians and cyclists). Projects now need to address road safety from the design phase through to implementation and post-completion.

In closing let me say that in Zimbabwe, I will make a commitment to provide support to the authorities in addressing the road safety issues discussed this week, alongside our broader support for transport sector policy, institutional capacity, and technical assistance in a number of key areas. We are hopeful that our efforts will contribute to socio-economic growth and prosperity.

Honorable ministers,

Distinguished guests,

Ladies and gentlemen,

As we engage in today's general assembly, let us deliberate on key actions to ensure that Africa's roads are a key contributor to our goals of socio-economic growth and prosperity.

Thank you for your kind attention.





## Opening statement of the SSATP General Assembly by Honorable Minister Joel Biggie Matiza

Minister of Transport and Infrastructural Development, Zimbabwe

November 29, 2019

Honorable Ministers,

Distinguished guests,

Ladies and gentlemen,

All protocols observed.

It is a true pleasure for me to welcome you to the Africa Transport Policy Program's Annual General Meeting centered on "Positioning Africa for a Sustainable Post 2020 Road Safety Agenda."

I am very grateful to the Africa Transport Policy Program (SSATP), and its main donors and partners namely the European Commission, the Swiss State Secretariat for Economic Affairs, the French Development Agency, the African Development Bank, the World Bank, the African Union, and the UN Economic Commission for Africa.

It is also an honor to welcome high-level officials and subject matter experts from the ministries of transport of at least 36 SSATP member countries, the donor community, and international and continental organizations here present.

Considering that SSATP's Third Development Plan (DP3) is coming to an end, this AGM offered a unique platform for all member countries to come together to shape the future of the Africa Transport Policy Program, which aims to address Africa's most pressing transport challenges and related policy issues.

Distinguished guests,

Ladies and gentlemen,

As mentioned by Permanent Secretary, Eng. Amos Marawa earlier, this AGM has come at a time when Zimbabwe is embarking on an economic reconstruction agenda that emphasizes on stabilizing the economy being guided by the Transitional Stabilization Program (TSP).

The objective of the TSP is to help the country to achieve an Upper-Middle Class Income Economy by 2030.

To achieve this, Cabinet has recently formed an infrastructure and utilities cluster grouping of ministries responsible for infrastructure development and maintenance which is chaired by my ministry. This grouping is currently working towards the establishment of a national infrastructure master plan.

This is envisioned to amongst other things synchronize the planning, development, and the monitoring and evaluation of infrastructure projects in the country.

This strategy is also aimed at bridging the existing infrastructure gaps which are not only common to Zimbabwe but also to most developing countries where some of us are coming from.

Zimbabwe through my ministry has also warmly embraced the corridor-based infrastructure development strategies, especially for road and rail transport modes, thanks to SSATP's support.

This is evidenced by the completion and commissioning of the Plumtree-Harare-Mutare Highway and current road rehabilitation projects on the Beitbridge-Masvingo-Harare-Chirundu Highway.

Colleagues,

Ladies and gentlemen,

The time is now for action is now. Therefore, let's work together to address the main policy issues that are affecting Africa's transport sector. Together we can make a difference. Henry Ford notes that "Coming together is a beginning; keeping together is progress; working together is success."

Keeping this in mind, let's enjoy the scenic views of the majestic Victoria Falls and other natural endowments that this God-given geographic location is blessed with.

I am pleased to learn that in the meantime delegates have been treated to Zimbabwe's cultural experiences at the Boma.

Thank you for your attention.



## Closing statement of the SSATP General Assembly by Honorable Minister Joel Biggie Matiza

Minister of Transport and Infrastructural Development, Zimbabwe

November 29, 2019

Chairperson, Mr. Soteri Gatera, UNECA and AUC Representative on the SSATP Executive Committee;

Honorable Ministers here present;

Mr. Jean Kizito Kabangauka, AfDB, Representative of the SSATP Donors;

Ms. R Mukami Kariuki, World Bank Country Manager to Zimbabwe;

Permanent Secretaries and Senior Officials from the SSATP member countries;

Representatives of RECs and Regional Institutions;

Distinguished Delegates and Invited Guests;

Ladies and Gentlemen.

As we have come to the end of the 2019 SSATP Annual Meetings and General Assembly (AGM) hosted by my Ministry, I wish to take this opportunity to thank our co-host SSATP and its main donors and partners for the support and generosity that made this great event possible.

I also wish to take this opportunity to thank the senior officials and delegates that spent a good part of this week deliberating on issues and coming up with recommendations on how to improve the transport sector in Africa.

From 25-27 November 2019, participants explored a number of critical topics and cross cutting issues through specialized technical sessions under each of the three SSATP pillars: Regional Integration, Urban Mobility, and Road Safety.

On the 28th of November 2019, participants discussed lessons from the implementation of DP3 as well as the concept note of the Program's new cycle, the Fourth Development Plan (DP4), spanning 2021-2025.

Today, the General Assembly approved the way forward regarding the finalization of the DP4 in addition to welcoming new members.

Distinguished guests,

Ladies and gentlemen,

Thank you very much for recognizing that the time for action is now. Our General Assembly is ending today, but our work is only just beginning. Therefore, we must all resolve to translate our work into policies, strategies, and actions that deliver results.

With these few remarks, it's my pleasure to declare the 2019 SSATP General Assembly officially Closed and to wish you safe journeys back to your capitals.

I thank you.



## 7.2. SSATP ANNUAL MEETING AGENDA

| Day 1 – Monday, November 25, 2019   |   |   |  |   |
|---|---|---|--|---|
| Partner Sessions and Specialized Technical Workshops                              |   |   |  |   |
| <b>Closed session (by invitation only)</b><br><b>Conference Room: Kazuma Room</b> |   |   |  |   |
| 8:30-1:00 pm  | <b>D.1 Digitalization and Road Safety:</b><br>Launching a collaboration between Ministries of Transport and Universities in Africa on Road safety data collection and analysis - use of new technologies.                                   |   |  |   |
| <b>Parallel Sessions (split into groups)</b>                                      |   |   |  |   |
|   | <b>Partner Session - SSATP/RECAP Specialized Technical Session on Sustainable Transport</b><br><b>Conference Room: Gwayi</b>  | <b>Pillar C - Road Safety</b><br><b>Conference Room: Matetsi</b>  |  |   |
| 9:00-10:00 am   | <b>S.1 Sustainable Transport Standards And Inclusion</b>  | <b>C.1 The role of the law in achieving SDG 3.6 and 11.2</b><br>• Law and global health<br>• Law in addressing social determinants<br>• Financing for transport safety  |  |   |
| 10:00-10:30 am  | <b>Coffee Break</b>   |   |  |   |
| 10:30-12:30 pm  | <b>S.2 Sustainable Rural Access And The Rural Access Indicator</b><br><b>S.3 Climate Resilient Transport And The Role Of Road Asset Management And Road Maintenance Financing</b>   | <b>C.2 The role of the law in transport safety: perspectives from</b><br>• Sustainable public transport<br>• Safer vehicles: Industry regulation, consumer demand/protection<br>• Leadership and accountability |  |   |
| 12:30-2:00 pm   | <b>Lunch Break</b>  |   |  |   |
| 2:00-3:30 pm  | <b>S.4 Sustainable Urban Mobility And Implementing The New Urban Agenda</b>   | <b>C.3 Parliamentarian's role (formal and informal mechanisms)</b><br>• Parliamentary committees<br>• Friend of road safety groups<br>• Engagement with cities and communities                                  |  |   |
| 3:30-4:00 pm  | <b>Coffee Break</b>   |   |  |   |
| 4:00-5:30 pm  | <b>S.5 Digital Solutions: Innovative technologies/Satellite image and road condition monitoring</b>   | <b>C.4 Regional mechanism and opportunities for legislation/policy harmonization (e.g., African Union, CEMAC, UNECA, etc).</b>  |  |   |
| Day 2 – Tuesday, November 26, 2019  |   |   |  |   |
| Specialized Technical Workshops   |   |   |  |   |
| <b>Plenary Session. Conference Room: Kalala Room</b>                              |   |   |  |   |
| 8:30-10:00 am   | <b>Official Opening</b><br>• Mr. Soteri Gatera,<br>• Representative of SSATP Donors<br>• Practice Manager East Africa Transport Group, World Bank<br>• Permanent Secretary, Ministry of Transport and Infrastructural Development, Zimbabwe |   |  |   |
| 10:00-10:30 am  | <b>Coffee Break</b>   |   |  |   |
| <b>Parallel Sessions (split into groups)</b>                                      |   |   |  |   |
|   | <b>Pillar A - Regional Integration</b><br><b>Conference Room: Gwayi</b>   | <b>Pillar B - Urban Transport</b><br><b>Conference Room: Kalala</b>   | <b>Pillar C - Road Safety</b><br><b>Conference Room: Matetsi</b>   | <b>Pillar C - Road Safety</b><br><b>Conference Room: Kazuma</b> |
| 10:30-11:30 am  | <b>A.1 Digitalization of transport documents: an enabler of improved road governance and corridor performance</b>   | <b>B.1 Outcomes of the SSATP UTM Integrated Studies in 8 pilot countries</b>  | <b>C.1 Using data for decision-making</b><br>• Overview of data and status in the region<br>• Using data for prioritization and policy-making<br>• The Africa RS observatory | <b>D.1 Meeting of African Road Safety Observatory (ARSO)</b>    |
| 11:30-12:30 pm  | <b>A.2 Innovation in improving logistics efficiency through E.freight Maket</b>   | <b>B.2 Outcomes of the SSATP UTM Integrated Studies in 8 pilot countries (continued)</b>  | <b>C.2 Country progress-presentations from MPs</b>   | <b>D.2 Meeting of ARSO (continued)</b>                          |
| 12:30-2:00 pm   | <b>Lunch Break</b>  |   |  |   |
| 2:00-3:45 pm  | <b>A.3 Leveraging Big data to monitor truck routes and border crossing times –TMS</b>   | <b>B.3 Paratransit Session</b><br><b>B.4 Innovative &amp; Disruptive Tech</b><br><b>B.5 BRTs in Africa</b>  | <b>C.3 Progress and outcomes from other regional networks</b><br><b>C.4 AFRO Network looking ahead</b>   | <b>D.3 Meeting of ARSO (continued)</b>                          |
| 3:45-4:00 pm  | <b>Coffee Break</b>   |   |  |   |
| 4:00-5:30 pm  | <b>A.4 REC TCC: Series of group discussions on Corridor Development and Logistics</b>   | <b>B.6 AfDB cities diagnostic tool</b><br><b>B.7 UN Habitat : SDG and the new Urban Agenda</b>  | <b>C.5 AFRO Network looking ahead (continued)</b>  | <b>D.4 Meeting of ARSO (continued)</b>                          |
| 7:00-9:30pm   | <b>Welcoming Cocktail (time and venue to be determined)</b>   |   |  |   |

**Day 3 – Wednesday, November 27, 2019**  
**Pillar Workshops and Working Groups**

| <b>Closed session (by invitation only)</b><br><b>Conference Room: Kazuma Room</b> |  |   |   |
|---|--|---|---|
| 8:30-17:00 pm   | AfDB and WBG transport portfolio joint review<br>Co-chaired by Jean Kizito Kabanguka (AfDB) and Ben Eijbergen (WB) |   |   |
| <b>Parallel Sessions (split into groups)</b>                                      |  |   |   |
|   | <b>Pillar A - Regional Integration</b><br><b>Conference Room: Gwayi</b>  | <b>Pillar B - Urban Transport and Mobility</b><br><b>Conference Room: Kalala</b>  | <b>Pillar C - Road Safety</b><br><b>Conference Room: Matetsi</b>  |
| 8:30-10:00 am   | <b>A.1</b> Thinking Regional Integration in the upcoming DP4   | <b>B.1</b> Sum4ALL : From Framing Sustainable Mobility to Action : the "Global Roadmap of Action toward Sustainable Mobility" | <b>C.1</b> The Role of IRAP in road asset management and road safety in Africa<br><b>C.2</b> The challenges of financing road safety in Zimbabwe<br><b>C.3</b> Shifting to a Safe Systems approach in DP4 |
| 10:00-10:30 am  | <b>Coffee Break</b>  |   |   |
| 10:30-12:30 pm  | <b>A.2</b> Thinking Regional Integration in the upcoming DP4   | <b>B.2</b> DP4, From Urban Transport and Mobility to Sustainable Mobility and Accessibility (continued)                       | <b>C.3</b> Shifting to a Safe Systems approach in DP4   |
| 12:30-2:00 pm   | <b>Lunch Break</b>   |   |   |
| 2:00-3:30 pm  | <b>A.3</b> Thinking Regional Integration in the upcoming DP4   | <b>B.3</b> DP4, From Urban Transport and Mobility to Sustainable Mobility and Accessibility (continued)                       | <b>C.3</b> Shifting to a Safe Systems approach in DP4   |
| 3:30-4:00 pm  | <b>Coffee Break</b>  |   |   |
| 4:00-5:30 pm  | <b>A.4</b> Key conclusions for Regional Integration in the upcoming DP4  | <b>B.4</b> DP4, Way forward and key conclusions for Urban Transport and Mobility in the upcoming DP4.                         | <b>C.4</b> Shifting to a Safe Systems approach in DP4<br><b>C.5</b> Key conclusions the upcoming DP4  |

**Day 4 – Thursday, November 28, 2019**  
**Reflecting on DP3 Implementation and Shaping DP4**

| <b>Plenary Session</b><br><b>Conference Room: Kalala Room</b> |  |
|---|--|
| 8:30-9:00 am  | <b>DP3 Framework Takeaways</b><br>Chair: Paolo Ciccarelli, European Commission   |
| 9:00-10:00 am   | <b>Pillar report on the main lessons, recommendations and findings.</b><br>Wrap-up session on Pillar A: Pillar A Leader<br>Wrap-up session on Pillar B: Pillar B Leader<br>Wrap-up session on Pillar C: Pillar C Leader  |
| 10:00-10:30 am  | <b>Coffee Break</b>  |
| 10:30-12:45 am  | <b>Round-table for discussing DP4</b><br>Chair: Ministerial level<br>Communications from: Mr. Said Sarouma Abdallah, Minister of Land Use Planning, Comores<br>Communications from: Mr. Sirleaf Ralph Tyler, Deputy Minister of Transport, Liberia<br>Panelist: Ms. Marcela Silva, World Bank<br>Panelist: Mr. Paolo Ciccarelli, European Commission<br>Panelist: Mr. Jean Kizito Kabanguka, AfDB<br>Panelist: Mr. Soteri Gatera, AUC and UNECA representative<br>Panelist: Mr. Gerhard Pienaar, State Secretariat for Economic Affairs SECO<br>Panelist: Ms. Lise Breuil, Agence Française de Développement<br>Panelist: Mr. Amos Marawa, Permanent Secretary Ministry of Transport and Infrastructural Development, Zimbabwe<br>Panelist: Ms. Anthonia Ekpa, Director Federal Ministry of Transportation, Nigeria<br>Panelist: Mr. Gouali Emmanuel Yoro, REC TCC Chair<br>Panelist: Ms. Marie-Therese Ngakono, Deputy SG ECCAS |
| 12:45-2:00 pm   | <b>Lunch Break</b>   |
| 2:00-3:30 pm  | <b>Round-table for discussing DP4 (continued)</b>  |
| 3:30-4:00 pm  | <b>Coffee Break</b>  |
| 4:00-4:30 pm  | <b>SSATP Program manager report on Strategic Directions emerging for DP4</b>   |



**Day 5 – Friday, November 29, 2019**  
**General Assembly**

| <b>Plenary Session</b>              |  |
|-------------------------------------|--|
| <b>Conference Room: Kalala Room</b> |  |
| 8:30-9:00 am                        | <p><b>Introduction and Welcome</b></p> <ul style="list-style-type: none"> <li>• Mr. Soteri Gatera, UNECA and AUC Representative on SSATP Executive Committee</li> <li>• Mr. Jean Kizito Kabangauka, AfDB, Representative of SSATP donors</li> <li>• Ms. R. Mukami Kariuki, World Bank Country Manager for Zimbabwe</li> <li>• Mr. Joel Biggie Matiza, Minister of Transport and Infrastructural Development of the Republic of Zimbabwe</li> </ul>   |
| 9:00-9:30 am                        | <p><b>Announcing the #Roads4Life Storytelling Contest Winners</b></p> <ul style="list-style-type: none"> <li>• <b>Co-Chair:</b> Mr. El Hadji Omar Youm, Minister of Infrastructure, Land Transport and Accessibility, Senegal</li> <li>• <b>Co-Chair:</b> Mr. Aurelio Menendez, Practice Manager, World Bank</li> </ul>  |
| 9:30-11:00 am                       | <p><b>High-level panel on Road Safety: Positioning Africa for a Sustainable Post-Decade Road Safety Agenda</b></p> <ul style="list-style-type: none"> <li>• <b>Chair:</b> Mr. Joel Biggie Matiza, Minister of Transport and Infrastructural Development, Zimbabwe</li> <li>• <b>Moderator:</b> Ms. Maria Marcela Silva, World Bank</li> <li>• <b>Panelist:</b> Mr. Mahamadou Karidio, Minister of Transport, Niger</li> <li>• <b>Panelist:</b> Mr. Daniel Nii Kwartel Titus - Glover, Deputy Minister of Transport, Ghana</li> <li>• <b>Panelist:</b> Mr. El hadji Oumar Youm, Minister of Transport, Senegal</li> <li>• <b>Panelist:</b> Ms. Khangeziwe Mabuza, Permanent Secretary Ministry of Transport, Eswatini</li> <li>• <b>Panelist:</b> Mr. Simon Mijok Mijak, Minister of Roads and Bridges, South Sudan</li> <li>• <b>Panelist:</b> Mr. John Mutorwa, Minister of Transport, Namibia</li> <li>• <b>Panelist:</b> Mr. Tom Mboya Odege, Parliamentarian, Kenya</li> </ul> |
| 11:00-11:30 am                      | <b>Coffee Break &amp; Press Conference</b>   |
| 11:30-1:00 pm                       | <p><b>SSATP General Assembly</b></p> <ul style="list-style-type: none"> <li>• Presentation of the new SSATP website;</li> <li>• Reflect on the DP3 implementation and recommendation of AGM on the Draft DP4;</li> <li>• Endorsement of the SSATP 2018 annual report;</li> </ul>   |
| 1:00-2:30 pm                        | <b>Lunch Break</b>   |
| 2:30-4:00 pm                        | <p><b>SSATP Membership and Next AGM</b></p> <ul style="list-style-type: none"> <li>• Welcome of new members (South Africa, Djibouti)</li> <li>• Handover from Morocco to Zimbabwe on the Executive Committee (EC)</li> <li>• Proposal to accept the African Union of Public Transport (AUTP) to replace FESARTA on the Executive Committee (EC)</li> <li>• Call for Expression of Interest to host the next AGM (2021) - Chair of Executive Committee</li> </ul>   |
| 4:00-4:15 pm                        | <b>Any other items/issues to discuss</b>   |
| 4:15-4:30 pm                        | <p><b>Closing:</b></p> <ul style="list-style-type: none"> <li>• Chair of SSATP Executive Committee or Representative</li> <li>• Mr. Joel Biggie Matiza, Ministry of Transport and Infrastructural Development, Zimbabwe</li> </ul>   |

### 7.3 POST-EVENT EVALUATION REPORT

This appendix summarizes the evaluation results of SSATP's 2019 Annual General Meeting based on the responses provided by participants to the post-event questionnaire circulated online. The questionnaire solicited participant views on four key areas: the program, meeting objectives and outcomes, quality and timing of sessions, and logistics. Fifty-nine out of approximately two hundred participants replied the questionnaire, providing a basis for sound, aggregated conclusions. Note the organizers are not counted and did not reply to the questionnaire.

#### CONCLUSIONS

In general, most participants found the program to be very good (89.8% good + excellent) and the agenda well structured (83.9% good + excellent). The majority of participants felt the meeting logistics were very good (86.4% good + excellent).

More than 91% of the participants confirmed having a good and excellent understanding of SSATP and the added-value of the Program and 88.1% believed the meeting achieved the objective of providing a platform to learn and exchange knowledge. Regarding the Fourth Development Plan (DP4), 52.5% of respondents felt they had a good or excellent

opportunity to contribute to its design, approximately half expressed that enough time was allocated to discuss the Plan, and roughly two thirds found that the structure of DP4 sessions was appropriate.

Participants also felt that the quality of discussions during the plenary and working group sessions was very good, as was the quality of interpretation. While there were some comments calling for better time management and more time being allocated to discussions, participants generally expressed satisfaction with both the duration of the meeting and the time allowed for discussions. As demonstrated in the tables and graphs that follow, 84.7% of the participants scored the duration of the meeting as good or excellent and 94.9% of participants scored fair, good or excellent the question on time allowed for discussions.

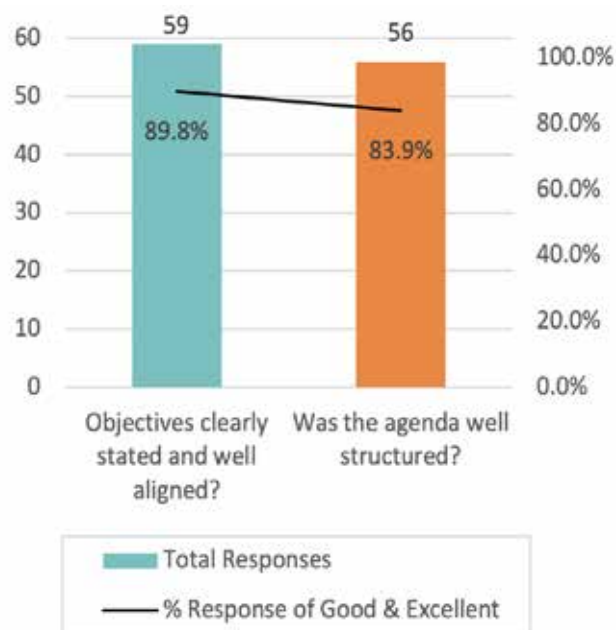
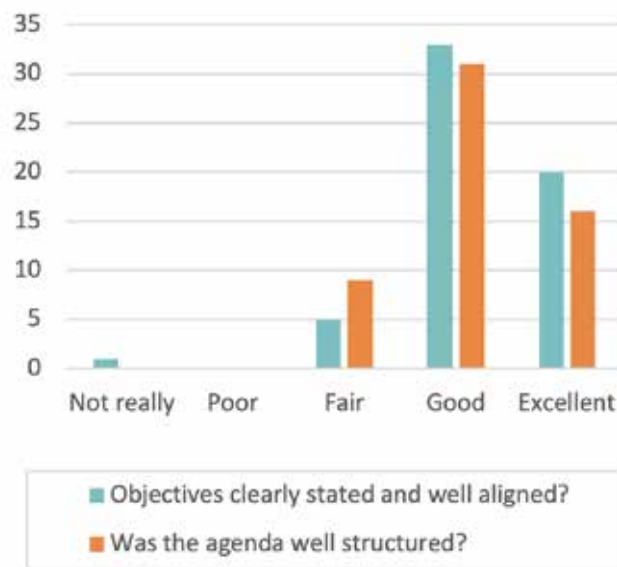
In response to the open-ended questions of the survey, participants provided useful suggestions for the future of SSATP as well as for the organization of the next annual meetings. A summary of their comments is captured in the "Participant Responses to Open-Ended Questions" section of Appendix C.





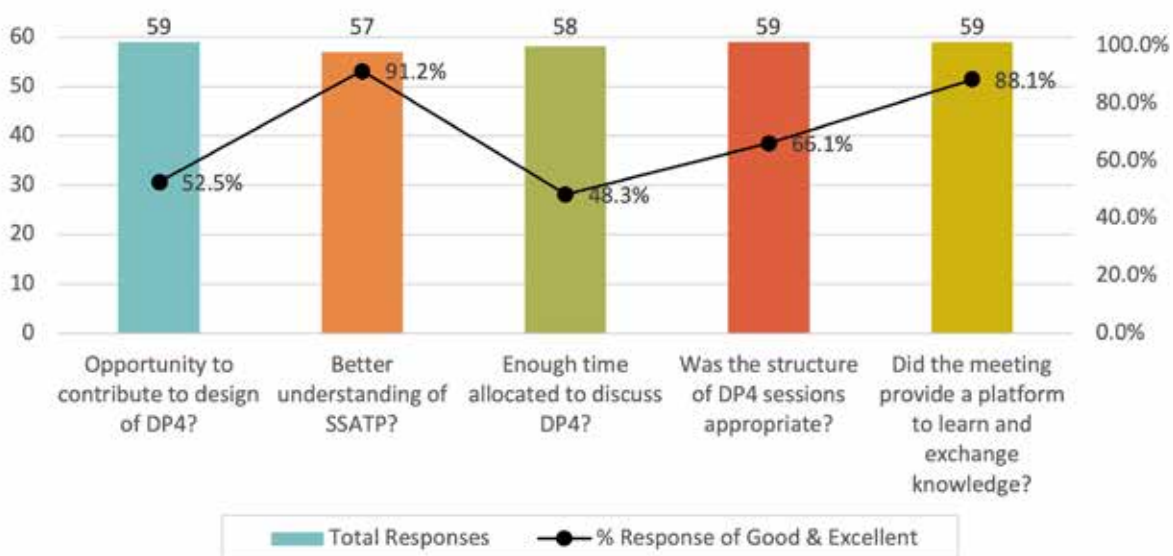
## I. PROGRAM

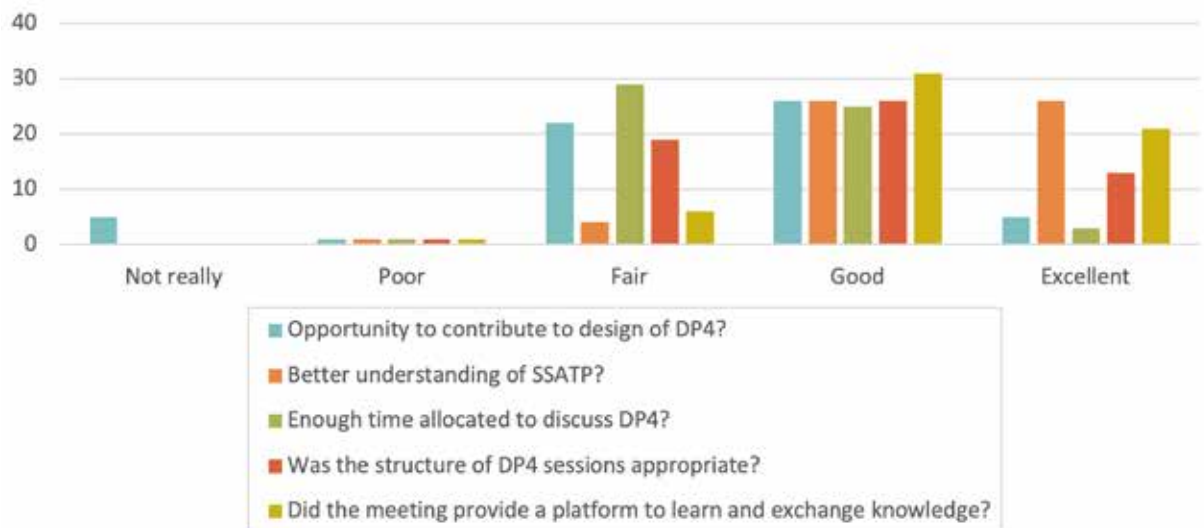
| Evaluation Rating   | 1. Not Really | 2. Poor | 3. Fair | 4. Good | 5. Excellent | 6. Total Responses | 7. Good + Excellent | % Good + Excellent |
|---|---------------|---------|---------|---------|--------------|--------------------|---------------------|--------------------|
| Were the overall purpose and objectives of the SSATP Annual Meeting clearly stated? | 1             |         | 5       | 33      | 20           | 59                 | 53                  | <b>89.8%</b>       |
| Was the agenda well structured?   |               |         | 9       | 31      | 16           | 56                 | 47                  | <b>89.3%</b>       |



## II. OBJECTIVES AND OUTCOMES

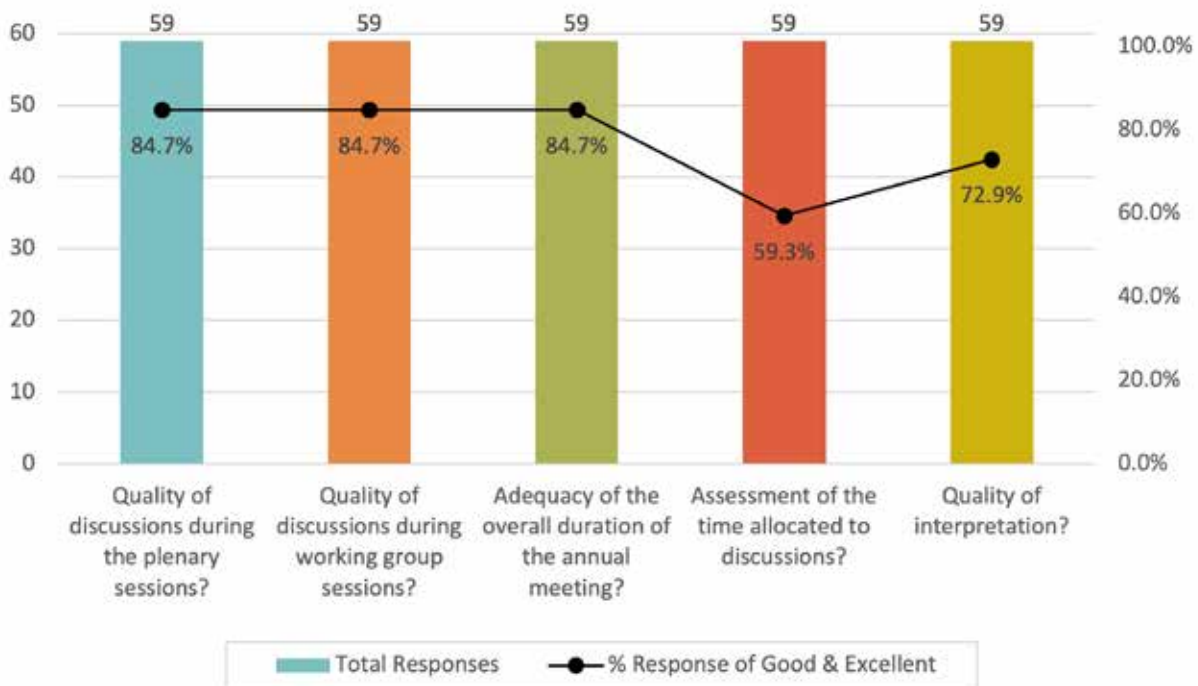
| Evaluation Rating  | 1. Not Really | 2. Poor | 3. Fair | 4. Good | 5. Excellent | 6. Total Responses | 7. Good + Excellent | % Good + Excellent |
|--|---------------|---------|---------|---------|--------------|--------------------|---------------------|--------------------|
| Did you have the opportunity to contribute to the design of the Fourth Development Plan (DP4)? | 5             | 1       | 22      | 26      | 5            | 59                 | 31                  | 52.5%              |
| Do you now have a better understanding of SSATP?   | 0             | 1       | 4       | 26      | 26           | 57                 | 52                  | 91.2%              |
| Was there enough time allocated to discuss the Fourth Development Plan?                        | 0             | 1       | 29      | 25      | 3            | 58                 | 28                  | 48.3%              |
| Was the structure of the DP4 sessions appropriate?   | 0             | 1       | 19      | 26      | 13           | 59                 | 39                  | 66.1%              |
| Did the meeting achieve the objective of providing a platform to learn and exchange knowledge? | 0             | 1       | 6       | 31      | 21           | 59                 | 52                  | 88.1%              |





### III. QUALITY AND TIMING OF SESSIONS / DUREE ET QUALITE DES SESSIONS

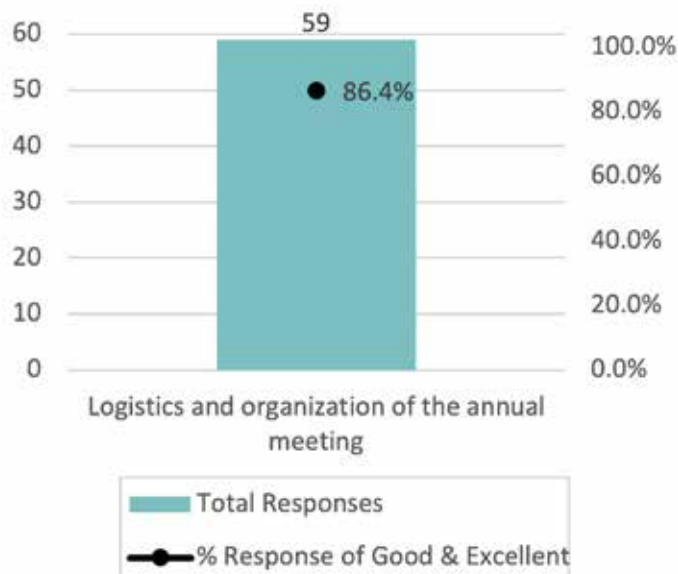
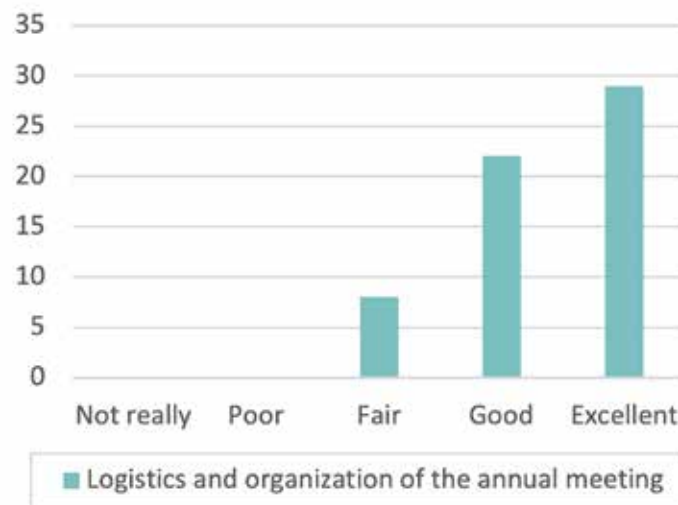
| Evaluation Rating                                      | 1. Not Really | 2. Poor | 3. Fair | 4. Good | 5. Excellent | 6. Total Responses | 7. Good + Excellent | % Good + Excellent |
|--|---------------|---------|---------|---------|--------------|--------------------|---------------------|--------------------|
| Quality of discussions during plenary sessions         | 0             | 0       | 9       | 36      | 14           | 59                 | 50                  | <b>84.7%</b>       |
| Quality of discussions during working groups sessions. | 0             | 0       | 9       | 34      | 16           | 59                 | 50                  | <b>84.7%</b>       |
| Duration of the annual meeting.                        | 0             | 0       | 9       | 36      | 14           | 59                 | 50                  | <b>84.7%</b>       |
| Assessment of the time allocated to discussions.       | 1             | 2       | 21      | 28      | 7            | 59                 | 35                  | <b>59.3%</b>       |
| Quality of interpretation.                             | 1             | 1       | 14      | 31      | 12           | 59                 | 43                  | <b>72.9%</b>       |





#### IV. LOGISTICS / LOGISTIQUE

| Evaluation Rating   | 1. Not Really | 2. Poor | 3. Fair | 4. Good | 5. Excellent | 6. Total Responses | 7. Good + Excellent | % Good + Excellent |
|---|---------------|---------|---------|---------|--------------|--------------------|---------------------|--------------------|
| What is your evaluation of the venue and the organization of the logistics of the conference? | 0             | 0       | 8       | 22      | 29           | 59                 | 51                  | <b>86.4%</b>       |



## 7.4. COMMENTS FROM PARTICIPANTS

### **Please tell us how DP3 contributed to transport policy development in your country.**

- Great reception of SSATP's efforts in terms of Road Safety. Most countries acknowledge positive assistance regarding Lead Agencies and Data Collection.
- Positive reaction to how the Urban Mobility pillar has addressed urban transport policies and raised awareness on non-motorized transport and multimodality.
- Few responses with regards to Regional Integration activities. Country delegates do not seem to observe activities carried out by the Pillar.
- Several respondents acknowledged that SSATP has contributed greatly to the development of national policies and transport development plans.
- Notable responses include support to development of national legislation, assistance to institutional strengthening and better road asset management.

### **How could the DP4 design be improved to better contribute to transport policy development in your country?**

- A number of countries request more in-country presence as well as tailored solutions.
- There is a need for strategies on how to ensure adoption and enforcement of policies. Delegates point out that appropriation is an issue and often designed policies are not correctly implemented and monitored.
- SSATP is on the right track, thus it needs to keep delivering on the same areas as DP3.
- Road safety awareness is of capital importance in many countries to stop the alarming number of deaths.

### **Did you have an opportunity to connect with other stakeholders to agree on future opportunities regarding policy development?**

- 96% of respondents made connections with delegates from other member countries and development partners.

### **What are the three main challenges that, if addressed, could significantly improve road safety, urban mobility and regional integration.**

- A large share of responses included mentions to financing issues.
- Human capital is clearly a main issue. Lack of skilled manpower, education deficits, awareness of urban mobility and road safety issues are

cited as the most pressing issues.

- Good governance could make a big impact in the adoption and enforcement of policies at a very low economic cost.
- Need for strong commitment and strong monitoring of policy implementation. Higher accountability and increased law enforcement would yield instant benefits.
- Urban transport remains the most discussed topic. Responses cover diverse issues such as multimodality, non-motorized transport, fleet renewal and other vehicle policies.
- Better coordination among stakeholders will improve Regional Integration initiatives.
- The lack of robust and resilient infrastructure affects other domains and should be prioritized.

### **Do you think SSATP should resume work on road maintenance and financing?**

- 88% of respondents urged SSATP to resume work on this area.
- Notable responses include the request to link road asset management with road safety and sustainability.

### **What are your areas of interest for the next Annual General Meeting?**

- Current DP3 areas are still relevant. Most responses highlighted the need to keep Road Safety, Urban Transport and Mobility and Regional Integration as the focus areas for next AGM, especially the first two.
- A significant amount of responses expressed interest on road asset management and road maintenance as part of the request to include these themes in DP4.
- Several respondents raised the issue of financing infrastructure, institutions and agencies.
- Noteworthy responses include requests to address fleet renewal, multimodality issues and data gathering.

## 7.5. POSITION PAPER ON THE HIGH-LEVEL PANEL: “POSITIONING AFRICA FOR A SUSTAINABLE POST-DECADE ROAD SAFETY AGENDA”

### About SSATP

SSATP is an international partnership of 41 African countries, Regional Economic Communities (RECs), African institutions (African Union Commission-AUC, United Nations Economic Commission for Africa-UNECA), public and private sector organizations and international development agencies, with the mission to facilitate policy development and related capacity building in Africa’s transport sector. Since its inception, SSATP has become well recognized and respected as the foremost transport policy development forum in Sub-Saharan Africa, bringing together key decision makers, while developing networks of specialists (researchers, operators and consultants) in most transport related fields in Sub-Saharan Africa.

SSATP is currently implementing its third Development Plan (DP3) which is structured around three thematic Pillars: Integration, Connectivity and Cohesion (ICC); Urban Transport and Mobility (UTM); and Road Safety (RS). SSATP works in collaboration with client countries and key partners to deliver customized and focused knowledge sharing events which align with the objectives and outcomes of the thematic pillars.

### Road Safety Crisis in Africa

Africa’s road safety crisis continues to be in the spotlight:

- Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030.
- Road traffic crashes cost most countries 3% of their gross domestic product.
- Nearly half of those dying on Africa’s roads are “vulnerable road users”: pedestrians, school children cyclists, and motorcyclists.
- 20% of the world’s fatalities on the roads occur in African countries, even though these countries have approximately 3% of the world’s vehicles.
- Road traffic injuries cause considerable economic losses to individuals, their families, and to nations. These losses arise from the cost of treatment as well as lost productivity for those killed or disabled by their injuries, and for family members who need to take time off work or school to care for the injured.
- The newly adopted 2030 Agenda for Sustainable Development has set an ambitious target of halving the global number of deaths and injuries

from road traffic crashes by 2020. Africa needs to position herself to address these targets.

At the African Road Safety Forum organized by SSATP and the Government of Morocco in Marrakesh in November 2018, over 20 African Ministers of Transport gathered to deliberate on road safety in Africa, acknowledging the crises and committed, amongst others, to reversing the trend through creating lead agencies, developing sound policies, improving legislation and the provision of adequate funding.

In the recent continental consultation on a developing a post 2020 Road safety strategy for Africa in Addis Ababa in August 2019, the meeting recognized the following:

- Although efforts have been made to implement the plans of African Road Safety and the UN Decade of Action, and though road safety has a much-increased visibility in the African agenda, a great deal more needs to be done.
- Lack of political leadership and accountability remains a challenge.
- Strengthening road safety data management to provide evidence-based decision making is a key to improving outcomes in Africa.
- African countries need to ratify the African Road Safety Charter to ensure proper commitment – currently only Namibia has ratified it.
- Capacity remains a challenge and systematic capacity building across all stakeholders needs to be undertaken.
- Digitalization offers new opportunities for road safety management in Africa.

The meeting recommended also that the following actions be considered:

- That a high level continental political meeting be organized in 2020, i.e. a possible side event at the AU 2020 summit, Minister’s round table at the Stockholm ministerial etc.
- Identification of an African head of state to champion road safety on the continent.
- Creation of centers of excellence for road safety in collaboration with the continent’s universities.
- The strengthening and firm establishment of the African Road Safety Observatory as a platform that brings together key stakeholders to monitor and evaluate Africa’s performance. By understanding the root causes of traffic injuries and fatalities, policy makers can better evaluate the preventive measures available and make investment in road safety more effective.

## About the High-Level Panel on Road Safety

SSATP's Annual General meeting of 2019 takes place in Victoria Falls, Zimbabwe from 25-29 November. The theme of the conference is "Positioning Africa for a Sustainable Post-Decade Road Safety Agenda." In this context, SSATP proposes to have a High-Level Panel discussion to provide perspective on the road safety challenge from the highest decision makers on the continent.

The panel will comprise ministers, mayors, a head of a large established lead road safety agency, the Chief Executive of the United Nations Commission on Africa, a head of a regional economic grouping, a member of parliament.

The moderation of the session will focus around drawing the panelists into acknowledging and defining their roles as political leaders in ensuring road safety is raised on the agenda in their countries. Without trying to put them on the defensive, we expect them to concede to the challenge in their countries and use the opportunity to articulate how they can lead to make a difference. We would also like to get their thoughts in preparation for the Stockholm Ministerial and direction for the Post 2020 Agenda.

## Discussion Questions

- The African Road Safety Charter was adopted in January 2016, but only one country namely Namibia has ratified it – how significant is road safety as an issue in your country?
- The first commitment in the African Road Safety Charter is to create a legally mandated lead agency, and the second is to support them "through financial and human resources, political support and recognition" – does your country have an institution supporting road safety and how would you rate the capacity of your lead agency to lead the national road safety effort?
- Road safety demands a multisectoral response – how do the different stakeholders of your transport, police, highways and health agencies interact to discuss and collaborate on the issue?
- What are the three biggest challenges you face in road safety in your country/REC? What are the key elements of your road safety strategy, if any?
- What do you think is the role of the legislation and institutions to improving road safety in your country?
- How do you see the role of new technologies and research shaping and leapfrogging the road safety agenda on the continent?
- Looking forward to the next decade, what do you see as success for the African Continent as far as road safety is concerned?



## 7.6. LIST OF PARTICIPANTS FOR SSATP'S 2019 ANNUAL GENERAL MEETINGS

| Country                        | Name                             | Title  | Organization  |
|--------------------------------|----------------------------------|--|---|
| Angola                         | Jesus Nelson Pereira Martins     | General Director   | Ministry of Transport   |
| Benin                          | Aubin E. Adoukonou               | Directeur  | National Road Safety Centre   |
| Benin                          | Bienvenu Nounagnon Zinsou        | Chef du service de la Prevision et des Etudes  | Ministry of Infrastructures and Transport                           |
| Benin                          | Kokou Lucien Hounnibo            | Member of Parliament   | National Assembly of Benin  |
| Benin                          | Georges Anagonou                 | Chef Service Communication et Coopération  | Agence Nationale de la Sécurité Routière                            |
| Burkina Faso                   | Emmanuel Kouela                  | Directeur de cabinet   | Ministry of Transport, Urban Mobility and Road Safety               |
| Burkina Faso                   | Dramane Gamane                   | Directeur  | National Road Safety Board  |
| Burundi                        | Edouard Nyandwi                  | Conseiller au cabinet du ministre (Transport routier, lacustre, aerien et ferrovier) | Ministry of Transport, Public Works, Equipment and Spatial Planning |
| Cabo Verde                     | José Miguel Duarte Martins       | President of the Board of Directors, IFH-Land and Habitat Real Estate                | Ministry of Infrastructure, Planning and Housing                    |
| Cabo Verde                     | Antonio Martins Tavares          | Technical Expert   | Ministry of Infrastructure, Planning and Housing                    |
| Cameroon                       | Divine Mbamome Nkendong          | Director of Road Transport   | Ministry of Transport   |
| Cameroon                       | Joseph Roger Ngidjoi Bea         | Head of Cooperation and Studies  | Ministry of Transport   |
| Cameroon                       | Astadjoulde Rougayatou Epse Issa | Senator  | High Room of Cameroon Parliament                                    |
| Cameroon                       | George Elambo Nkeng              | Director   | National Advanced School of Public Works                            |
| Central African Republic (CAR) | Hilaire Sylvain Yabada           | Expert au Cabinet du Ministre  | Ministry of Transport and Civil Aviation                            |
| Comores                        | Abdou Mohamed                    | Directeur de l'Aménagement, Urbanisme et Habitat                                     | Ministry of Land Planning   |

|                                    |                                   |  |   |
|------------------------------------|-----------------------------------|--|---|
| Comoros                            | Said Sarouma Abdallah             | Ministre   | Ministry of Land Planning                       |
| Comoros                            | Bacar Maecha Hassani              | Directeur General de l'Equipement                                | Ministry of Land Planning                       |
| Cote d'Ivoire                      | Kouakou Romain Kouakou            | Directeur General des Transports Terrestres et de la Circulation | Ministere des Transports                        |
| Cote d'Ivoire                      | Ta Bi Tra                         | Directeur de la formation  | Office de Securite Routiere (OSER)              |
| Democratic Republic of Congo (DRC) | Chantallat Sawa-Sawa Pande Nzanzu | Conseiller Lacustre et Fluvial                                   | Ministry of Transports and Communication Routes |
| Democratic Republic of Congo (DRC) | Pius Ngoie                        | Advisor  | Ministry of Infrastructure and Public Works     |
| Djibouti                           | Ali Ahmed Youssouf                | Conseiller Technique du Ministre                                 | Ministry of Equipment and Transport             |
| Eswatini                           | Robert Mandla Magongo             | Member of Parliament   | Eswatini Parliament                             |
| Eswatini                           | Khangeziwe Glory Mabuza           | Principal Secretary  | Ministry of Public Works and Transport          |
| Eswatini                           | Mandla Promitius Ntshalintshali   | Road safety planner  | Road Safety Council of Eswatini                 |
| Ethiopia                           | Gebrehiwot Mulatu Belachew        | Expert in Urban Mobility and Road Safety                         | Ministry of Transport                           |
| Ethiopia                           | Assefa Hadis Hagos                | Deputy Head of Office  | Ministry of Transport                           |
| Gambia                             | Alasan Samba                      | Civil Engineer   | Ministry of Transport, Works and Infrastructure |
| Gambia                             | Anthony Keita                     | Operations and Safety Manager                                    | Ministry of Transport                           |
| Gambia                             | Falou Gallas Ndow                 | Principal Engineer   | Ministry of Transport                           |
| Ghana                              | Daniel Nii Kwartei Titus - Glover | Deputy Minister  | Ministry of Transport                           |
| Ghana                              | Irene Odokai Messiba              | Director   | Ministry of Transport                           |
| Ghana                              | Reginald Gameli Kuebutornye       | Planning Officer   | Ministry of Transport                           |
| Ghana                              | May Akweley Amaki Obiri Yeboah    | Executive Director   | National Road Safety Commission                 |

|            |                            |  |  |
|------------|----------------------------|--|--|
| Guinea     | Yagbaoro Urbain Doualamou  | Charge de Prevention-Statistiques/Accident                             | Ministère des Transports   |
| Kenya      | Martin Eshiwani Onyango    | Director road and Railway, responsible for Road Safety                 | Ministry of Transport, Infrastructure, Housing, Urban Development & Public Works |
| Kenya      | Abdi Hussein Ibrahim       | Deputy Director - Urban Mobility                                       | Ministry of Transport, Infrastructure, Housing, Urban Development & Public Works |
| Kenya      | Badu S. Katelo             | Director of Road Safety  | National Transport & Safety Authority  |
| Kenya      | Duncan Kimosop Kibogong    | Deputy Director & Head of Road Safety Programmes                       | National Transport & Safety Authority  |
| Kenya      | Tom Mboya Odege            | Member of Parliament, Committee on Transport, Public Works and Housing | Parliament of Kenya  |
| Lesotho    | Kinini Julia Mathews       | Director Road Safety Department  | Ministry of Transport  |
| Lesotho    | David Lebusa               | Advisor Road Safety Department   | Ministry of Transport  |
| Liberia    | Sirleaf Ralph Tyler        | Deputy Minister  | Ministry of Transport  |
| Liberia    | Joseph Kamara Roberts      | Assistant Minister   | Ministry of Transport  |
| Liberia    | Wilmot Bracewell Cherue    | Director of Planning Policy and Projects                               | Ministry of Transport  |
| Madagascar | Charles Rakotonirina       | Conseiller Technique   | Ministry of Transport, Tourism and Meteorology                                   |
| Madagascar | Liva Jean Luc Rakotovahiny | Secretary General  | Ministry of Transport, Tourism and Meteorology                                   |
| Malawi     | Annie Khamuasunga Kandoje  | Deputy Director, Directorate of Road Traffic And Safety Services       | Ministry of Transport And Public Works   |
| Mali       | Diadji Sacko               | Directrice Générale  | National Road Safety Agency  |
| Mali       | Ousmane Maiga              | Conseiller Technique   | Ministry of Transport and Urban Mobility   |
| Morocco    | Zahraa Ouacifi             | Chef de la Division de la Coordination des Modes de Transport          | Ministry of Equipment, Transport, Logistics and Water                            |
| Morocco    | Benaceur Boulaajool        | Directeur General  | Agence Nationale de la Sécurité Routière   |

|            |                                       |  |   |
|------------|---------------------------------------|--|---|
| Mozambique | Claudio Daniel Camiao Zunguze         | National Director of Transport and Safety  | Ministry of Transport and Communications      |
| Mozambique | Antonio Dos Santos Matos              | CEO of the Maputo Metropolitan Transport Agency  | Ministry of Transport and Communications      |
| Mozambique | Jose Bento Coffe Mutsanhe             | Member of Parliament   | Assembly of the Republic                      |
| Mozambique | Agripino Enoque Mavota                | Member of Parliament Assistant   | Assembly of the Republic                      |
| Namibia    | Jonas Profilius Hishidimbwa Sheelongo | Deputy Executive Director  | Ministry of Works and Transport               |
| Namibia    | Eugene Tendekule                      | Executive Director   | National Road Safety Council (NRSC)           |
| Niger      | Mahamadou Karidio                     | Minister   | Ministry of Transport                         |
| Niger      | Mahamane Rabiou Yahaya                | Directeur des transports ferroviaire maritimes et fluviaux                                       | Ministry of Transport                         |
| Niger      | Hama Ide                              | Directeur de la circulation et de la securite routiere   | Ministry of Transport                         |
| Nigeria    | Dr. Anthonia Ekpa                     | Director   | Federal Ministry of Transportation            |
| Nigeria    | Olufunke Letitia Esumobi              | Assistant Director, Road Transport Administration  | Federal Ministry of Transportation            |
| Nigeria    | Boboye Olayemi Oyeyemi                | Corps Marshal  | Federal Road Safety Corps                     |
| Nigeria    | Danjuma La'ah                         | Member of Parliament   | National Assembly of Nigeria                  |
| Nigeria    | Shehu Balarabe                        | Member of Parliament   | National Assembly of Nigeria                  |
| Nigeria    | Sidney Ibeanusi                       | National focal point for the UN Decade of Action on Road Safety and Injury Prevention (UNDARSIP) | Federal Ministry of Health                    |
| Rwanda     | K. Charles Kalinda                    | Head of Policy and Planning  | Ministry of Infrastructure                    |
| Rwanda     | Francois Zirikana                     | Safety and Licensing Compliance Senior Engineer  | Ministry of Infrastructure                    |
| Senegal    | Aubin Jules Marcel Sagna              | Secretary General  | Ministry of Infrastructure and Land Transport |



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|--------------|-------------------------------|---|--|
| Senegal      | Cheikhou Oumar Gaye           | Directeur des Transports Routiers   | Ministère des Infrastructures Terrestres et du Désenclavement (MITD) |
| Senegal      | Boubacar Villiembo Biaye      | Secrétaire General, Réseau des Parlementaires pour la Promotion de la Sécurité Routière | National Assembly of Senegal   |
| Sierra Leone | Gladys Lottie Conteh          | Assistant Secretary   | Ministry of Transport and Aviation                                   |
| Sierra Leone | David Maurice Panda-Noah      | Executive Director  | Ministry of Transport and Aviation                                   |
| South Africa | Refilwe Rejoice Mongale       | Chief Strategy Officer  | Road Traffic Management Corporation                                  |
| South Sudan  | Simon Mijok Mijak             | Minister  | Ministry of Roads and Bridges  |
| South Sudan  | Otim Bong Mike                | Director General, Planning and Policy Formulation                                       | Ministry of Roads and Bridges  |
| South Sudan  | George Nyuro Agrey Duku       | Engineer  | Ministry of Roads and Bridges  |
| Tanzania     | Julius John Chambo            | Director of Safety & Environment  | Ministry of Works, Transport and Communication                       |
| Tanzania     | Elius Asangalwisye Mwakalinga | Permanent Secretary   | Ministry of Works, Transport and Communication                       |
| Tanzania     | Light Anna Kagoro Chobya      | Assistant Director Trunk Roads  | Ministry of Works, Transport and Communication                       |
| Tchad        | Ben Moukhtar Ahmat Imam       | Directeur general adjoint   | Ministry of Infrastructures and Transport                            |
| Tchad        | Moussa Gna Ousman             | Directeur General ONASER  | National Road Safety Board   |
| Togo         | Mewounesso Sondou             | Directeur de Cabinet  | Ministry of Infrastructure and Transport                             |
| Togo         | Agbonka N'Sougan Dayo         | Administrateur Civil et Chef de Projet  | Ministry of Infrastructure and Transport                             |
| Tunisia      | Sassi Hammami                 | Secrétaire General  | Ministry of Transport  |
| Tunisia      | Abdelhamid El Ouaer           | Directeur Regional de Transport de Sousse   | Ministry of Transport  |
| Uganda       | Ronald Reagan Namanya         | Senior Policy Analyst   | Ministry of Works and Transport                                      |
| Uganda       | Waiswa Bageya                 | Permanent Secretary   | Ministry of Works and Transport                                      |

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|----------|--------------------------------|----------------------------|---|
| Uganda   | Tonny Ayoo                     | Member of Parliament       | Parliament of the Republic of Uganda                  |
| Zambia   | Emmanuel Sampa                 | Principal Engineer         | Ministry of Transport and Communications              |
| Zimbabwe | Joel Biggie Matiza             | Minister                   | Ministry of Transport and Infrastructural development |
| Zimbabwe | Amos Marawa                    | Permanent Secretary        | Ministry of Transport and Infrastructural development |
| Zimbabwe | Mr Allowance Lee Zotoh - Sango | Director                   | Ministry of Transport and Infrastructural development |
| Zimbabwe | Luckmore Hwinai Madzinga       | Principal Research Officer | Ministry of Transport and Infrastructural development |
| Zimbabwe | Obio Murambiwa Chinyere        | Managing Director          | Traffic Safety Council of Zimbabwe                    |

## DELEGATES OF INSTITUTIONS

| Institution                                 | Name                   | Title                                      |
|---|------------------------|--|
| African Alliance for E-Commerce (AACE)      | Amos Simintei Wangora  | Chairman General Assembly                  |
| African Corridor Management Alliance (ACMA) | Erick Shimumbwe        | Program Coordinator                        |
| African Development Bank (AfDB)             | Lydie Ehouman          | Chief Transport Economist                  |
| African Development Bank (AfDB)             | Jean Kizito Kabanguka  | Manager - Transport and Logistics Division |
| African Development Bank (AfDB)             | Stefan Atchia          | Transport Policy Officer                   |
| African Development Bank (AfDB)             | Patrick Rugumire       | Transport Engineer                         |
| African Development Bank (AfDB)             | Mohamed El Abass Wade  | Sr. Transport Engineer                     |
| African Development Bank (AfDB)             | Davies Makassa         | Principal Transport Engineer               |
| African Development Bank (AfDB)             | George Adongo Makajuma | Infrastructure Specialist                  |
| African Development Bank (AfDB)             | Eriso Garbado          | Senior Transport Engineer                  |

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|--|---|---|
| African Development Bank (AfDB)  | Neji Larbi                                    | Principal Urban Mobility officer  |
| African Development Bank (AfDB)  | Hussein Yusuf iman                            | Regional Sector Manager, Infrastructure, Private Sector and Industrialization |
| African Development Bank (AfDB)  | Sheila Enyonam Akyea                          | Senior Transport (Infrastructure) Engineer                                    |
| African Development Bank (AfDB)  | Jean-Felix Edjodjom'ondo                      | Senior Transport Engineer   |
| African Development Bank (AfDB)  | Adele Boadzo                                  | Young Professional  |
| African Development Bank (AfDB)  | Maimounatou Ndiaye Diop                       | Transport Engineer  |
| African Development Bank (AfDB)  | Girma Berhanu Bezabeh                         | Road Safety Specialist  |
| African Development Bank (AfDB)  | Richard Malinga                               | Transport Engineer  |
| African Development Bank (AfDB)  | Ali Ismail Mohamed                            | Transport Economist   |
| Agence Française de Développement (AFD)  | Lise Breuil                                   | Head of Transport Division  |
| Association de Gestion des Ports de l' Afrique de l' Ouets et du Centre (AGPAOC) | Jean Marie Koffi                              | Secrtaire General   |
| Borderless Alliance (BA)   | Gnoka Jonas Lago                              | President   |
| CARDNO   | Joseph Haule                                  | Project Manager   |
| CARDNO   | Nkululeko Leta                                | Deputy Project Manager  |
| Commission Internationale du Bassin Congo-Oubangui-Sangha (CICOS)                | Cyrille Laure Tagny D. Mafamdjo<br>Epe Kazadi | Expert in charge of transport facilitation and international trade            |
| Commission Nationale de Prevention Routiere, Democratic Republic of Congo (DRC)  | Jean Remy Mazima Nganga                       | President   |
| Common Market for Eastern and Southern Africa-COMESA                             | Chris Hakiza                                  | Senior Customs Expert   |
| Conseil Exécutif des Transports Urbains de Dakar (CETUD)                         | Khadim Cisse                                  | Directeur Etude et Strategies   |
| Dar Es Salaam Corridor Committee (DCC)   | Peter Masi                                    | Executive Director  |

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|---|--|--|
| Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)                                 | Lena Stiller                             | Transport Policy Advisor   |
| Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ)                                 | Herman Kwoba                             | Project Officer Transport Climate Strategies                                 |
| East African Online Transport Agency  | Sofia Nyambura                           | Director   |
| Economic Community of Central African States (ECCAS)  | Marie-Therese Ngakono Epse Mfoula Edjomo | Secrtaire Generale Adjointe  |
| Economic Community of Central African States (ECCAS)  | Christian Sambia                         | Expert Fiscal-Douanier   |
| Economic Community of Central African States (ECCAS)  | Philibert Alexis Etienne Quenum          | Economiste des Transports, Assistant Technique                               |
| Ethiopian Railways Corporation  | Shewangizaw Kifle                        | Business Development Officer   |
| European Commission (EC)  | Paolo Ciccarelli                         | Head of Unit C5 – Cities, Local Authorities, Digitalisation, Infrastructures |
| Fédération des Transporteurs de la Communauté des Etats de l'Afrique centrale (FETRANS CEEAC) | Yaya Ibrahima                            | Président de la Fédération   |
| Federation of Clearing and Forwarding Agents of Southern Africa (FCFASA)                      | Desiderio Antonio Azevedo Fernandes      | FCFASA Executive Committee Member  |
| Federation of East African Freight Forwarders Associations (FEAFFA)                           | William Peter Ojonyo                     | Chairman, Kenya International Freight and Warehousing Association (KIFWA)    |
| Federation of Licensed Customs Brokers Agents (FELCBA)  | Bamidele Tajudeen Azeez                  | President  |
| Fonds d'Entretien Routier (FER)   | Souleymane Traore                        | Directeur General  |
| Freelance   | Blaise Okie Eyong                        | Freelance Journalist   |
| Guinea Road Maintenance Fund  | Mohamed Cellou Toure                     | Technical Manager  |
| Institute for Transportation & Development Policy, Kenya                                      | Christopher Kost                         | Africa Program Director  |
| International Road Assessment Programme (iRAP)  | Racheal Martha Nyamwiza Nganwa           | Africa Road Assessment Program (RAP) Lead                                    |



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|--|--------------------------------|---|
| Kwame Nkrumah University of Science and Technology                       | Charles Anum Adams             | Director, Regional Transport Research & Education Centre Kumasi             |
| Lake Tanganyika Authority (LTA)  | Gabriel Hakizimana             | Directeur Regional de l'Environnement                                       |
| Namibia Ministry of Works and Transport                                  | Damien Chika Mabengano         | Deputy Director, Transport Regulation                                       |
| Namibia Ministry of Works and Transport                                  | Christiaan Sheyouyuni Fikunawa | Deputy Director Transport Legal Matters                                     |
| National Institute of Land Transport, Mozambique                         | Napoleao Salomao Sumbane       | Head of Road Safety Department  |
| National Road Fund, Liberia  | Boniface Satu                  | National Road Fund Manager  |
| National Transport and Safety Authority                                  | Nashon Odhiambo Kondiwa        | Manager, ICT Projects & Innovation  |
| Nigeria Embassy in Zimbabwe  | Adeniyi Oyemade                | Ambassador  |
| Nigerian Embassy in Zimbabwe   | Janet Bessong Odeka            | Ambassador  |
| Northern Corridor Transit and Transport Co-ordination Authority (NCTTCA) | Gideon Chikamai Ingutiah       | Deputy Director Transport Policy and Planning                               |
| Port Management Association of Eastern and Southern Africa (PMAESA)      | Mubarak Adam Esmail Sodha      | Projects Development & ICT Officer  |
| ReCAP  | Lisa Schimetat                 | Event Organizer   |
| Shippers' Council of Eastern Africa (SCEA)                               | Gilbert Kiprono Langat         | CEO   |
| Society of Road Safety Ambassadors (SORSA), Botswana                     | Maatla Energy Otsogile         | President & Executive Coordinator   |
| Southern African Development Community (SADC)                            | Gerhardus Jacobus Fischer      | Team Leader, Tripartite Transport and Transit Facilitation Program (TTTTFP) |
| SSATP  | Kaori Niina                    | Communications Officer  |
| SSATP  | Ousmane Thiam                  | Consultant  |
| SSATP  | Yonas Bekele                   | Consultant  |
| SSATP  | Moustapha Auozzizi             | Consultant  |
| SSATP  | Martin Small                   | Consultant  |
| SSATP  | Peter O'Neill                  | Consultant  |

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| SSATP  | Holger Dalkmann                | Consultant                                   |
| SSATP  | Amari Grace Desiree Agneroh    | Consultant                                   |
| SSATP  | Ibou Diouf                     | Program Manager                              |
| SSATP  | Inje Oueslati                  | Program Assistant                            |
| SSATP  | Yaya Yedan                     | Pillar Leader - Regional Integration         |
| SSATP  | Tawia Addo Ashong              | Pillar Leader - Road Safety                  |
| SSATP  | Zemedkum Girma Tessema         | Pillar Leader - Urban Transport and Mobility |
| SSATP  | Beatrice Okiro                 | Program Assistant                            |
| SSATP  | Aminata Dia                    | Intern                                       |
| SSATP  | Sergio Garcia Monroy           | Intern                                       |
| SSATP  | Lamine Dieng Diallo            | Intern                                       |
| StartOver Limited, Uganda  | Chris Kaganzi                  | Founder & Executive Director                 |
| State Secretariat for Economic Affairs (SECO)                                    | Nonhlanhla Halimana            | Programme Manager                            |
| Traffic Safety Council of Zimbabwe   | Tatenda Chinoda                | Head of Communications                       |
| Trans Kalahari Corridor Secretariat (TKCS)                                       | Leslie Mlungisi Mpofo          | Executive Director                           |
| Traveler Inc., Cameroon  | Arnold Nji Achiri              | CEO, Traveler Inc.                           |
| TRL  | Robin Workman                  | Principal International Consultant           |
| UN Habitat   | Debashish Bhattacharjee        | Lead, Urban Mobility                         |
| Union Africaine des Organisations de Transports et de la Logistique (UAOTL)      | Euloge Mohamed Nazib Alitonou  | Membre du bureau executif                    |
| Union Africaine des Transports Publics (UATP)                                    | Yssoufou Cisse                 | Secrétaire Général                           |
| Union des Conseils des Chargeurs Africains (UCCA)                                | Ogouyomi Bruno Epiphane Gohugo | Directeur Technique                          |
| Union Economique et Monétaire Ouest Africaine (UEMOA)                            | Gouali Emmanuel Yoro           | Directeur de Cabinet- President du REC TCC   |
| United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) | Madan Regmi                    | Transport Division                           |

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|---|----------------------------|--------------------------------|
| United Nations Economic Commission for Africa (UNECA) | Soteri Gatera              | Lead Infrastructure Expert     |
| United Nations Environmental Programme (UNEP)         | Jane Wanjiru Akumu         | Programme Management Officer   |
| Universite Cheikh Anta Diop De Dakar                  | Babacar Mbaye Ndiaye       | Professor                      |
| University of Dar es Salaam                           | David Alfred Mfinanga      | Professor                      |
| University of Johannesburg                            | Jacobus Walters            | Professor                      |
| University Of Nairobi                                 | Madara Michael Ogot        | Professor                      |
| Walvis Bay Corridor Group (WBCG)                      | Mbahupa Hippy Tjivikua     | CEO                            |
| World Bank  | Emmanuel Taban             | Highway Engineer               |
| World Bank  | Ben Gericke                | Lead Transport Specialist      |
| World Bank  | Farhad Ahmad               | Sr. Transport Specialist       |
| World Bank  | Aurelio Menendez           | Practice Manager               |
| World Bank  | Ben Eijbergen              | Practice Manager               |
| World Bank  | Maria Marcela Silva        | Practice Manager               |
| World Bank  | Nicolas Peltier            | Practice Manager               |
| World Bank  | Leslie Mills               | Young Professional             |
| World Bank  | Nancy Vandycke             | Program Manager                |
| World Bank  | Nargis Ryskulova           | Sr. Transport Specialist       |
| World Bank  | Yonas Eliesikia Mchomvu    | Sr. Transport Specialist       |
| World Bank  | Soames Job                 | Lead Transport Specialist      |
| World Bank  | Peter Ngwa Taniform        | Sr. Transport Specialist       |
| World Bank  | Hongye Fan                 | Transport Specialist           |
| World Bank  | Fatima Arroyo Arroyo       | Urban Transport Specialist     |
| World Bank  | Franck Taillandier         | Sr. Urban Transport Specialist |
| World Bank  | Edward Beukes              | Urban Transport Specialist     |
| World Bank  | Anne Cecile Sophie Souhaid | Senior Transport Specialist    |
| World Bank  | Mukami kariuki             | Contry manager - Zimbabwe      |

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| World Bank / SSATP                       | Zeina A Samara    | Sr. Program Officer   |
| World Bank / SSATP                       | Olivier Hartmann  | Senior Private Sector Specialist                                    |
| World Health Organization (WHO)          | Nhan Tran         | Coordinator, Unintentional Injury Prevention                        |
| World Health Organization (WHO)          | Evelyn Murphy     | Technical Officer, Unintentional Injury Prevention (law and policy) |
| World Health Organization (WHO)          | Ould Sidi Mohamed | Medical Officer for NCD Integrated Management                       |
| World Resources Institute (WRI)          | Elleni Ashebir    | Researcher  |
| World Resources Institute (WRI)          | Iman Abubaker     | Researcher  |
| Agence Nationale de la Sécurité Routière | Georges Anagonou  | Chef Service Communication et Coopération                           |



## 7.7. AIDE MEMOIRE FOR AFDB-AFD-WBG JOINT PORTFOLIO REVIEW

Aide Memoire

Joint Portfolio Review:

African Development Bank, French Development Agency and World Bank Group

2019 SSATP Annual Meeting - November 27, 2019 - Victoria Falls, Zimbabwe

The African Development Bank (AfDB) Group, a multilateral development agency, has an overarching objective to spur sustainable economic development and social progress in its regional member countries, thus contributing to poverty reduction.

The French Development Agency (AFD), a bilateral development agency, contributes to the commitment of France and French people to support the Sustainable Development Goals (SDGs).

The World Bank Group, a multilateral development agency, shares a commitment to reducing poverty, increasing shared prosperity, and promoting sustainable development.

All three aforementioned organizations are involved in Africa's development, including the development of safe transport infrastructure and services sustainably, including an objective to promoting regional connectivity, urban mobility, and rural accessibility.

Solutions to transport problems in Africa require that the public sector set up clear policies, planning and programs to address transport issues consistently, enable the right conditions for accelerating private sector investment and narrow down financing gaps, enable the use of modern technology to improve the safety and efficiency of transport solutions, and out-of-the-box thinking to allow innovation and effective solutions.

The transport interventions in Africa require to be inclusive, safeguarding the interests of all social and gender groups, to be safer, ensuring the safety of the infrastructure and services, especially for the vulnerable infrastructure and services users, to be climate resilient and to maximize climate Co-Benefits.

Furthermore, Africa has several fragile and transitional countries and their development are crucial to the overall development of the Continent, and managing risks, given the operating environment, proactively in the Africa transport portfolio is vital for the success of the interventions.

Given all three organizations are involved in transport sector development in Africa, their

enhanced collaboration will improve synergy of activities undertaken by these organizations, the representatives of the three organizations declare the following after a joint portfolio review meeting under the auspices of the Sub-Saharan Africa Transport Program (SSATP) on November 27, 2019 in Victoria Falls, Zimbabwe:

1. All three organizations will co-operate closely among themselves in areas of transport that contribute to the respective development objectives of these organizations;
2. Depending on the agency priority areas and availability of the necessary funds, they will enhance existing collaboration as provided in Appendix 7.7.1; and
3. Depending on the agency priority areas and the availability of the necessary funds, to explore potential areas of collaboration in different countries as provided in Appendix 7.7.2.
4. They have identified a number of key actions that require immediate attention, as provided below:
  - i. Road Safety: Organization of a workshop to agree on a collaboration framework (AfDB and World Bank) and inform their road safety approaches to countries;
  - ii. Road Asset Management: Reactivation of engagements on road asset management, specifically on the sustainability of road maintenance funds;
  - iii. Trade facilitation: Sharing trade facilitation experience in coordination with SSATP to integrate policy recommendations resulting from Development Plan 3 into their respective operations;
  - iv. Operations in fragile countries: Share the experience of engagement in fragile and transition countries to enhance project preparation and implementation and agreeing on common engagement collaboration areas/countries;
  - v. Aviation: Sharing experience on on-going and potential interventions in aviation with an aim to enhance collaboration in the sub-sector and agreeing on a common strategy for the implementation of the Single African Air Transport Market (SAATM) as per the operational priority of the respective organization;
  - vi. Safeguards: Coordination and experience sharing regarding social and environmental safeguards issues and risk mitigation, including organizing a safeguard-focused joint mission yearly for projects of common interests;

- vii. Urban mobility: Enhancing collaboration and sharing experience on urban mobility, under the broader umbrella of urban and municipal development, in order to increase investment synergies;
  - viii. Enhanced Team synergy: Augmenting collaboration and dialogue among country-based staff (a table of country-based staff is provided in Appendix 7.7.4) of these organizations and exploring opportunities for staff exchange between the AfDB and the World Bank in order to improve policy and operational understanding between these two organizations.
5. A review of the progress achieved regarding the cooperation mentioned in this Aide Memoire among these three organizations yearly under the auspices of the Sub-Saharan Africa Transport Program (SSATP); and
  6. Each of the organization will designate a focal point as part of a coordination committee, which will be responsible for the tracking and implementation of the agreed actions stated in this Aide Memoire.

## 7.7.1 EXISTING COLLABORATION AREAS (WORK IN PROGRESS)

| Existing Collaboration Area                           | Project/Policy Area (Country/ies)   | Collaborating Organization |
|---|---|----------------------------|
| Regional Integration                                  | <ul style="list-style-type: none"> <li>• Djibouti &amp; Ethiopia Corridor Project (Ethiopia &amp; Djibouti)</li> <li>• North Eastern Improvement Project (Kenya &amp; Somalia)</li> <li>• North Eastern Transport Improvement Project (NETIP)</li> <li>• Modjo – Hawassa Highway Project Phase I</li> </ul> | AfDB and World Bank        |
| Trade Facilitation                                    | Isiolo-Moyale   | AfDB and World Bank        |
| Urban Mobility  | Bank is preparing Sustainable Urban Development Action Plan (SUDAP) 2020 - 2025 will also include urban mobility where Bank will seek guidance on final plan  | AfDB and World Bank        |
| Asset Management and Sustainable Funding              |   |                            |
| Road Safety   | African Development Bank Group Framework and Guidelines to Support Road Safety – AFD and WB to assist in reviews  | AfDB, AFD, World Bank      |
| Axle Load Control                                     |   |                            |
| Aviation  | Support for aviation safety/infrastructure and air access   | AfDB and World Bank        |
| Safeguard Coordination for Associated/Linked Projects |   |                            |
| Rural Mobility  | <ul style="list-style-type: none"> <li>• Rural Access and Agriculture Marketing Project (Nigeria)</li> </ul>  | AfDB, AFD & World Bank     |
| Climate Change  |   |                            |
| MFD   |   |                            |
| FCV Engagement  |   |                            |
| Risk Management                                       |   |                            |
| Sub-national Financing                                |   |                            |

## 7.7.2 POTENTIAL AREAS OF ENHANCED COLLABORATION (WORK IN PROGRESS)

| Potential Collaboration Area | Project/Policy Area (Country/ies)  | Collaborating Organization |
|------------------------------|--|----------------------------|
| Horn of Africa Initiative    | Prioritize key Corridor projects in the HOI for financing and further develop the Program with Countries   | AfDB and World Bank        |
| Regional Integration         | <p>Moving toward second regional corridor programs where infrastructure investments are complemented by a robust set of transport and transit facilitation policies.</p> <ul style="list-style-type: none"> <li>• Work together on DRC's priority road investments such as national roads 1 and 2 in order to move towards restoring connectivity between the Eastern and the Western parts of the country;</li> <li>• Barbera Corridor Project- including Berbera port expansion (Somalia);</li> <li>• Kenya-South Sudan Corridor</li> <li>• Uganda-South Sudan Corridor;</li> <li>• Prioritization of inland lake transport on Lake Victoria to facilitate intermodal freight services and lower logistics costs along the Northern Corridor;</li> <li>• Nacala Road Corridor Development Project (Mangochi-Chiponde Road Upgrading Project – 55km);</li> <li>• North-South Corridor Transport Improvement Project (Serenje-Mpika Road – 230km);</li> <li>• Swazi Rail Link;</li> <li>• Lobito Corridor Road Development Project [<i>Rehabilitation of Munhango-Luena Road (170km) and Lumege-Luacano-Luau Road (187km)</i>];</li> <li>• Ghana Eastern Corridor Project – Phase 2;</li> <li>• Projet TER (Senegal) – Phase 2 (Diamniadio – AIBD);</li> <li>• Brazzaville-Kinshasa Bridge;</li> <li>• Programme d'aménagement de la route Ouesso-Bangui-Ndjaména et de la navigation fluviale sur le fleuve Congo et ses affluents Oubangui et Sangha ;</li> <li>• Projet de route Doutchi-Tchernahoua ;</li> <li>• Projet de route Kailahoun-Koindu ;</li> <li>• Projet de liaison ferroviaire port de Nador West Med 170 MUC</li> <li>• Projet d'aménagement de la route Enfidha – Keirouan ;</li> <li>• Railways modernization Project.</li> </ul> | AfDB and World Bank        |



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|---|---|---------------------|
| Trade Facilitation                                    | <ul style="list-style-type: none"> <li>• OSBP programs with UEMOA, ECOWAS, etc.</li> <li>• Senegalese Customs Facilitation Project- From Paperless Trade to Mobility.</li> <li>• African E-Trade Hub Project</li> <li>• Project to support Transport and Trade Facilitation in UEMOA Region</li> </ul>  | AfDB and World Bank |
| Urban Mobility  | <ul style="list-style-type: none"> <li>• UMDf Cities Diagnostics approach with action plan of priorities projects on urban mobility,</li> </ul>   | AfDB and World Bank |
| Asset Management and Sustainable Funding              | <ul style="list-style-type: none"> <li>• AfDB component of the Global Study on Strengthening Private Sector Participation in Road Asset Management in Developing Countries;</li> <li>• Enhance policy dialogue (<i>including SSATP</i>) and use policy-based instruments (e.g. budget support) to promote the financing of second-generation road funds and efficient and well programmed road maintenance expenditures.</li> </ul> | AfDB and World Bank |
| Road Safety   | <ul style="list-style-type: none"> <li>• Road Safety workshop: share existing framework (<i>AfDB and World Bank</i>) and agree country-by-country key road safety messages to be delivered to the client;</li> <li>• Partner for co-financing road safety interventions e.g supporting countries to create Regional Centre of Excellence for Road Safety.</li> </ul>  | AfDB and World Bank |
| Axle Load Control                                     | <ul style="list-style-type: none"> <li>• Enhance policy dialogue (<i>including through SSATP</i>) to promote the enforcement of axle load control (<i>such as UEMOA's regulation 14</i>)</li> </ul>   | AfDB and World Bank |
| Aviation  | <ul style="list-style-type: none"> <li>• Supporting AFCAC in implementing SAATM</li> </ul>  | AfDB and World Bank |
| Safeguard Coordination for Associated/Linked Projects | <ul style="list-style-type: none"> <li>• Abidjan BRT as well as our DRC road programs</li> </ul>  | AfDB and World Bank |
| Rural Mobility  |   |                     |
| Climate Change  |   |                     |
| MFD   |   |                     |
| FCV Engagement  |   |                     |
| Risk Management                                       |   |                     |

|                        |   |                     |
|------------------------|---|---------------------|
| Sub-national Financing | <ul style="list-style-type: none"> <li>• UMDf Cities Diagnostics approach with action plan of priorities projects on urban mobility, housing, water sanitation, water waste</li> <li>• Policy work on Municipal Finance, Land registry, Housing, Public Transportation</li> </ul> | AfDB and World Bank |
|------------------------|---|---------------------|

Any additional areas that may subsequently be approved by the management of the organizations.

### 7.7.3 LIST OF PARTICIPANTS: AFDB-AFD-WBG JOINT PORTFOLIO REVIEW MEETING

| Name and Surname        | Organization | Function                                   |
|-------------------------|--------------|--|
| Jean Kizito Kabanguka   | AfDB         | Manager - Transport and Logistics Division |
| Ben Eijbergen           | World Bank   | Practice Manager                           |
| Marcela Silva           | World Bank   | Practice Manager                           |
| Aurelio Menendez        | World Bank   | Practice Manager                           |
| Nicolas Peltier         | World Bank   | Practice Manager                           |
| Lise Breuil             | AFD          | Head of transport Division                 |
| Stefan Atchia           | AfDB         | Transport Policy Officer                   |
| Hussein Y. Iman         | AfDB         | Regional Sector Manager                    |
| Adele Boadzo            | AfDB         | Young Professional                         |
| Rugumire Patrick        | AfDB         | Transport Engineer                         |
| Mohammed El Abass Wade  | AfDB         | Transport Engineer                         |
| Maimounatou Ndiaye Diop | AfDB         | Transport Engineer                         |
| Eriso Garbado           | AfDB         | Transport Engineer                         |

| Name and Surname         | Organization | Function                          |
|--------------------------|--------------|-----------------------------------|
| Richard Malinga          | AfDB         | Transport Engineer                |
| Sheila Enyonam Akyea     | AfDB         | Transport Engineer                |
| Neji Larbi               | AfDB         | Urban Mobility Specialist         |
| George Makajuma          | AfDB         | Infrastructure Specialist         |
| Mohamed Ali Ismail       | AfDB         | Transport Economist               |
| Jean-Felix Edjodjom'ondo | AfDB         | Transport Engineer                |
| Girma Berhanu Bezabeh    | AfDB         | Road Safety Specialist            |
| Nargis Ryskulova         | World Bank   | Sr. Transport Specialist          |
| Emmanuel Taban           | World Bank   | Highway Engineer                  |
| Leslie Mills             | World Bank   | Transport Specialist              |
| Priscilla Mutikani       | World Bank   | Program Assistant                 |
| Ben Gericke              | World Bank   | Lead Transport Specialist         |
| Hongye Fan               | World Bank   | Transport Specialist              |
| Fatima Arroyo Arroyo     | World Bank   | Urban Transport Specialist        |
| Zeina Samara             | World Bank   | Sr. Program Officer               |
| Yonas Eliesikia Mchomvu  | World Bank   | Sr. Transport Specialist          |
| Franck Taillandier       | World Bank   | Senior Urban Transport Specialist |
| Peter Ngwa Taniform      | World Bank   | Sr. Transport Specialist          |
| Farhad Ahmad             | World Bank   | Sr. Transport Specialist          |
| Aminata N Dia            | World Bank   | Consultant                        |

