

Africa Transport Policy Program



SSATP Annual Meeting

2018

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SSATP Annual Meeting 2018

SSATP Annual Meeting 2018

*«Africa's rapid urbanization and the response to urban mobility
in the digital era»*

Proceedings

Abuja, Nigeria

July 2018



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.

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The SSATP is a partnership of

41 African countries: Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Democratic Republic of the Congo, Côte d'Ivoire, 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, Swaziland, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe

8 Regional Economic Communities

2 African institutions: UNECA, AU/NEPAD

Financing partners for the Third Development Plan: European Commission (main donor), 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

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ABBREVIATIONS

ACMA	African Corridor Management Alliance
AFD	French Development Agency
AfCFTA	African Continental Free Trade Area
AfDB	African Development Bank
AGM	annual general meeting
ALCO	Abidjan Lagos Corridor Organization
ANASER	National Agency of Road Safety (Mali)
ARMFA	African Road Maintenance Funds Association
ARSO	African Road Safety Observatory
AU	African Union
AUC	African Union Commission
BRT	bus rapid transit
CEMAC	Economic and Monetary Community of Central Africa
CETUD	Executive Council of Urban Transport in Dakar
CITA	International Motor Vehicle Inspection Committee
CMi	corridor management institution
CNSR	National Center for Road Safety (Benin)
COMESA	Common Market for Eastern and Southern Africa
DP2	SSATP Second Development Plan
DP3	SSATP Third Development Plan
DP4	SSATP Fourth Development Plan
EAC	East African Community
EASI	Enable / Avoid / Shift / Improve
EC	European Commission
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
FIA	<i>Fédération Internationale de l'Automobile</i> (International Automobile Federation)
GIZ	<i>Deutsche Gesellschaft für Internationale Zusammenarbeit</i>
GRSF	Global Road Safety Facility
ICT	information and communications technology
IRU	International Road Union
ISCOS	Intergovernmental Standing Committee on Shipping
IsDB	Islamic Development Bank
ITF	International Transport Forum

JICA	Japan International Cooperation Agency
LAMATA	Lagos Metropolitan Area Transport Authority
MCLI	Maputo Corridor Logistics Initiative
MoU	memorandum of understanding
MTR	midterm review
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
NTSA	National Transport and Safety Authority (Kenya)
NURTW	National Union of Road Safety Workers
PMAESA	Port Management Association of Eastern and Southern Africa
PMAWCA	Port Management Association of West and Central Africa
PPP	public-private partnership
PTA	public transport authority
REC	regional economic community
REC-TCC	Regional Economic Communities Transport Coordination Committee
RSS	roadside stations and rest stops
RTEAN	Road Transport Employees Association of Nigeria
SAATM	Single African Air Transport Market
SADC	Southern African Development Community
SCEA	Shippers' Council of Eastern Africa
SDG	Sustainable Development Goal
SECO	Swiss State Secretariat for Economic Affairs
SLRSA	Sierra Leone Road Safety Authority
SSATP	Africa Transport Policy Program
STC	specialized technical committee
TKCS	Trans Kalahari Corridor Secretariat
TOD	transit-oriented development
TTL	team task leader
TTTFP	Tripartite Transport and Transit Facilitation Program
UAMT	Union of African and Marine Transport
UAOTL	African Union of Transport Organizations and Logistics
UATP	African Association of Public Transport
UEMOA	West African Economic and Monetary Union
UITP	<i>Union Internationale des Transports Publics</i> (International Association of Public Transport)
UNECA	United Nations Economic Commission for Africa
USAID	U.S. Agency for International Development

UTM	Urban Transport and Mobility
WARSO	West African Road Safety Organization
WARTU	West Africa Road Transport Union
WCO	World Customs Organization
WCTRS	World Conference on Transport Research Society
WHO	World Health Organization
WRI	World Resources Institute

1. INTRODUCTION

1.1. Context and Objectives

The annual general meeting (AGM) of the Africa Transport Policy Program (SSATP) is a legal requirement set forth in the governance structure of the program. The central theme of the 2018 AGM was “Africa’s rapid urbanization and the response to urban mobility in the digital era.”

This report captures the main conclusions and recommendations coming out of the discussions held at the AGM and its associated events on July 2–6, 2018 in Abuja, Nigeria. In accordance with the reporting requirements, at the meeting, the program team presented its annual report covering the January–December 2017 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, the meeting also provides an opportunity for thematic group discussions, as well as learning and sharing experiences. This year’s AGM was also marked by an important innovation: partnership sessions aimed at fostering collaboration with partners working in the same thematic areas covered by the SSATP’s three areas of focus (pillars). Overall, it gave the SSATP team a unique platform for learning and receiving feedback from client countries, partners, and other stakeholders.

SSATP is an international partnership of 41 African countries, regional economic communities (RECs), African institutions (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 the transport sector in Africa, bringing together key decision makers while also developing networks of specialists (researchers, operators, academics, and consultants) in most transport-related fields in Africa.

SSATP is financed by the contributions of development partners to a trust fund administered by the World Bank. Current contributors are the European Commission (EC), Swiss State Secretariat for Economic Affairs (SECO), *Agence Française de Développement* (AFD), and 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.
- 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 client countries, the SSATP's program management structure has been redesigned since 2015 to better anchor the program in Africa. As a result, implementation team is split in two. The core technical team is comprised of the three pillar leaders, who are based in Nairobi, the program manager and administrative staff, who are based in Washington D.C. In this way, the pillar leaders are able to interact and consult more closely with client countries and regional organizations in order to strengthen the ownership of the program and its activities, while the program manager is in a position to stay sufficiently connected to the global knowledge platform offered by the World Bank Group. The field-based pillar leaders are well connected with client countries and counterparts from the European Union, AFD, and AfDB. The ultimate objective is to develop a modus operandi for collaboration. The collaborative platform envisioned would allow the task teams of development partners to rely on SSATP for developing knowledge products and analytical works on policies and strategies. The SSATP team would then disseminate its products and provide operational teams with guidance and support on demand.

SSATP ensures that relevant global knowledge is adapted to the African context. These efforts, combined with the 31 years of SSATP's engagement in Africa, have

paved the way for enriching the program's policy formulation and strategy development. This feature is particularly important for cross-fertilizing and mainstreaming crosscutting topics, such as transport-related gender issues, and the social impacts of transport policy reforms for which Africa could strongly benefit from global experience.

1.2. Organization of this Report

This report summarizes and synthesizes the proceedings and outcomes of the 2018 AGM. It was prepared by the SSATP program management team in consultation with key partners and stakeholders. The report is organized as follows:

Chapter 1 provides an overall view of the content of the AGM and the General Assembly. It covers the structure of the meeting, the associated events, the participation, and the main themes discussed. Chapter 2 describes the main conclusions of the workshops and technical working groups as well as the key takeaways for Africa. Chapter 3 then presents an overview of the results achieved so far in implementing DP3. The main conclusions of the 2018 AGM, the recommendations of the General Assembly (final communiqué), and the recommendations of the Executive Committee are reported in chapter 4. Finally, chapter 5 discusses the evaluation survey and the way forward for program implementation.

This report is complemented by seven appendixes: the opening and closing speeches (appendix A); meeting agenda (appendix B); evaluation report (appendix C); communiqué of the 2018 AGM (appendix D); position paper on how to bridge North Africa and Sub-Saharan Africa (appendix E), position paper of the high-level panel on urban transport in Africa (appendix F); and list of participants (appendix G).

1.3. Structure of the Meeting

The AGM provided a progress update on SSATP activities undertaken since the last meeting on February 2017 in Marrakech, Morocco. The agenda was structured around four separate consecutive events: workshops/working groups, plenary discussions, thematic events in collaboration with other initiatives, and the General Assembly. The agenda was designed to facilitate high levels of audience interaction, debate, and discussion, while also allowing participation by all attendees and time for fruitful deliberation on substantive issues. The final draft of the agenda appears in appendix B.

The first set of workshop activities, held on days one and two (July 2–3), consisted

of working group breakout sessions on each of the three pillars of SSATP's Third Development Plan. The objective was to present case studies or hold a structured discussion on a select topic to create awareness and share knowledge under each pillar. The breakout sessions created an opportunity to review and update the work program and agreed-on activities for each pillar until the completion of the current development plan. On day three (July 4), the plenary session opened with keynote speeches from the Chair of the SSATP Executive Committee, a World Bank Representative, a donor representative, and the Permanent Secretary of Nigeria's Federal Ministry of Transportation, Sabiu Zakari (speaking on behalf of the Minister); all emphasized the importance of sustainable transport and urban mobility for Africa (see appendix A for keynote speeches). 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.

During the general discussion, participants provided additional comments, which will be considered by SSATP for future activities. At this session, each pillar leader summarized the first two days of the working group discussions and outlined both priority action areas and the corresponding results framework. A question and answer session was then held with stakeholders to facilitate the process of reporting the conclusions reached on each pillar to the General Assembly. Several suggestions concerned the minimum dataset for road safety indicators, sustainable urban mobility, transport observatories, and integrated corridor management. The suggestions will guide the completion of the DP3 and serve as inputs in the discussions on ongoing and future planned activities.

Through specialized thematic events, day four (July 5) was devoted to collaborating with other institutions working on initiatives that have similar objectives and cut across SSATP pillar activities. The goal was to foster collaboration and strengthen partnerships in order to build synergy and expand the impact on the ground. The day also featured a "legislative session" designed to launch an African network of legislators for road safety advocacy. The session was attended by the ministers and members of legislatures present at the AGM.

Concurrently, a joint portfolio review meeting was held by World Bank Group and African Development Bank staff to share information on pipelines and active projects in order to strengthen collaboration and create additional synergy.

On day five (July 6), the last event of the AGM was a convocation of the 2018 General Assembly. The assembly reviewed and eventually endorsed the annual report and adopted the remaining implementation plan activities and final communiqué

(see appendix D). During the opening session of the assembly, formal statements were made by representatives of the following development partners: UNECA, World Bank Group, European Union, and AUC. The AGM was officially declared open by Nigeria’s Secretary to the Government of the Federation, Boss Mustapha, who represented the Vice President of Nigeria.

The events and sessions of the final day involved welcoming new members; calling for expressions of interest to host the next AGM; reflecting on the last two years of DP3 implementation and stakeholders’ perspectives; reviewing the implementation plan for the remaining DP3 activities; and convening the SSATP Executive Committee meeting. A questionnaire was then administered, 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. The evaluation of the meeting appears in appendix C.

1.4. Participation in the Meeting

The AGM was attended by over 270 participants from 36-member countries. Participants included high-level officials (10 ministers, six permanent secretaries, more than 30 senior directors, and senior executives), representatives of the three continental institutions (AUC, AfDB, and UNECA), six regional economic communities, 10 international or regional private organizations, six international fi-



ancial institutions, development partners, transport associations, academia, and the media. In fact, the 2018 AGM was the most attended event since the SSATP’s inception. The event was addressed by a distinguished panel of speakers, including Nigeria’s Secretary to the Government of the Federation and several ministers of transport. Representatives of delegations and organizations contributed to the discussions as well. Donors expressed their appreciation for the high level of participation and the effective and successful coordination between the SSATP

and Nigeria’s Federal Ministry of Transportation teams tasked with organizing the event.

Participants reiterated the strong relevance of SSATP as a unique platform for discussing transport policies and strategies through a strong partnership and country ownership–driven approach. They also acknowledged that the three thematic areas of the SSATP’s Third Development Plan Pillar A: Integration, Connectivity, and Cohesion (sometimes simply Regional Integration); Pillar B: Urban Transport and Mobility (UTM); and Pillar C: Road Safety were indeed key priorities for meeting Africa’s transport challenges. Furthermore, participants emphasized that they were well aligned with Africa’s Agenda 2063. They equally embraced the central theme of the 2018 annual general meeting, “Africa’s rapid urbanization and the response to urban mobility in the digital era.”

2. SUMMARY OF THE IMPLEMENTATION STATUS OF THE THIRD DEVELOPMENT PLAN

At the AGM, the program management team reported on the status of the second year (January–December 2017) of implementation of the DP3. The year 2017 was an intense one on all fronts because the SSATP team was accelerating implementation of the activities under each pillar. Four major tasks and achievements characterized the reporting period: (1) the first annual general meeting under the DP3; (2) revision of the strategic results framework and extension of the DP3 closing date; (3) revision of the communications strategy; and (4) launch of the sustainable urban mobility study for the first batch of eight pilot countries.

The June 2017 Executive Committee meeting approved the revised strategic results framework and endorsed extension of the DP3 closing date to December 31, 2019.

2.1. Program Management

The SSATP management team has made a tremendous effort to better anchor the program in Africa by empowering more SSATP stakeholders to own the program and fostering partnerships with various partners and initiatives. The team’s report described SSATP’s efforts to achieve sustainability and replicability through outreach and the dissemination of knowledge created and lessons learned from best practices and experience sharing.

Empowering stakeholders. Since the launch of the DP3, the SSATP team has maintained its commitment to foster close connections with member countries and partners of the program, including development partners, in order to emphasize its demand-driven nature. Securing country member ownership of the program and buy-in from development partners and other international organizations involved in similar activities are critical to ensuring the downstream implementation of SSATP’s policy recommendations.

Fostering partnerships. In line with ongoing efforts to place DP3 implementation on solid ground and align the work program with the program’s core principles, the SSATP team has also sought partnerships with institutions working on similar initiatives and the same thematic areas.

Overall implementation progress of pillar activities. The team has accelerated the

implementation of activities, and the program is proceeding satisfactorily in accordance with its timeline. The main activities completed so far have addressed the structural causes of Africa's high road fatality rates, the continent's inefficient urban transport systems in the context of accelerated urbanization, and the lack of efficiency in the logistics chain, which has resulted in high transport costs.

2.2. Pillar A: Integration, Connectivity, and Cohesion

SSATP has consistently supported the development of regional transport policies and strategies in Africa, thereby creating an enabling environment to promote the efficient, free movement of people and goods across the continent. During the year under review, SSATP spearheaded a series of activities that contributed to cementing the building blocks of the Africa Continental Free Trade Area (AfCFTA) and to enhancing the free movement of goods and persons across the continent. The program also contributed to the validation process of key documents for the Single African Air Transport Market (SAATM) under the leadership of the AUC. Similarly, developing inclusive policies and building the institutional capacities of Africa's regional economic communities have been at the center of the regional integration pillar agenda. In this regard, the third Regional Economic Communities Transport Coordination Committee (REC-TCC) meeting under the DP3 was held in Johannesburg, South Africa on November 20–22, 2017 in partnership with the Maputo Corridor Logistics Initiative (MCLI). Taking advantage of the opportunity, SSATP partnered with the World Customs Organization (WCO) and the International Road Transport Union (IRU) to organize a successful workshop on efficient road transit systems and regimes, which are critical to ensuring the effectiveness of free trade areas. Bringing transport industries, professional logistics associations, and border management institutions together to participate in a constructive policy dialogue and discuss the enforcement of regulations is a fundamental prerequisite.

Impacts and Results

- Discussions highlighted SSATP's support of the Maputo Development Corridor, which has gone far beyond the obvious benefits of the actual project. The benefits have included generating invaluable learning points, laying down the critical foundations for policy development, and putting in place the fundamental, long-term cornerstones for an enabling environment that supports the ongoing, deeper integration of the southeastern region of the continent.
- Recognizing the cardinal role that transport corridors play in fostering regional integration and development, SSATP has supported the development

of regional transport (transit) corridors in Africa. SSATP support for corridors aims to stimulate intraregional trade and foster market integration. For some landlocked countries, the corridors are an opportunity to participate in global value chains.

- The Tripartite Transport and Transit Facilitation Program (TTTFP) is easing the development of a more competitive, integrated, and liberalized regional road transport market in the Tripartite region, which consists of the Common Market for East and Southern Africa (COMESA), the East African Community (EAC), and the Southern Africa Development Community (SADC). The purpose of the project is to develop and implement harmonized road transport policies, laws, regulations, and standards that can improve the efficiency of cross-border road transport and transit networks, transport and logistics services, and systems and procedures in the Tripartite region. It is highlighted as a best practice worth replicating in West and Central Africa.

2.3. Pillar B: Urban Transport and Mobility

Activities under the urban transport and mobility pillar are focused on improving connectivity with the goal of unleashing the economic potential of urban agglomerations. In doing so, activities are not only designed to address short-term issues, but also to respond to the medium- to long-term goal of connecting the dots to achieve sustainable urban mobility. By initiating and supporting the organization of a high-level course in urban transport planning for transport ministries and municipal officials, the urban transport and mobility pillar of SSATP's Third Development Plan has been raising urban mobility awareness among leaders in urban transport, equipping leaders in urban transport planning with the basic knowledge and tools needed to recommend appropriate actions, and furnishing an effective platform for learning and experience sharing. The sustainable mobility study launched in eight pilot countries will provide the appropriate coordination mechanism and institutional governance system needed to better integrate urban development planning and city transport master plans. Thanks to the well-balanced geographical coverage of the first batch of pilot countries – inclusive of East Africa, West Africa (francophone), and West Africa (anglophone), the study will be able to draw not only country-specific recommendations, but also transnational and sub regional lessons on land-use planning and transport system designs, urban mobility management schemes, intermodality, financing mechanisms, and so on. Finally, the effective communication and dissemination of the study's main findings will ensure the replicability and sustainability of result-

ing policy recommendations.

Prioritizing sustainable urban mobility governance, the UTM pillar has promoted the establishment of a single, metropolitan-level authority that has a clear, strong mandate and full responsibility for managing urban mobility policies. This arrangement ensures that different modes of transport are properly coordinated for the sake of efficiency, affordability, and sustainability. In alignment with SSATP's objectives, activities under the UTM pillar have entailed reviewing the core functions of the Dakar Urban Transport Authority and assisting the Ministry of Transport of Abidjan with the institutional setup and organization of a new entity tasked with managing urban transport in the Greater Abidjan metropolitan area.

Impacts and Results

- Participants discussed how organizing mobility will be crucial for African cities and how digitalization is shaping the transport sector. The first step toward developing such an organized transport network is for decision makers to establish a public transport authority (PTA) in their territories. Lagos, Kigali, Dakar, and Windhoek have already taken the lead in setting up PTA structures. Sharing the experience of these cities was helpful to other cities ready to follow the same strategy. It all begins with the willingness and ability of decision makers to give transport authorities the autonomy they need to drive the mobility agenda and related investments and services.
- A strong call was heard for an African bus rapid transit (BRT) practitioner exchange program. SSATP and an international partner were encouraged to host such an exchange platform.

2.4. Pillar C: Road Safety

Using a holistic approach, SSATP has been working toward addressing systemic road safety issues such as inadequate transport legislation and regulatory frameworks; ineffective data management systems; weak institutional capacity at the municipal, regional, and national levels; and significant underinvestment in road safety as both a major public health issue and a road investment priority. In the development of road safety policies and strategies, SSATP has provided several cities (Addis and Accra) and countries (Côte d'Ivoire, The Gambia, and Mali) with support. At the same time, the road safety pillar has sought to strengthen the lead road safety agencies in Kenya, Ethiopia, and Sierra Leone and support the creation of a new entity in Senegal. In collaboration with the *Fédération Internationale de l'Automobile* (FIA), International Transport Forum (ITF), and the World Bank's

Global Road Safety Facility (GRSF), SSATP is also leading efforts to establish a regional road safety data observatory to promote improved road crash and injury data systems across all member countries and provide a network of peers who will generate information on the progress of African countries toward achieving the goals of the UN Decade of Action for Road Safety. Other activities include supporting and monitoring the UN Decade of Action for Road Safety and implementing the action plan adopted by the African heads of states in January 2012.

Impacts and Results

- African Road Safety Observatory (ARSO). Evidence-based approaches are at the heart of the most successful road safety polices, backed by accident and other road safety data. Therefore, ARSO gathers harmonized information on road safety practices and policy in African countries. It is a key road safety management tool that will facilitate more serious efforts to address all the key road safety issues in Africa.
- Using the economic corridor concept, Africa's transport corridors are able to not only facilitate regional integration and trade, but also reduce poverty, particularly in catchment subregions.

2.5. Stakeholder Feedback

Stakeholders have in general expressed their broad support and satisfaction with the progress of SSATP's work within the framework of the DP3. Their valuable comments can be summarized as follows:

- SSATP has been an important asset for member countries in urbanization, road safety, and corridor facilitation. However, ownership of SSATP by member countries should be strengthened.
- The digital revolution and the spread of new forms of data and technology offer opportunities to access missing data on public transport in the region. Africa could hasten modernization of the informal transport sector by using digital technology. Several initiatives have emerged in African cities and elsewhere, leveraging digital technology to provide open source data about transit stops, routes, and schedules. Registered initiatives include Nairobi's Digital Matatus, Accra Mobility, and Transport for Cairo. Projects are emerging as well in Addis Ababa, Dakar, Abidjan, and other cities.
- Member countries need to consider adopting digital technologies in order to address the management challenges posed by transport corridors, urban mobil-

ity, and road safety issues in Africa.

- Countries and participants reiterated the need to accelerate the path to regional integration in Africa. SSATP support for platforms such as REC-TCC and the African Corridor Management Alliance (ACMA) is important in the effort to develop integrated corridor connectivity and spur regional integration in Africa.
- Countries were urged to encourage the development of economic clusters such as truck transit parks and markets along corridors in order to stimulate local freight chains and small and medium-sized enterprises.
- SSATP should continue to advocate for the importance of mass transit in supporting urban life by spurring economic development, promoting sustainable lifestyles, and providing a higher quality of life. However, governance is also a priority in developing a structured, integrated system of public transport.
- Countries called for a stronger commitment to the UN Decade of Action for Road Safety and the African Road Safety Action Plan through effective policy and institutional reforms that would have a transformational impact on road safety in Africa.

3. WORKSHOPS, WORKING GROUPS, AND LEARNING AND EXPERIENCE SHARING EVENTS

The four days of learning events and experience sharing at the annual general meeting allowed participants to learn from others and draw lessons for the continent and beyond. Discussions led to a strong consensus on the relevance of each pillar of the Third Development Plan.

The presentations showcased activities in which SSATP made a difference and added value and illustrated how countries and stakeholders can benefit from and replicate SSATP activities. What follows are the main takeaways, conclusions, and showcased examples.

This chapter summarizes the efforts made by the SSATP management team to better anchor the program in Africa by empowering more SSATP stakeholders to “own” the program and by fostering partnerships with various partners and initiatives. It also describes SSATP’s efforts to achieve sustainability through dissemination/outreach and replicability of knowledge created and lessons from best practices / experiences.

3.1. Pillar A: Integration, Connectivity, and Cohesion

A meeting of the Regional Economic Communities’ Transport Coordination Committee (REC-TCC) was held July 2–3 as the first side event at the AGM within the Pillar A portfolio. The program consisted of three technical sessions covering road transport, corridor performance monitoring, and corridor development, as well as a REC-TCC statutory session.

Participants lauded the activities of Pillar A, which focused on filling gaps in knowledge generation, disseminating and exchanging good practices, and enhancing the transport policy dialogue. They advised that RECs explore the possibility of coordinating programs, creating synergies, and exchanging experiences with similar projects and programs in Africa. The meeting recapped the importance of regional integration in helping develop larger markets, fostering greater competition, and improving the policy space in many areas linked to Africa’s Agenda 2063. The pressure of globalization is forcing firms and countries to seek efficiency through larger markets and enhanced competition. Pooling economies and markets

through regional integration will broaden the economic and market space needed to make economies of scale possible within Africa.

The meeting received the REC-TCC Chair's 2016/2017 summary report as well as the Pillar A 2017 progress report and its long-term work program. After discussing the progress report, REC- TCC stakeholders made a few amendments to the updated work program.



The meeting expressed appreciation to the outgoing Chair, Lovemore Bingandadi (SADC Secretariat), for the work done during his tenure. The REC-TCC then elected the UEMOA Commission Representative and Chief Director of Transport, Gouali Emmanuel Yoro, as the new chair. Activities to carry forward in the fiscal 2019 program were suggested, and additional proposals from REC-TCC stakeholders will be considered at a later stage (in view of available funds), particularly single window assessment guidelines, etc. The overall strategic direction of the pillar was endorsed by the REC-TCC.

One of the key outcomes of the workshop was achieved during the experience and best practice sharing session, which was successful and beneficial. It gave REC-TCC stakeholders an opportunity to describe solutions that have been tried elsewhere with demonstrable results. The session demonstrated that knowledge exchange and experience sharing play an important role in coordinating the nature of the responses to regional integration challenges across RECs and subregions of Africa.

Other issues that were discussed and raised included: fostering the RECs coordination framework; presenting best practices in the Tripartite Transport and Transit

Facilitation Program; the AUC's effort to examine the role the REC-TCC Chair could play in facilitating implementation of the Specialized Technical Committee Work Program; the West Africa transport regulatory framework project and its extension to the Economic and Monetary Community of Central Africa (CEMAC)/Economic Community of Central African States (ECCAS) subregion; and efforts to strengthen the African Corridor Management Alliance.

Participants highlighted the important role that SSATP and Pillar A in particular have played in promoting effective policy and strategy formulation for performance-based corridor development at the country and regional level, developing capacity among institutions, and fostering efficient logistics services.

The main conclusions were the following:

- REC-TCC stakeholders were urged to continue their cooperation with SSATP to achieve the strategic outcomes.
- The Tripartite member RECs would widely disseminate key findings of the ongoing study on roadside stations and rest stops (RSS).
- AUC and the RECs would pursue efforts to promote corridor development and a performance-based approach.
- SSATP would deepen partnerships around sustainability and mainstreaming of the truck monitoring system into work on transport observatories.
- RECs, regional industry stakeholders, and donors were urged to play an active role in implementing road maps for efficient regional transit regimes by leveraging existing best practices.
- The REC-TCC Chair will scale up his advocacy initiatives at the continental level on the crosscutting issues confronting RECs.
- Other RECs will examine the replicability of the TTTFP and ensure the creation of a formal inter-REC coordination mechanism.
- RECs, corridor management institutions (CMIs), and regional associations and countries will advocate for and promote the adoption of a self-regulatory charter and code of conduct for transport and logistics industry players.
- The Union of African Transport and Logistics Organization will reach out to industry federations across the continent to foster cooperation and collaboration.
- ACMA will pursue activities that are valuable to members. Participants discussed key issues and challenges related to the alignment of the regional integration agenda with the central role of the private sector in the regional economic development process.

The meeting concluded by emphasizing that SSATP support, and that of all other partners, is critical to mobilizing the resources needed to ensure the success of road transport, corridor performance monitoring, and corridor development projects and programs.

3.2. Pillar B: Urban Transport and Mobility

Participants in the UTM working groups discussed and agreed on the following key recommendations and lessons learned:

- *Challenges.* Urban transport and mobility issues are particularly pertinent concerns for Africa. It is vital that African cities meet the rapidly growing mobility demands in more sustainable ways. They must avoid becoming “locked-in” cities, a condition that results from unsustainable patterns such as a growing reliance on private cars and informal public transit. Many African cities are currently on this trajectory.
- *Sustainable policies.* Africa should design and implement more effective transportation policies and services by developing low-carbon and resilient solutions as part of the global consensus on promoting environmental, social, and economic transport modes. An important issue for sustainable development is how to promote efficient urban transportation systems while reducing their negative impacts. It is essential to effectively introduce options that steer cities in a more sustainable direction rather than continue to do business as usual.
- *Champions.* Many problems afflicting the transport sector in African countries will not be solved until governments demonstrate the political will to do so. Political commitment and a strong champion will play a critical role. Because efficient mobility plays such an important role in the optimal functioning of cities and their productivity, cities should search for new insights, embrace broader perspectives, and deepen their analysis of the relationships between cities, infrastructure, productivity, and poverty. Such steps will lead to local solutions and proactive measures for managing urbanization in Africa. Finally, high-level political support (champions), complemented by strong technical leadership and an adequate and solid institutional organization in public transport management (such as in Dar es Salaam, Lagos, and Dakar) are a must.
- *Operating model.* A good operating arrangement seems to be a public special-purpose vehicle responsible for the planning, procurement, monitoring, and perhaps dispatch of BRT services. In the best case, this special-purpose vehicle

would have authority over all public transport services operating in a metropolitan area, irrespective of mode. Payment on a gross cost basis, with proper performance incentives and penalties, would help avoid any negative consequences arising from having more than one operator in a given corridor. At the same time, having more than one operator in a given corridor provides backup in case performance, labor, or contractual problems afflict one operator. Such an arrangement would allow contract periods to be staggered.

- *Paradigm shift for urban development.* Most cities seem to be making little progress toward integrated land-use planning and control, suggesting that urban growth will remain a strong threat to efficient mobility and sustainable urban development for some time. The integration of nonmotorized transport into urban transport planning in Africa demonstrates that transport and urban planning remain situated in a logic of automobile-dependent transport planning and global city development. This logic of practice does not pay adequate attention to walking and cycling. Instead, urban planners in African cities have largely focused on facilitating urban mobility by investing in new and expanded infrastructure for private cars. Mobility flows are the key dynamics of urbanization, with the associated infrastructure constituting the backbone of the urban form.
- *Coordination and mandate.* All key institutions should work together in an integrated approach (national, municipal, environment, utility, developers, policy makers). SSATP should help member countries develop a national policy framework to guide cities. Participants suggested a three-pronged approach to sustainable cities based on effective and comprehensive urban legislation, proper urban planning and design, and adequate financing for projects. The three principles can be levers for the transformation of cities and human settlements into centers of environmental, economic, and social sustainability.
- *Bus rapid transit.* BRT is not a “one size fits all” solution. The BRT corridor increases productivity because travel times are lower. In addition, new jobs are created alongside the corridor, especially with park and ride services, such as car parking and car washing. However, there is no single BRT system prescription. It requires:
 - ❖ Using transportation analysis and planning to develop the most appropriate BRT system package;
 - ❖ Beginning with market analysis;
 - ❖ Matching markets with comprehensive, integrated public transport service plans; and

- ❖ Planning and then designing routes, vehicles, stations, etc.

Session on Digital Transport for Africa: “Toward an Open and Collaborative Digital Platform to Improve African Urban Public Transport”

In this session, *Agence Française de Développement* and the World Resources Institute (WRI) described the background and genesis of the new Resource Center for Digital Transport. The Resource Center was opened by AFD and is hosted by the World Resources Institute’s Ross Center for Sustainable Cities in conjunction with cities and other development partners. The Resource Center provides tools for data collection. It is also a forum in which cities and development partners can share experiences and exchange knowledge about scaling up the collection and sustainability of open data on public transport networks in cities. AFD and WRI explained the rationale and objectives of the partnership and how countries could consider the value of this work in measuring progress towards achieving the Sustainable Development Goals (SDGs) on transport, improving public transport planning and operations, and assessing when to introduce BRTs or undertake paratransit reform.



Participants also looked at case studies from the Digital Matatus project in Nairobi. This groundbreaking effort created the first-ever map of paratransit in the city, accessible to users through platforms such as Google Maps. The session also featured the Accra Mobility program, which created a map and digital inventory of TroTro routes to inform operations and end-users, and a case study on Transport for Cairo that successfully mapped public transport in Africa’s second largest metropolis.

The following issues were discussed at the session:

- Data inequality. There is no standardized way to adjust across different country data sets. Those available often differ in definition and weighting by equivalence scales, which may affect the usability, comparability, and validity of estimates. The major demographic and spatial shifts in population and economic activities likely to continue indefinitely shaping and reshaping cities and urban systems must be taken into account. Leveraging existing data and building a smarter mobility infrastructure to generate new data would help cities lay the foundation for a connected and autonomous future.
- Ineffective planning and/or governance and policy gaps. Existing policies and planning strategies are inappropriate for dealing with the challenges of urban growth and development in Africa. Existing planning processes are often adapted from models developed outside of Africa. The challenges of scalability and the sustainability of funding/resources need to be addressed.
- Levers or factors contributing to change. Data can act as a lever of change (theory of change). Through the systematic collection and analysis of large datasets, cities can leverage data science and machine learning techniques to make strategic decisions in real time.

African cities suffer from poor-quality transport options, excessive congestion, and pollution. The informal transport sector contributes to these problems, but also represents part of the solution. Public transport systems in contemporary African cities are heavily reliant on paratransit services.

The following are the outcomes of the discussion and summary of recommendations:

- Improving the efficiency and quality of paratransit services and integrating them with formal operators are critical. However, path dependencies and constraints limit the possible extent of public transport system reform and improvements in paratransit.
- Public transport in Africa is invisible. What can authorities do to improve service? Here, data is the key to adapting and building a better future for public transport. Service provision remains poorly regulated and, in some cases, illegal.
- Data is the critical underlying infrastructure. African cities have an opportunity to beat congestion by leveraging big data and smart tech solutions, while also making roads safer and improving city processes. The use of new technologies and digitalization could hasten progress in Africa's transport sector.

- Data can be used to improve city systems and infrastructure. Intelligent algorithms when combined with proper data can help cities predict and reduce traffic, as well as keep drivers safe. But intelligent algorithms can also convert input data into other valuable data sets. Cities would benefit from more than just less traffic. The data produced from smart, data-driven solutions could be used to further improve a city's infrastructure and services. But, for this to happen, a supportive network and resource sharing must be in place.
- In networking among the proliferating sectors and institutions, it is important that interlocuters be in place to support data and information flows between activity clusters and the transport authority.
- To avoid problems associated with traffic congestion, it is important that land-use plans reduce reliance on private car trips and promote sustainable modes of transport such as walking, cycling, and public transport. Development of higher-density, mixed land uses built around public transport nodes (otherwise known as transit-oriented development, TOD) reduces the need to travel longer distances for work and social needs.
- Urban mobility systems in Africa are largely inefficient today because cities are unable to dynamically route vehicles and coordinate other resources on the road in response to changing traffic patterns. Countries should encourage data-driven urban mobility while simultaneously protecting data integrity, ensuring safe storage and access controls (see <http://digitaltransport4africa.org/>).

3.3. Pillar C: Road Safety

At the Dakar workshop in February 2018, seven African countries, Benin, Kenya, Morocco, Nigeria, Senegal, South Africa, and Tanzania signed a resolution to support the establishment of a road safety observatory. These countries then worked together to formulate the observatory's governance structure and funding. More member state delegates showed strong interest in the observatory during the Abuja workshop.

Managing road safety data is a major challenge in most African countries. Participants learned that available data on road safety in the region is abundant, no less than 110 reports on 54 countries, which is a good basis for an African road safety observatory. However, many expressed the view that police do not see road safety data collection as one of their core functions. This belief affects the effectiveness and accuracy of data collection because it is often the responsibility of the police to collect road safety data. It also leads to delays or the irregular reporting of road

crashes. It was agreed that an initial list of 44 indicators would be collected at the national level and then examined and enriched at a later, more advanced stage.

Session on the importance of data to road safety management

One of the key recommendations and outcomes of the workshop was to set up a steering committee consisting of representatives from eight member countries to lead the discussions and two task forces tasked with deepening the mode of governance and preparing the work plan for the observatory's initial period spanning



2018-2020. As an aside, the work of the International Motor Vehicle Inspection Committee (CITA) highlights the importance of vehicle inspection to road safety in Africa.

Other issues raised and discussed included:

- The inaugural meeting of the Africa regional chapter of the global network for road safety legislators, and the importance of parliamentarians influencing and leading the road safety agenda on the continent.
- The UN Road Safety Trust Fund, a new instrument created under the office of the Special Envoy for Road Safety for financing road safety activities, and alignment with the UN Decade of Action for Road Safety goals and the SDGs.
- Support for lead agencies as the champions for implementing and monitoring road safety outcomes in their countries, which includes strengthening them and providing opportunities to network.
- The motorcycle challenge - their numbers are growing in cities and congestion is worsening while they are also becoming the main form of transport in rural areas. Motorcycles meet a need and plug a gap in mobility; yet, they pose other problems resulting from the lack of helmet usage and inadequate education.

The main conclusions were the following:

- Participants hoped the coming years will see a more established African road safety leadership program seeing as SSATP is deepening engagement at the country and city level and influencing policy and institutions. Moreover, more countries have committed to work with SSATP.
- Templates and guidelines are needed to accelerate the adoption of good practice policies and strategies, and RECs should be used more effectively to create networking opportunities for road safety associations at the sub regional level.
- Partnerships with key institutions and development partners working on road safety in Africa should continue, leveraging their comparative advantages.

African Regional Network for Road Safety Legislators

On day four of the AGM, the World Health Organization (WHO), SSATP, and the World Bank, in collaboration with Towards Zero Foundation, launched the African Regional Network for Road Safety Legislators. Fifteen members of parliament from the following seven countries joined the network:

- Cameroon: Aboubakar Ibrahim
- Benin: Lucien Houngnibo
- Ghana: Kwame Anyimadu-Antwi and Emmanuel Agyei Anhwere
- Senegal: Boubacar Biaye
- Nigeria: Adamu Aliero, Gbenga B. Ashafa, Aminu Isa, Tijjani Kaura, Ahmad Sanni Yerima, and Yunusa Abubakar
- Tanzania: Adadi Rajabu and Salum Mwinyi Rehani
- Uganda: Paul Amoro and Tonny Ayoo

A representative of WHO chaired the meeting. Opening remarks were given by Anthonia Ekpa, Director, Road Transport and Transit Administration, Federal Ministry of Transportation (Nigeria); Aurelio Menendez, Practice Manager, World Bank; Adadi Rajabu, Member of the Leadership Council of the Global Network for Road Safety Legislators; and Tijjani Kaura, Head, Nigerian Senate Committee on Intergovernmental Relations.

Nhan Tran (WHO) and Soames Job (World Bank) gave presentations on the global road safety policy context and the role of international organizations. These speakers were followed by David Ward (Towards Zero Foundation), who recounted the history of the Global Network for Road Safety Legislators and gave an overview of the network's Manifesto #4RoadSafety. Evelyn Murphy (WHO) then pre-

sented an update on findings from the legislative assessments conducted by WHO globally and best practice criteria. The morning session ended with a presentation by Soames Job (World Bank) on the opportunities and roles of parliament members. During the afternoon session, parliamentarians Adadi Rajabu, Yunusa Abu-



bakar, and Tonny Ayoo discussed the formation of all-party parliamentary groups in their own countries and the importance that these are having on moving the road safety agenda forward. Other members of parliament also provided an update on the activities in their own parliaments and countries. The session was moderated by Tawia Addo-Ashong (World Bank).

A discussion on the terms of reference for the African Network of Road Safety Legislators was then led by Evelyn Murphy. Members of parliament from the countries represented were designated to the Leadership Council, and they agreed on its role, goals, and how other countries could join. The African network would be open to members of parliament from any country on the African continent who supported the manifesto. Members of the network nominated Adadi Rajabu (Tanzania) as the Chair of the African Regional Network for a two-year term and nominated Lucien Houngnibo (Benin) and Tijjani Kaura (Nigeria) as Vice Chairs. Members accepted WHO's offer to serve as secretariat for the network. It would coordinate and facilitate the activities of the network, and members agreed to nominate a focal person to be included in all future communications.

Members of the network asked that they agree on a declaration that would stand as an outcome of the inaugural meeting. A draft declaration as well as the modified terms of reference will be circulated before it is finalized. Members of the network also discussed possible future activities, including better media engagement; advocacy, especially through social media channels; efforts to address the issue of infrastructure that is not safe; and vehicle regulation. Members also expressed a com-

mitment to using the existing regional mechanisms and discussed representation of the African Regional Network at the next meeting and workshop convening the Global Network’s Leadership Council on December 13–14 in London. Finally, members agreed on the next steps: finalize the Abuja declaration; finalize the terms of reference; and communicate to WHO each member’s nominated focal person.

Other presentations included “Tracking Monitoring by GPS for Corridor Transport Observatories”; “BRT Development and Associated Institutional Building Aspects : Lagos Metropolitan Area Transport Authority (LAMATA)”; “Best Practices in Transit Regimes”; “Road Safety Management Policy and Strategy Development: The Nigerian Experience”; “Morocco Road Safety Strategy 2016–2025” (in preparation); “Digital Transport for Africa: Toward an Open and Collaborative Digital Platform to Improve African Urban Public Transport”; and “Establishing a Public Transport Authority in African Cities.”

3.4. Parallel Activities

High-Level Panel: “How to Bridge North Africa and Sub-Saharan Africa”

A panel discussion was held on day three of the AGM on the theme of “How to Bridge North Africa and Sub-Saharan Africa.” The panel included the transport



ministers of South Sudan, Cameroon, and Morocco; the AfDB Division Manager of Infrastructure, Cities, and Urban Development; and the Chief Director, Cabinet of Commissioner of Community Territorial Administration and Transport, West African Economic and Monetary Union. Questions and dialogue covered issues related to Africa’s integration agenda: how the private sector can be a major driver of the regional integration agenda in Africa; corridors as key paths for the integra-

tion and competitiveness of Africa's economies; the role of regional communities in facilitating the coordination of international trade and transport corridors; how different initiatives should play a catalytic role in bringing together trade; and how to better link infrastructure programs and spatial development initiatives, such as industrial development and other economic activities, to foster market integration in Africa. The following issues were also discussed: capacity building; sensitization on regional integration; the promotion of corridors as instruments for economic transformation and drivers of increased intra-African trade; and financing Africa's infrastructure gap by attracting the private sector. The level of participation and enthusiasm at the meeting demonstrated that there is a demand for such learning events among African transport practitioners. Moreover, the outcomes generated by the presentations and lively discussions at the event served as valuable input to the AGM deliberations on day five, July 6. The high-level panel's position paper appears in appendix E.

High-Level Panel: "Africa's Rapid Urbanization and the Response to Urban Mobility in the Digital Era"

Members of the high-level panel were Senegal's Minister of Infrastructure, Land Transport, and Accessibility, Morocco's Minister of Transportation, Liberia's Deputy Transport Minister, Ghana's Minister of Equipment, Transport, Logistics, and Water, Sierra Leone's Minister of Transport and Aviation, Nigeria's Minister of State and Minister of Aviation, and a professor from the Centre for Sustainable Urban Development, Columbia University. The session was moderated by a former director of UN-Habitat.

The panel discussion highlighted the issues of sustainable urban mobility, institutional capacity, dedicated bus lanes (BRT), urban city planners, slums vis-à-vis poverty, legal frameworks for public-private partnerships, mass transit systems, strategic directions on how new technologies could influence city development—transport integration, how the use of new technologies and digitalization could leapfrog the African transport sector, the new urban agenda, paratransit, multi-modal coordination, urban transport authorities, the high rate of urbanization, and the political economy factors that influence funding as a means of addressing sustainable transport development in Africa, including urban transport, traffic congestion, and road safety.

The following questions drove the discussion: How could more comprehensive transport policies and strategies be promoted and developed? How effective is coordination between ministries? How could transport within secondary cities and small cities be facilitated? How are paratransit systems being reformed? How could



finance for sustainable urban mobility (new urban agenda) be maximized? What mechanisms do African governments and countries have in place to support their capital and secondary cities in managing urban mobility? New technologies are transforming citizens' lives and the economies. To what extent could digitalization have an impact on the transport services business model in Africa? How could big data and new technologies shape the future of urban mobility in Africa? What is the strategy for leveraging the private sector in the delivery of better transport services?

Discussants pointed out that concepts of urban mobility need to be rethought and specifically planned and implemented in a more sustainable, inclusive, and integrated manner than previously. In the context of a booming digital era, the use of new technologies and big data received much attention, as did the enabling conditions for economically viable and socially sound transport projects, particularly on a political level.

Remarks from the floor addressed better integration of land-use planning and transport systems planning, capacity building, road safety in urban contexts, land-use management, more multimodal coordination, strong national strategies, the pedestrian and public space allocated to transport, and the barriers to achieving sustainable transport mobility posed by poor urban planning, among other things. The session was followed by a press briefing.

The rich exchange of views and experiences during the panel discussion produced agreement that the following transport policy reforms and issues require attention

in Africa:

- Urban mobility and city productivity. In recognition of the pivotal role played by transport in facilitating economic growth, one of the key outcomes of the panel discussion was a consensus that sustainable urban transport solutions are crucial to mitigating the growing congestion, road safety issues, and pollution in the region's sprawling urban centers.
- Use of big data for planning. Opportunities are emerging from the use of data. However, how can countries sustainably leverage the use of data for planning purposes? African governments should not seek to amass the largest amount of data, but rather leverage data to come up with strategic and actionable insights which will help drive better planning and policy making.
- Social inclusiveness. Transport and mobility are not just about developing transport infrastructure and services. Rather, they are also about overcoming the social, economic, political, and physical barriers to movement such as class, gender inequality, poverty, and inaccessibility and unaffordability of transport for vulnerable and disabled people.
- New technologies to support the urban dynamics. Urban mobility systems are largely inefficient today because cities are unable to dynamically route vehicles and coordinate other resources on the road in response to changing traffic patterns. In cities around Africa, congestion is undermining mobility and creating woefully higher costs. The use of new technologies could provide an appropriate technical response and solution.

Other recommendations made by the panelists included improving governance through the creation of a strong public transport authority to achieve effective urban transport services; leapfrogging the modernization of informal paratransit systems through digitalization; promoting and supporting bus rapid transit, which appears to be a realistic and achievable option for Africa; given the shortage of public finance, leveraging PPPs to harness private capital for building sustainable transportation infrastructure; alleviating regulatory constraints; and limiting political interference in order to develop efficient transport systems in Africa.

While pursuing support for countries and cities in developing institutional capacity, SSATP will also implement new activities via avenues that are being piloted. These activities include:

- Partnering and collaborating with global and African universities to promote research in transport and linking research to actions. Research products will inform policy directions and provide solid materials for tailored training pro-

grams.

- Partnering and collaborating with international organizations with similar objectives to build on comparative advantages, leverage from each other, and create synergy in the areas of urban planning, land planning, multimodal planning, urban logistics, etc.

The position paper of the high-level panel on urban mobility appears in appendix F.

Joint World Bank and AfDB Portfolio Review Meeting

SSATP took the lead in organizing a joint portfolio review between the World Bank Group and African Development Bank. World Bank practice managers from the East Africa and Southern Africa regions led a team of 10 task team leaders (TTLs) from the African transport and digital development units for a deep-dive exercise with their counterparts from AfDB led by Jean Kizito. The AfDB team was composed of 10 task managers from AfDB's regional offices.

Signing Ceremony of the Memorandum of Understanding with African Universities

Under the leadership of SSATP, a memorandum of understanding (MoU) was signed by the World Bank, the World Conference on Transport Research Society



(WCTRS), World Resources Institute, and representatives of six African universities (University of Addis Ababa, University of Dar es Salam, University of Dakar, University of Johannesburg, University of Nairobi, and *Institut National Polytechnique Félix Houphouët-Boigny of Yamoussoukro*) to establish a network of African universities. The objectives are to exchange curricula, carry out joint training programs, promote evidence-based research projects, and develop and implement exchange programs in the transport sector. The collaboration with WCTRS and WRI will support further development of the research potential of African universities and strengthen institutional capacity at the continental level.

4. STATUTORY MEETINGS: GENERAL ASSEMBLY AND EXECUTIVE COMMITTEE

The objectives of the General Assembly of SSATP were to (1) welcome new members; (2) reflect on the last two years of DP3 implementation, including successes, weaknesses, and adjustments; (3) review, discuss, and endorse the 2017 SSATP annual report; (4) adopt the DP3 implementation plan and validate the recommendations of the thematic events; and (5) approve statutory and administrative decisions. The recommendations and decisions of the General Assembly are both statutory and programmatic.

After the opening ceremony of the General Assembly, the representative of the Chair of the SSATP Board of Directors, the representative of the Federal Government of Nigeria, the representative of the European Commission on behalf of SSATP donors, and the World Bank representative commended the SSATP man-



agement team for the role it has played in responding to the challenges Africa is currently facing and in working toward solutions to benefit urban commuters in Africa. They all acknowledged and emphasized that effective accessibility and efficient mobility solutions are central to sustainable urban economic development. Africa is urbanizing at a rapid pace, and both large and intermediate African cities are experiencing rapid and often unplanned growth. As a result, policy and decision makers are facing many challenges regarding the planning, development, and management of their cities.

The annual general meeting under DP3 was also an opportunity to reflect on the last two years of DP3 implementation and take a look forward. Stakeholders in general expressed satisfaction with the progress of SSATP and the DP3 work plan,

and they made valuable comments. All partners pointed out that they were looking forward to greater collaboration within the thematic areas in which they are willing to continue to play an important role.

4.1. Recommendations of the General Assembly

The participation in the 2018 AGM 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.

Program work plans. On the final day of the AGM, the General Assembly endorsed the pillar work plans for fiscal 2017/18 and the remaining/tentative work plans for fiscal 2018/19 that emerged from the pillar working groups.

Organization of the AGM. The General Assembly also congratulated the SSATP management team for organizing a very successful AGM and for the quality of the background documents and presentations under each pillar, especially the high-value technical content and high-level participation. The General Assembly greatly valued the four-day sessions involving experience sharing and learning from good practices.

2017 annual report. The General Assembly approved the 2017 annual report.

One of the key outcomes of the AGM was a consensus that more SSATP stakeholders should be empowered to “own” the program by fostering knowledge, capacity building, and institutional strength. Ibou Diouf, SSATP's Program Manager, presented the framework for the Third Development Plan, followed by more detailed presentations from other members of the SSATP management team on the three thematic pillars.

Endorsement of new Executive Committee (EC). The General Assembly approved the election of UEMOA Director of the Cabinet of the Commissioner of Infrastructure to represent the REC-TCC on the SSATP Executive Committee. UEMOA's Infrastructure Commissioner thanked the Chair and reiterated the importance of the meeting, noting that the ultimate objective of the programs developed within the REC-TCC is to improve knowledge sharing and coordination on transport, trade facilitation, and regional integration programs. The Chair instructed and committed the Director to work closely with the SSATP team and other stakeholders, and to continue communicating suggestions from other RECs about measures that would advance the integration agenda. He concluded by thanking the SSATP program management team for its concerted efforts and the

high quality that characterized its outputs over the last two years under DP3.

Under the same agenda item, Anthonia Ekpa, representing Nigeria's Federal Ministry of Transportation, replaced the representative of Senegal as one of the two representatives of the member states on the Executive Committee. Therefore, Nigeria and Morocco, which joined last year in Marrakesh, will represent member countries on the Executive Committee.

As a passionate champion of sustainable urban mobility, the African Association of Public Transport (UATP) also joined the membership platform to work together with SSATP on awareness, advocacy, technical assistance, and capacity building to advance farther along the road to establishing more public transport authorities in African cities. UATP is internationally recognized for its work to advance the development of this critical policy agenda. UATP is member of the long-standing International Association of Public Transport (UITP), which is the only worldwide network of public transport stakeholders and other sustainable transport modes.

The delegates conveyed special thanks to the SSATP donors for their contribution to financing organization of the AGM and the DP3 in particular. Special gratitude was also extended to Nigeria's Ministry of Transportation for its warm hospitality and to the SSATP team for their dedication to ensuring the successful organization of the 2018 SSATP annual general meeting. Member countries reaffirmed their commitment to a deeper engagement in SSATP and asked that links between countries and the SSATP pillars be strengthened and that the thematic areas be extended to road maintenance and financing and asset management for the next cycle.

4.2. Recommendations of the Executive Committee

The Executive Committee met July 6 after closure of the AGM. Participants included EC members and the SSATP program management team. The meeting was opened by Stephen Karingi, outgoing Chair of the Executive Committee. Cheikh Bedda, Director of Infrastructure and Energy at the African Union Commission and Karingi's successor as Chair, then took the gavel. In recent years, the outgoing Chair had expressed his desire that chairmanship of the Executive Committee be transferred to the AUC. Participants emphasized the potential added value that AUC chairmanship could bring to the program.

The meeting agenda was presented by the Chair and approved by EC members. What follows is a summary of the discussions, conclusions, and recommendations

of the meeting.

At the Executive Committee meeting, the strategic relevance of SSATP was emphasized because of the unicity of the program and its guiding principles, which have supported its relevance for more than three decades. Similarly, the program not only generates knowledge but also disseminates knowledge to member countries, and it plays a critical advocacy role. In fact, SSATP under DP3 greatly contributed to the development of a coherent transport policy agenda by member states and regions.

Most of the issues raised by the discussions were related to the DP3 output and results framework, which has provided SSATP and its member states with a set of goals and results to be pursued in the transformation of the African transport sector. The framework has given states the technical impetus to foster policy realignment and harmonize interventions geared at advancing Africa's Agenda 2063.

The Third Development Plan is addressing and responding to the needs of the transport sector in Africa. SSATP guidance has been mainstreamed into a high-level policy dialogues between partners, member countries, RECs, and donors. Based on the feedback received so far, the performance of the program and the actual achievements compared with the objectives of the results framework have been found to be impressive. The DP3 cycle covers the period 2015–18. However, because the program actually got under way in 2016, there was agreement that the program would be extended to December 31, 2019 to achieve its objectives. Members of the Executive Committee reminded the SSATP project management team that it would also have to consider how to finance the Fourth Development Plan (DP4). Meanwhile, EC members confirmed their support for the program and indicated that they would help search for new financiers. They added that now is the time to ensure that the DP4 is fully funded so it can achieve its objectives and effectively respond to the increasing number of requests from clients for cutting-edge support. Indeed, in view of the frequent requests for support from its many clients, SSATP is regarded as a valued partner whose products and knowledge can make a real difference in the preparation of needed transport policy reforms and institutional capacity building. These technical supports, however, are dependent on the financial resources available to SSATP.

In the context of the project cycle and supervision plan, the Executive Committee discussed the status of the midterm review (MTR) and the next annual general meeting. Of particular concern was assessing the degree to which the DP3 has achieved its original objectives and fits its purpose. A comprehensive exercise will

be held at the midpoint of the DP3, during which SSATP members and donors will reassess the DP3's original development objectives, their relevance in light of Africa's circumstances, and the likelihood of achieving them. The validation workshop for MTR will probably be held in the fall or December 2018. The MTR meeting would review the implementation progress of the DP3 activities under the SSATP 2017/2018 work program and update the program, taking into account each pillar activity undertaken by the program management team.

The next annual general meeting was scheduled for the last quarter of 2019. At the General Assembly, the following countries showed interest in hosting the next AGM: Zimbabwe, Benin, The Gambia, Ghana, and Côte d'Ivoire. As is the custom, a formal request from the Ministry of Transportation should be sent to the SSATP Program Manager, and the SSATP team will review expressions of interests and share them with the Executive Committee for further consideration.

Finally, members of the Executive Committee expressed their appreciation for the high level of participation at the AGM. Some members of the committee also praised the AfDB–World Bank Group joint portfolio review meeting, which aimed to share information on pipelines and active projects, strengthen collaboration, and create more synergy.

5. FEEDBACK FROM STAKEHOLDERS

In response to a request by the Executive Committee after the 2017 annual general meeting, SSATP carried out a survey of those attending the 2018 AGM. The main objectives of the survey were to assess to what extent the meeting achieved its goals and to identify what participants would like to see included in the program and future events.

Participants in the AGM were asked to evaluate the specific sessions, as well as the overall event. The questions were divided into five groups: (1) the program and agenda, (2) the content working group sessions, (3) logistics, (4) the meeting's objectives and outcomes, and (5) the quality and timing of working group sessions. The questionnaire was completed by 106 participants (48 percent), divided equally between French and English speakers. On a scale of 1 to 5, the average of almost every response was greater than 4. In addition, all the answers had a modal value and median of 4 or 5, which means that all aspects of the meeting covered were valued positively. Overall, the results of the evaluation were quite positive because more than 80 percent of the questions received positive responses (4 or 5). The evaluation appears in appendix C.

Some lessons learned from the 2018 AGM evaluation could be considered for further AGM improvements:

Some participants reported that the time allocated to discussions was limited, resulting in an imbalance between the presentations and discussions. They proposed allotting more time to discussions, especially when reviewing the recommendations of the working group sessions. This observation appears to be a recurring one.

- Participants expressed interest in receiving the presentations ahead of working group sessions.
- Of the comments received on the prospective DP4 thematic areas, of special mention is that session attendees hoped that SSATP would resume work on road maintenance, road asset management, and financing.
- Attendees expressed strong satisfaction with the plenaries and parallel sessions, opportunities to network, as well as the high expertise of the presenters. They also appreciated the enthusiasm and open-minded spirit of the organizing

committee and the SSATP staff.

- Finally, some participants suggested that the AGM include a site visit.

Going forward, because of the satisfactory results achieved so far, the SSATP team will not only maintain the current momentum, but also work to meet the high expectations of the program's development partners and client countries.

6. APPENDIX A

6.1. Opening and Closing Statements

*Opening statement of the Annual General Meeting by, Mr. Sabiu ZAKARI,
Permanent Secretary, Federal Ministry of Transportation, Republic of Nigeria
July 4, 2018*



I am delighted to welcome you to this year's annual general meeting of the Africa Transport Policy Program (SSATP), which Nigeria is privileged to have won the hosting right considering that other countries had expressed interest in hosting this year's edition as well. The theme of this year's meeting, "Africa's rapid urbanization and the response to urban mobility in the digital era," underscores the importance of the meeting and the focus of stake-

holders and development partners on the quest to proffer solutions to the challenges of urbanization and urban mobility in our cities.

Distinguished delegates, ladies and gentlemen, this meeting brings together regional economic communities, corridor management institutions, transport and logistics industry stakeholders, regional associations, international and continental organizations, and development partners to brainstorm and come up with veritable solutions that will move Africa to the current realities and best practices in the transportation sector.

I wish to thank the SSATP for selecting Nigeria as one of the beneficiaries of the sustainable urban mobility study carried out to help countries develop policy recommendations and priority interventions to improve accessibility and mobility in African cities. The study was based on the concept and framework of enable-avoid-shift-improve (EASI) urban transport mobility. The primary areas of focus are the legal and regulatory environment, institutions, financing mechanisms, multimodal and intermodal transport systems, promotion of mass transport, paratransit transport system reforms, traffic management, and secondary cities. It is hoped that by the time the recommendations of the study are implemented, they will go a long way toward transforming the road sector

in Nigeria.

Therefore, I urge all of us to take advantage of this meeting and develop sustainable strategies and policies that will bring about rapid urbanization through effective and efficient transportation in Africa. In addition, this meeting is expected to, among other things, disseminate knowledge on the concept of holistically integrated urban transport policy and strategy development, share findings of the integrated urban transport study, review and update the work program, agree on activities of the Third Development Plan (DP3), and follow up on progress regarding the road safety-related Sustainable Development Goals.

At this juncture, let me say that this meeting is very timely as it will provide the Federal Ministry of Transportation with policy support in its efforts to ensure intermodalism in transportation. On this note, I welcome you all to the 2018 annual general meeting of the Africa Transport Policy Program.

Thank you and have a fruitful deliberation.

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*Opening statement by Mr. Benedictus Eijbergen, Practice Manager
Southern Africa Region, Transport Global Practice, World Bank
July 4, 2018*

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Your excellencies, honorable ministers, distinguished guests, members of the SSATP Executive Committee, representatives of development partners, dear participants, ladies and gentlemen,

It is my great pleasure to speak during this introductory session of the 2018 annual meetings of the Africa Transport Policy Program (SSATP), on behalf of the World Bank and on behalf of Jose Luis Irigoyen, Senior Director of the Transport and Digital Development Practice Group, the World Bank, and administrator and host of the SSATP program here in the beautiful capital of Nigeria, Abuja.

I'd like to relay our sincerest gratitude to the Federal Republic of Nigeria represented by its Federal Ministry of Transportation for offering to host the 2018 annual meeting and for the tremendous efforts toward a smooth and successful AGM.

The World Bank would like to recognize the European Commission (EC), the Swiss State Secretariat for Economic Affairs (SECO), the French Development Agency (AFD), and the African Development Bank for currently financing SSATP's Third Development Plan (DP3). We are also grateful to the African Union Commission (AUC), the United Nations Economic Commission for Africa (UNECA), all the Africa regional economic communities (RECs), the governments of SSATP member countries, and the development partners community for establishing and supporting this unique program that aims at supporting Africa in defining and facilitating the exchange of good practices and contributing to the development of transport policies and strategies for Africa.

Your excellencies, honorable ministers, distinguished guests,

Your presence here today is proof that SSATP remains a key instrument in addressing the transport challenges that Africa faces.

No need to spend a lot of time talking about the rationale of the program. I would rather discuss the key strengths of the program, the synergies that exist from the alignment between the Africa transport strategy of the World Bank and the strategic priorities of the SSATP, the collaboration with other initiatives of similar objectives, and, finally, the

contribution of the World Bank to the achievement of SSATP outcomes. I would say that there is an international consensus emerging among all the transport sector practitioners that the continent is facing critical major challenges - namely, poor regional integration, inefficient urban transport systems, and a staggering number of road fatalities.

Therefore, there is no doubt that SSATP's Third Development Plan structured along the following three pillars - integration, connectivity, and cohesion; urban transport and mobility; and road safety - is imperative.

The Third Development Plan has embraced these emerging issues, positioning SSATP as a platform to address critical issues and adapt to the needs of the continent.

Policies and actions along these three dimensions will make transport inclusive, safe, resilient, and sustainable and will help bolster the contribution of the transport sector on the continent to the Sustainable Development Goals for 2015–30.

Your excellencies, honorable ministers, distinguished guests,

The DP3 was established to support African countries in developing sound strategies and policies for efficient, safe, and sustainable transport within countries and across the continent, and the theme of the conference this year is "Africa's rapid urbanization and the response to urban mobility in the digital era."

Indeed, it is time for the program to reflect on what the future of transport in Africa will look like in a digital era. For sure, digitalization will increasingly be affecting the African urban mobility landscape (such as app-based supply, automated vehicles, automated traffic management), logistics industry management (such as remote control and monitoring of logistics chains), and road safety (such as the impacts of autonomous vehicles and cyber security).

Clearly, artificial intelligence will become more and more instrumental in the way we manage transport in the future, and Africa must be prepared for this big shift.

As far as regional integration is concerned, last year's annual meeting included a high-level panel held under the chairmanship of Honorable Excellency Mr. Rotimi Amaechi, Minister of Transportation of the Federal Republic of Nigeria.

The panel noted the need to consolidate and accelerate the regional integration process through the promotion of transborder growth poles across regional economic communities and around development corridors. The meeting acknowledged that economic corridors could become powerful polarizing poles with strong multisectoral growth potential.

Further, the panel noted that the more globalization expands, the more complex logistic

chains will become, thus creating opportunities for innovation. Technology will be a must for the competitiveness of Africa's transport industry to ensure its ability to address the real-time needs of its clients.

Let's go to urban mobility. Concerning urbanization, panel discussions focused on the current trends and prospects of urban mobility, challenges associated with poor urban planning and poor street connectivity, as well as how new technologies could transform urban mobility through better urban planning.

However, the panel recognized that achieving smart mobility in Africa will require the sustained accessibility of ICT; investments in infrastructure and skills; mixed land uses; integrated public policy; and coordination with other sectors.

Big data and "smart phones for mobility" will continue to dictate the path and determine the drivers of urban mobility. Such developments have the potential to make urban mobility more equitable and inclusive as ridesharing and carpooling become easier over time.

SSATP should reflect on the power of big data and digital technologies in its efforts to improve data collection and service delivery in the transport sector in Africa.

Let's go to road safety. Road safety is about protecting our most vulnerable populations. The fatality rate in Africa increased from an estimated 24.1 fatalities per 100,000 people in 2010 to 26.6 fatalities per 100,000 people in 2013. Between 1990 and 2013, there was an 89 percent increase in the number of road injury deaths, a 72 percent increase in pedestrian deaths, a 93 percent increase in motorcycle deaths, and a 73 percent increase in cyclist deaths.

SSATP may want to think promoting better use of digital technologies for more comprehensive road safety policies and strategies in a digital era.

Your excellencies, honorable ministers, distinguished guests,

Without any doubt, the strong ownership of member countries is the driving force of the program. Indeed, this is the only partnership whereby client countries and regional economic communities take the lead role for the design and implementation of activities. We should all be working toward strengthening this demand-driven model that is the greatest comparative advantage of SSATP.

SSATP offers its member countries and partners an array of expertise, and it is known for its entrusted source of knowledge for transport-related policies owing to its three decades of valuable African experience and deep involvement.

The World Bank recognizes and values this unique vehicle as a driver to sound and sus-

tainable transport policies. That's why we are ensuring that our global agenda, as well as our strategy for Africa, are fully aligned with SSATP priority areas. In this regard, the World Bank has identified two areas of its agenda for collaboration: sustainable mobility for all and inclusion of a gender dimension in transport, especially in urban mobility.

The Sustainable Mobility for All Initiative was officially launched in January 2017 to raise the profile of transport and advocate for sustainable mobility in global discussions. The first output of the Sustainable Mobility for All Initiative, the Global Mobility Report, was released in 2017.

The report is the first-ever attempt to examine the performance of the transport sector across all modes, globally, and its contribution to a sustainable future. The Global Mobility Report also proposes a new global tracking framework to measure sector progress toward four goals: universal access, efficiency, safety, and green mobility. This opens the door for collaboration with SSATP, countries and cities, and other initiatives for a consistent and relevant Global Roadmap of Actions.

At the World Bank, our Transport Global Practice is leading the gender agenda in Africa and is embedding gender at the center of its transport development objectives. It has been given crucial importance when designing transport projects, policies, and interventions. I have no doubt we all agree that transport is not gender-neutral.

If we want to achieve sustainable mobility we should all recognize that women and men have different transport needs. In fact, women and men have different mobility patterns and different mobility barriers in both rural and urban contexts. Evidence has shown that in urban settings, women face additional barriers to their mobility while using public transportation, such as sexual harassment. A recent International Labour Organization study shows that limited access and unsafe transportation reduce the probability of women's labor force participation by 16.5 percent in developing countries.

The good news is that well-targeted programs, such as - here in Nigeria, Lagos LAMA-TA's successful employment program in bus operations, with regular training, flexible schedules, and maternity leave, have shown that gender-informed initiatives can have positive effects on consumers' perceptions of safety and eventually ridership.

The World Bank is more than ever committed to moving the program ahead, and I am also pleased to say that the Transport Global Practice at the World Bank is now leading the way and counting on the program partners to continue the journey, with SSATP as a vehicle to lead the way. I would like to call for new partners and countries to join this unique program and collectively drive the development agenda as transport decision makers and practitioners. There's always room for newcomers to become SSATP family members.

Your excellencies, honorable ministers, distinguished guests,

I will conclude by reiterating our gratitude to countries for the high level of representation and to the development partners who provide the resources to make the program a continuous reality (EU, SECO, AfDB, and AFD).

I can't thank enough the Federal Republic of Nigeria, represented by its Federal Ministry of Transportation, for its strong support. Their commitment, generosity, and hospitality facilitated the SSATP team's work and was key to the great success of this forum, enabling this unique exchange of knowledge and experiences across the entire African continent and providing the opportunity to join our efforts to make a tangible difference toward sustainable transport for all.

Thank you very much for your kind attention. Great pleasure being here in Abuja.

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*Opening statement by Mr. Robert Lisinge, Economic Affairs Officer,
Industrialization and Infrastructure, UNECA
July 4, 2018*

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Excellencies, distinguished guests, ladies and gentlemen,

I am speaking on behalf of the Chair of the SSATP Executive Committee, Stephen Karingi, who could not be here today but will join us on Friday at the General Assembly.

I would like to thank the Government of Nigeria for the warm welcome to delegates of this meeting and for the excellent facilities provided for the event.

SSATP since its creation in 1987 has made enormous contributions to transport policy development in Africa. Ongoing efforts to develop a minimum set of road safety indicators, as requested by the African Union, and the development of an African Road Safety Observatory are eloquent testimonies to the usefulness of SSATP. SSATP has also made great strides in its role in regional integration and urbanization.

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

Ladies and gentlemen,

SSATP, despite its successes in DP3, cannot rest on its laurels. Recent dynamics globally and continentally may test SSATP's relevance. First, SSATP will be judged by the extent to which it supports the AfCFTA (African Continental Free Trade Area). In this regard, it must help to develop transport policies through optimizing the gains of AfCFTA. Second, SSATP will be judged by the extent to which it helps to develop policies that contribute to the achievement of transport-related Sustainable Development Country Indicators (SDCIs) notably those that deal with road safety and urban mobility.

SSATP will only succeed in making a meaningful contribution to these endeavors through partnerships. The good news is that SSATP is already a formidable partnership that provides a platform for an exchange of views and experiences on transport policy issues.

I am therefore confident that in the next few days and beyond SSATP will play an important role in ensuring that transport contributes to Africa's regional integration and sustainable development in general.

I thank you for your attention.

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*Opening statement by Mr. Yemi Osinbajo, Vice President
Federal Republic of Nigeria
July 6, 2018*

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I am delighted to welcome you to this auspicious occasion of the annual general meeting of the Africa Transport Policy Program, which I can term Nigeria to be propitious to host considering the number of nations that expressed an interest in hosting. The theme of this year's meeting, "Africa's rapid urbanization and the response to urban mobility in the digital era," underscores the importance of the meeting and the focus of the stakeholders and development partners in the quest to proffer solutions to the challenges of urbanization and urban mobility in our cities.

May I use this opportunity to commend the Africa Transport Policy Program for carrying out a sustainable urban mobility study that seeks to create a vision for urban transport and mobility and a mind shift among policy makers by advocating for policy development and related capacity building in improving urban transport and mobility in Nigeria. This study no doubt will help us develop policy recommendations and a set of priority interventions to improve accessibility and mobility in Nigeria.

It is worth noting that this study sets out to describe some of Nigeria's main cities in terms of population, transport modes, infrastructure, public transport services, and local transport authorities. The motorization trends also show that road transport as the predominant mode of transit with commercial vehicles accounts for more than half of the vehicle population in the country. The previous urban transport strategies and interventions appeared to be infrastructure-driven and may have lacked coordination. However, the 2017 draft national transport policy updated by the administration of President Muhammadu Buhari has a clear objective on developing a sustainable urban environment with an integrated transportation system. This policy document seeks to address objectives similar to those of the SSATP urban mobility pillar.

Therefore, as my President noted earlier in a speech, my ministry will consider all the recommendations covering governance efficiency (enable), land-use efficiency (avoid), multimodal transport system efficiency (shift), and the road space use and vehicle efficiency (improve) and come up with appropriate recommendations for his endorsement.

Once again, on behalf of my ministry and the good people of my country, I welcome you to Nigeria, particularly Abuja, one of the fastest-growing cities in Africa, and urge you to bring on board useful ideas to curb issues of urbanization and urban mobility. Please enjoy our wonderful hospitality, while I wish you fruitful deliberations.

Thank you for listening.

*Opening Statement at the SSATP General Assembly by Mr. Paolo Ciccarelli, Head of Unit, DG
DEVCA C5-Cities, Local Authorities, Digitization, Infrastructure,
European Commission
July 6, 2018*



Honorable minister(s), distinguished guests, ladies and gentlemen,

All protocols observed,

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

We all have repeated many times that affordable, efficient, and safe transport is vital for the economic and social integration of the African continent. Trade and economic growth in all sectors depend on sustainable transport infrastructure and services, and, in the same way, transport is a lifeline for people in urban and rural areas, providing access to jobs, health services, education, and other amenities.

I am sure you will agree that the overall goal of our partner countries is to deliver on quality transport infrastructure that is socially, economically, and environmentally sustainable. Strong policy, robust sectoral frameworks, and institutional capacity are therefore needed to effectively prepare, build, maintain, and manage quality infrastructure at the country, regional, and even at the pan-African level.

How to strengthen infrastructure strategy and planning, how to ensure that policies are "fit-for-purpose" in subsectors, how to ensure that the digital era is factored into subsectoral approaches to leapfrog sector transformation? There are many more issues I could refer to that are affecting the quality of sectoral processes and environments.

Now, let us ask ourselves where we find the SSATP's role in this context?

Honorable minister(s), Mr. Chairman,

I propose to you an answer. SSATP's actions across the three pillars of regional integration and connectivity, urban transport and mobility, and road safety are exactly geared to the notion of quality. They are designed to transform sectoral policy and strategy processes toward quality, to share knowledge, to build capacity, and to test approaches

in pilots, derive the lessons learned, and build on partnerships to further implement.

Through this, SSATP essentially contributes to the ever-increasing need for sound and enabling sector environments and for environments that, in addition, are "fit-for purpose" to crowd in the private sector for scaled-up investment.

But let me recall that whatever SSATP delivers, advises, and disseminates all hinges on the domestication efforts at the beneficiary level, the country level, the regional level, and, of course, the municipal level in view of our urban pillar. SSATP will fail to contribute to removing the barriers for trade, to sustaining urban mobility solutions, to boosting safe land transport if we do not get the commitment and capacity at the municipal, national, or regional level. Ownership remains key!

Let me therefore urge all our partners to ensure that SSATP good practices across our pillars form an integral part of sectoral strategic planning and delivery.

In my view, looking at the massive urbanization pressure cities are confronted with, this becomes of particular relevance in the urban mobility context.

Honorable minister(s), Mr. Chairman,

Building on the successful expansion of the program that includes now more than 40 countries, I am very pleased to note the new partnership avenues for collaboration, coordination, and strategic alliances. Take, for instance, the corridor management alliances and urban mobility and road safety alliances with many new partners.

Indeed, I am confident that the program is on the right path. Extending the program by one year to the end of 2019, we provided the grounds for the program to better consolidate achievements and build on the lessons learned from pilot interventions for the further rollout of methodology. Important will be to boost the reach-out of the SSATP Third Development Plan (DP3) pillar activities and to ensure complementarity with other ongoing cooperation initiatives and activities in domains of regional integration/interconnectivity, road safety and urban mobility.

In this context, please allow me to recall the need for SSATP to contribute to the stimulation of an investment dialogue to scale up the needed transport investments, especially from the private sector, and to engage with it at the policy and strategy level.

Finally, I would like to flag the need to put a good focus on mainstreaming digitalization through our pillar approaches.

The aim is to ensure that digitalization perspectives are included in respective sectoral policies, strategies, and project preparation. Digitalization as enabler is key! Take, for instance, the issue of SMART multimodal transport corridor development with integrat-

ed transport sector observatories for inspiration.

Honorable minister(s), Mr. Chairman,

Under this assumption, this day, we will work together, discussing and addressing what is needed to further ensure the success of the SSATP DP3 and how SSATP can make a difference in contributing to quality infrastructure delivery for the benefit of the African people.

I thank you for your attention.

*Opening Statement at the SSATP General Assembly by, Mr. Rachid Benmessaoud,
Country Director for Nigeria and Coordinating Director for
West Africa Regional Integration Program, World Bank
July 6, 2018*



Honorable ministers, distinguished members of the General Assembly, members of the SSATP Executive Committee, representatives of the development partners, ladies and gentlemen,

Good morning.

I am delighted to hear from my colleagues that the discussions over the last four days have been very engaging, especially the learning and sharing experience forum on the three pillars of the Africa Transport Policy Program (SSATP): regional integration, urban transport and mobility, and road safety.

It would be good if I touch on the three pillars of SSATP and highlight the importance for Nigeria and West Africa for which I am the responsible Director at the World Bank.

Road safety. Road safety is about protecting our most vulnerable populations. The fatality rate in Africa increased from an estimated 24.1 fatalities per 100,000 people in 2010 to 26.6 fatalities per 100,000 people in 2013. Between 1990 and 2013, there was an 89 percent increase in the number of road injury deaths, a 72 percent increase in pedestrian deaths, a 93 percent increase in motorcycle deaths, and a 73 percent increase in cyclist deaths.

Urban mobility. Concerning urbanization, discussions focused on the current trends and prospects of urban mobility, the challenges associated with poor urban planning and poor street connectivity, as well as how new technologies could transform urban mobility through better urban planning.

However, it is recognized that achieving smart mobility in Africa will require sustained accessibility to ICT; investments in infrastructure and skills; mixed land uses; integrated public policy; and coordination with other sectors.

Big data and “smart phones for mobility” will continue to dictate the path and determine the drivers of urban mobility. SSATP can reflect on the power of big data and digital technologies in its efforts to improve data collection and service delivery in the

transport sector in Africa. Lots of opportunities can be found in a megacity such as Lagos, but Nigeria has also a number of secondary cities where this can be applied.

Regional integration. I was told that at last year's SSATP annual meeting a high-level panel was held under the chairmanship of the Honorable Minister Rotimi Amaechi, Minister of Transport of the Federal Republic of Nigeria. The panel noted the need to consolidate and accelerate the regional integration process through the promotion of trans-border growth poles across regional economic communities and around development corridors. The meeting acknowledged that economic corridors could become powerful polarizing poles with strong multisectoral growth potentials.

The panel also noted that the more globalization expands, the more complex logistic chains will become, thus creating opportunities for innovation. Technology will be a must for the competitiveness of Africa's transport industry to ensure its ability to address the real-time needs of its clients. This applies certainly to Nigeria, as our competitiveness and spatial development studies show that Nigeria needs to be better connected internally but also with other African countries.

In that context, the World Bank is working with the government to create the shift from transport corridors to development corridors that will enable Nigeria to become more connected and integrated in the region but also globally through, for example:

- Deepening the place-based policy (such as economic clusters by concentrating special economic zones and promoting logistics parks, multimodal transportation, urban agglomeration, and linking small markets and digital trade)
- Efficient agrologistics chains and facilitating support to local small and medium enterprises
- Stimulating the traditional trade hubs
- Multimodal freight corridors
- Clean and efficient trucking industry and rural transportation
- Efficient inland dry ports and sea and land outlets.

Honorable ministers, ladies and gentlemen,

I am very pleased to announce here that the World Bank Board discussed and endorsed the new Regional Integration Strategy for Africa 2018–2023 last month. The main points of the new strategy include:

- Combining the "soft" reforms with hard infrastructure
- How we can make further progress in bringing together our national and regional programs to offer comprehensive solutions to clients

- The next generation of regional integration programs, which will lead to more trade, value addition, and economic diversification; considerable interest in the skills development and cross-border fragility work
- Strengthening the collective action framework through our support to regional institutions.

These are all priority considerations in the new strategy, and it was good to see the World Bank Board pressing the Bank to follow through on them. This regional integration approach is wonderfully aligned with the SSATP work in the field of regional integration.

It is key that the development partners work hand in hand and share the same vision, and we are very pleased to see that SSATP is that vehicle for knowledge sharing and informing governments on best practices and policies in its DP3 priority areas. In this respect, the Bank is a happy contributor to, and consumer of SSATP, as we bring the knowledge and policies generated by SSATP to our governments.

I wish SSATP lots of success in spurring development in the countries of Africa, and the Bank will continue to support SSATP.

*Opening Statement at the SSATP General Assembly by, Mr. Cheikh Bedda,
Director of Infrastructure and Energy at the African Union Commission,
July 6, 2018*



Excellency, Vice President of the Federal Republic of Nigeria, World Bank Country Director for Nigeria, representatives of SSATP donors, Chair of the SSATP Executive Committee, SSATP Program Manager, invited guests, ladies and gentlemen,

All protocols observed,

Let me start by wishing you a very good morning. Indeed, today I am happy to be with you once again following our previous fruitful encounter in February last year (2017) in Marrakech, Morocco. That was the first time I participated in the SSATP annual meeting representing the African Union Commission (AUC). I recall informing you of the significant change of leadership that had taken place at the AUC with the election of the new chairperson, deputy chairperson, and commissioners. As I mentioned, the new commission assumed duty in March 2017 with a dynamic speed aimed at realizing quick results. Since then, some notable progress has been achieved, which I will be glad to share with you.

Before I proceed, I would like to thank the government and people of the Federal Republic of Nigeria for hosting this important meeting and enabling all of us to be here and participate with ease and comfort. As usual, we already feel at home in this great city of Abuja. I would also like to thank the SSATP management team for inviting us to participate and share our experiences in this meeting. It is really encouraging to see such a large attendance of stakeholders who have spent the entire week addressing key policy issues in the transport sector. I would like to thank each and every one of you in this room for your commitment to the improvement of this sector, which is of crucial importance to the development and integration of Africa.

At the African Union Commission, we are quite cognizant of the positive contribution of SSATP in strengthening and ensuring the effective implementation of the right transport policies and strategies in Africa. Last year in Marrakech, I recalled the momentous transport policy achievements of the program in Africa since the 1990s to the 2000s, which helped Africa to improve road development management, financing, maintenance, safety, and transport facilitation, among other things. We have seen how focused

application of the appropriate policy strategies has helped a number of states to sustain the development of infrastructure and the delivery of efficient transport services.

Currently, we are working with SSATP to support the implementation of its Third Development Plan (DP3). At this point, I would like to underscore the fact that the DP3 as well as the entire SSATP program is well aligned to the key objectives of the long-term vision of the African Union under its Agenda 2063, also popularly known as “The Africa We Want.” In that context, the African Union is envisioning “an integrated, prosperous and peaceful Africa, driven by its own citizens and representing a dynamic force in the global arena.” To that end, regional integration, a common African market, and the free movement of persons and goods are at the core of this vision.

Excellency, ladies and gentlemen,

Under Agenda 2063, 13 flagship projects are seen as the key to accelerating achievement of the main goals of the continental long-term vision. Three of them have been given top priority:

1. African Continental Free Trade Area (AfCFTA)
2. Single African Air Transport Market (SAATM)
3. Free Movement of Persons, Right of Residence and the Right of Establishment.

The Single African Air Transport Market was the first to be launched on January 28, 2018 during the 30th Ordinary Session of the Assembly of AU Heads of State and Government in Addis Ababa, Ethiopia. This motivated the assembly to call for an extraordinary session in March 2018 in Kigali, Rwanda to launch the African Continental Free Trade Area and initiate the signing of the Protocol on the Free Movement of Persons, Right of Residence and the Right of Establishment.

To date, 26-member states have subscribed to the Solemn Commitment to the Establishment of the SAATM, and 44 have signed the AfCFTA Agreement and its protocols. Robust advocacy campaigns are going on at all levels to highlight the necessity of all Member States joining these projects, which have the capacity to transform the continent and enhance its position in the global economy. The AfCFTA project is led by the H.E Mamadou Issoufou, President of Niger, and the SAATM is championed by H.E. Faure Gnassingbe, President of Togo.

I am informing you of these developments, first, to highlight the enthusiasm and passion of the current AU leadership to urgently obtain results in the work undertaken by the Commission and its partners. Second, as you would note, transport is at the core of the priority flagship projects. Integration, ease of movement, as well as competitiveness of trade in the continent will depend to a large extent on the adequacy, effectiveness,

reliability, and affordability of transport. These are the basic elements of the credible transport policy on which we are working.

In that regard, the AUC has drafted a Continental Transport Policy Paper and initiated some strategic projects such as the “SMART Corridors” project in order to enhance transport efficiency along the major trade corridors. We have shared information on these projects with you, and we expect to work with the SSATP on their implementation.

Excellency, ladies and gentlemen,

Another important development is the holding of the first meeting of the Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, Energy and Tourism (STC-TTIET) in Lomé, Togo, in March 2017. Specialized technical committees (STCs) are the ministerial decision-making organs at the sector level in the African Union. All decisions and recommendations destined for the Assembly of the Heads of State and Government must be considered and adopted by the respective STC.

In accordance with its Rules of Procedure, the first meeting of the STC-TTIET established the Subcommittee on Transport, which is a ministerial organ for the transport sector in the STC. This subcommittee held its first meeting in December 2017 in Addis Ababa. It reviewed and adopted its Priority Plan of Action for the period 2017–19 and a monitoring and evaluation mechanism. The Priority Plan of Action allocates tasks to all key stakeholders, including the SSATP. The Rules of Procedure also provide for the STC to establish temporary working groups on specific topics as needed.

The main objective of the STC framework is to coordinate and harmonize the work undertaken by all stakeholders in Africa in order to achieve the necessary synergy, avoid wasteful duplication, and generate real impact on the development aspirations of the African peoples in line with Agenda 2063.

In that context, it is essential and expedient for us to ensure that implementation of the SSATP work is well aligned with the Priority Plan of Action and institutional framework established by the STC-TTIET and its Subcommittee on Transport. In that way, the decisions and proposals made within the framework of the SSATP would be able to reach the sector ministers through the STC and, ultimately, the heads of state and government through the AU Executive Council and Assembly.

Excellency, ladies and gentlemen,

As I have mentioned, the SSATP is recognized as a key actor in the development of continental transport policy strategies. The AUC intends to use the program to advance its work in the transport sector. There are huge expectations of the transport sector and almost all other sectors to facilitate achievement of the aspirations of Agenda 2063. On

behalf of the AU Commission, I am happy to be here to take part in a critical review of the implementation of the DP3 and the status of the transport sector in general.

I believe we will do a good job of this work, and we will deliver on the expectations of our continental leaders. I wish all of us a fruitful meeting.

Thank you for your kind attention.

*Opening Statement at the SSATP General Assembly by, Mr. Stephen Karingi,
Chair of the Executive Committee, Africa Transport Policy Program,
July 6, 2018*



Honorable ministers, honorable members of parliament, Cheikh Bedda, Director, DIE-AUC, representatives of SSATP partners, World Bank Country Director for Nigeria, distinguished guests, ladies and gentlemen,

I am pleased to welcome you to this General Assembly of the Africa Transport Policy Program (SSATP). The meeting comes on the heels of four days of very productive deliberations at various thematic events organized as part of this year's SSATP annual meeting.

Let me, at the outset, thank the Government of the Federal Republic of Nigeria for the warm welcome accorded to the delegates of this meeting and for the excellent facilities put at our disposal to ensure a hitch-free event.

Let me also thank key partners of SSATP, whose continued support has been vital for the successful implementation of the program's Third Development Plan (DP3). Permit me, in this regard, to mention the European Union, World Bank, African Development Bank, French Development Agency, Swiss State Secretariat for Economic Affairs, and the community of development partners in general. SSATP will continue to count on your support.

Ladies and gentlemen,

The theme of this year's SSATP annual general meeting, "Africa's rapid urbanization and the response to urban mobility in the digital era," is apt given the growing influence of urbanization and information and communication technology on Africa's economic and social development.

Indeed, the world is changing, and Africa is also changing. Urbanization and the digital economy are part and parcel of this change that has profound implications for transport policy development.

It is therefore with great satisfaction that the transport community welcomed the recognition of transport, particularly urban mobility, road safety, and resilient infrastructure - as a sustainable development issue in Agenda 2030 for Sustainable Development.

The Africa Transport Policy Program is uniquely placed to contribute to the achievement of the Sustainable Development Goals (SDGs) related to enhancing the efficiency of urban mobility, curbing road deaths, and building resilient infrastructure. Indeed, the goals provide a platform for weaving the work of the different SSATP pillars together in support of Africa's sustainable development.

The beauty of the SDGs is that they bring together a broad range of partners in support of critical development goals. SSATP must harness the partnership opportunities offered by the SDGs in support of Africa's transport development. I am therefore pleased, for example, that SSATP is partnering with the Secretariat of the UN Secretary-General's Envoy on Road Safety and UN-Habitat to work on urban road safety. SSATP is also partnering with the African Union Commission and the Economic Commission for Africa to develop a minimum set of road safety indicators and a regional road safety observatory. I am equally pleased with SSATP's effort to improve the efficiency of transport management in several African cities, including Abidjan and Dakar.

Ladies and gentlemen,

Permit me at this stage to turn my attention to other developments that have a bearing on the work of SSATP.

The signing of the African Continental Free Trade Area (AfCFTA) agreement by 49 African countries as of today is a major milestone in the continent's regional integration process. The fact that this momentous event has been quickly followed by ratification of the agreement by six countries: Ghana, Kenya, Rwanda, Niger, eSwatini, and Chad - illustrates the determination of member states to operationalize the agreement. The potential benefits of the free trade area cannot be overestimated. UNECA research, for example, suggests that the free trade area could double intra-Africa trade, especially when accompanied by trade facilitation measures.

However, inadequate transport infrastructure, particularly regional transport infrastructure, could hamper full realization of the benefits of the free trade area. The need to improve the quality of Africa's cross-border infrastructure by removing physical and nonphysical barriers to transport has therefore become paramount. The Africa Transport Policy Program has an opportunity to support the implementation of the AfCFTA through its regional integration pillar, which must continue to support the development of smart corridors. This pillar is already doing a commendable job in supporting corridor organizations such as the Maputo Corridor Development Initiative. Support of the Regional Economic Communities Transport Coordination Committee is also worth mentioning.

Excellencies,

Travelling by air remains a challenge in Africa. It is difficult to fly between cities on the continent. Often there are no connecting flights between these cities, even those in neighboring countries. Inadequate air connectivity on the continent is exacerbated by the prohibitive cost of air transport compared with other regions of the world.

The Single African Air Transport Market (SAATM) seeks to address the challenge of connectivity and high air transport fares that compromise regional integration and intra-Africa travel, which could dampen the gains of the AfCFTA. It is encouraging that more than 20 African countries have signed the Solemn Commitment to SAATM. It would be strategic for SSATP to strengthen its involvement in the conversation on SAATM in the context of its work on regional integration and multimodal transport corridors.

Ladies and gentlemen,

There is no doubt that the challenges in Africa's transport sector are daunting. Recent dynamics at the global and continental level have put the spotlight on these challenges, particularly on how they could compromise implementation of the continent's regional integration and sustainable development agendas.

To stay relevant, SSATP must align its work with the major continental and global agendas, notably Agenda 2063 - particularly its flagship programs related to transport such as the AfCFTA and SAATM - and the SDGs. It must also work closely with other organizations that deal with transport policy issues. The good news is that it is already doing so - but it needs to redouble its effort in that direction.

Thank you for your attention.

7. APPENDIX B

7.1. Agenda

Day 1 – Monday, July 2, 2018 Pillar Workshops and Working Groups			
8:00-9:00 am	Registration open – Katsina Room		
	Closed Session, by invitation only Conference Room: Kaduna	Parallel Session Conference Room: Katsina (Secretariat)	
9:00-10:15 am	<i>(SSATP and select partners and IOs only)</i> Introduction and Welcome Ibou Diouf, SSATP Program Manager Brainstorming session with Partners: Explore partnerships with Initiatives or Partners that have similar objectives under each Pillar/Discussions. Brief discussions on select ongoing initiatives and identification of possible areas of collaboration	<i>(All participants)</i> - Registration - Logistics and Miscellaneous	
10:15-10:30 am	Coffee Break		
	Parallel Sessions (split into groups)		
	Pillar A - Regional Integration Conference Room: Lagos	Pillar B - Urban Transport and Mobility Conference Room: Kogi	Pillar C - Road Safety Conference Room: Osun
10:30-12:30 pm	G1.A - REC-TCC: Discussions on Regional Integration Issues - Opening and Road Transport Pillar A Leader	G1.B - Sustainable Urban Mobility Principles and Planning Presentations from GIZ/TUMI – MYC & T-TRIID - Pillar B Leader	G1.C - Regional Road Safety Transport Observatory Pillar C Leader
12:30-2:00 pm	Lunch Break		
2:00-3:30 pm	G1.A - REC-TCC: Discussions on Regional Integration Issues - Performance Monitoring Pillar A Leader	G1.B - Sustainable Urban Mobility Principles and Planning Presentations from GIZ/TUMI – MYC & T-TRIID - Pillar B Leader	G1.C - Regional Road Safety Transport Observatory - Focus on Data Pillar C Leader
3:30-4:00 pm	Coffee Break		
4:00-5:30 pm	G1.A - REC-TCC: Discussions on Regional Integration Issues (continuation) - Pillar A Leader	G1.B - Urban Transport and Mobility Planning ISOCARP – Pillar B Leader	G1.C - Regional Road Safety Transport Observatory – Set of indicators Pillar C Leader
7:00 pm -	Reception Cocktail offered by the Federal Ministry of Transportation of Nigeria – Kano Room		
Day 2 – Tuesday, July 3, 2018 Pillar Workshops and Working Groups			
8:00-8:30 am	Registration open		
	Parallel Sessions (split into groups)		
	Pillar A - Regional Integration Conference Room: Lagos	Pillar B - Urban Transport and Mobility Conference Room: Kogi	Pillar C - Road Safety Conference Room: Osun
8:30-10:00 am	G2.A - REC-TCC: Discussions on Regional Integration Issues - Corridor Session Pillar A Leader	G2.B – BRT Experience 1. Dar es Salaam BRT Experience 2. Dakar BRT Experience Pillar B Leader	G2.C - Regional Road Safety Transport Observatory – Set of indicators Pillar C Leader
10:00-10:30 am	Coffee Break		
10:30-12:30 pm	G2.A - REC-TCC: Discussions on Regional Integration Issues - Corridor Session Pillar A Leader	G2.B – Governance for Sustainable Urban Transport 1. Urban Mobility Management Authorities (Dakar and Dar es Salaam) 2. Morocco Roadmap for Sustainable Urban Mobility 3. Sustainable Mobility in Major and Emerging Cities of Ethiopia	G2.C - Regional Road Safety Transport Observatory • Governance of the Road Safety Observatory • Technology for Enhanced Data Pillar C Leader
12:30-2:00 pm	Lunch Break		
2:00-3:30 pm	G2.A - Review Progress and Update of the Work Program – REC TTC Statutory Meeting Pillar A Leader	G2.B – Review Progress and Update of the Work Program Pillar B Leader	G2.C - Regional Road Safety Transport Observatory – Next steps Pillar C Leader
3:30-4:00 pm	Coffee Break		
4:00-5:30 pm	G2.A 1. Pillar Updated Work Program and activities until completion of DP3 2. Election of new REC TTC Chair Pillar A Leader	G2.B 1. Pillar Key Recommendations and Lessons 2. Pillar Updated Work Program and activities until completion of DP3 Pillar B Leader	G2.C 1. Pillar Key Recommendations and Lessons 2. Pillar Updated Work Program and activities until completion of DP3 Pillar C Leader

Day 3 – Wednesday, July 4, 2018 Sharing experiences and Learning from Others	
8:00-9:00 am	Registration open
	Plenary Session Conference Room: Lagos
9:00-9:30 am	Official Opening <ul style="list-style-type: none"> Chair of SSATP Executive Committee Representative of SSATP donors Practice Manager Southern Africa Transport Group, World Bank Permanent Secretary, Federal Ministry of Transportation, Nigeria
9:30-10:30 am	AUC Transport Policy document - key strategic directions Introduction to Regional Integration, Connectivity, Cohesion - Pillar A Results framework Presentation 1: CPMS Corridor Performance Monitoring System Current status
10:30-10:45 am	Coffee Break & Press Conference
10:45-11:45 am	Presentation 2: Best practices of transit regimes Presentation 3: Trucking Competitiveness in West and Central Africa Presentation 4: Nigeria Port Authority Wrap-up session on Pillar A: Pillar A Leader
11:45-12:45 pm	Panel Discussion: How to Bridge North Africa and Sub-Saharan Africa Perspective from Morocco's strategic location and the role of the transport sector <ul style="list-style-type: none"> Chair: Minister of Transportation of Cameroon Minister of Transportation of Morocco AFDB Division Manager of Infrastructure, Cities and Urban Development UEMOA Commissioner of Community Territorial Administration and Transport
12:45-2:00 pm	Lunch Break

Day 3 – Wednesday, July 4, 2018 Sharing experiences and Learning from Others	
	Plenary Session (continuation) Conference Room: Lagos
2:00-3:30 pm	Introduction to Urban Transport and Mobility - Pillar B Results framework Presentation 5: LAMATA BRT Experience <ul style="list-style-type: none"> LAMATA experience, challenges and expectations Urban Transport challenges in secondary cities in Nigeria (and the current LAMATA) Presentation 6: South Africa BRT Presentation 7: UTM: Regional Study/UTM findings/lessons <ul style="list-style-type: none"> Lot 1: Cote d'Ivoire, Guinea, Senegal Lot 2: Ethiopia, Kenya, Rwanda Lot 3: Ghana, Nigeria
3:30-4:00 pm	Wrap-up session on Pillar B: Pillar B Leader Introduction to Road Safety - Pillar C Results framework Presentation 8: Vehicles inspection CITA (International Vehicle Inspection Committee)
4:00-4:30 pm	Coffee Break
4:30-5:30 pm	Presentation 9: Nigeria Federal Road Safety Commission (FRSC) presentation Presentation 10: Institutions: Senegal case study Presentation 11: Institutions: Morocco case study Wrap-up session on Pillar C: Pillar C Leader
5:30-6:00 pm	Closing Session: Lessons learned and takeaways, Conclusions for the continent SSATP Program Manager

Day 4 – Thursday, July 5, 2018 Thematic events through partnerships			
8:00-9:00 am	Registration open		
	Parallel Sessions (split into groups)		
	Pillar A - Regional Integration <i>Conference Room: Congress Hall</i>	Pillar B - Urban Transport and Mobility <i>Conference Room: Congress Hall</i>	Pillar C - Road Safety <i>Conference Room: Congress Hall</i>
9:00-11:00 am	G4.A - Regional Integration Pillar 1. Fostering RECs Coordination (sub regional level on trade facilitation programs and those for the harmonization of transport regulatory instruments and standards) 2. Discussions on the role of the REC TCC chair;	G2.B – Towards an Open & Collaborative Digital Platform to Improve African Urban Public Transport AFD - Agence Francaise de Development	G4.C – Road Safety 1. Review progress and update of the work program 2. Road safety Advocacy through African Network of Legislators – Kaduna Room
11:00-11:30 am	Coffee Break		
11:30-12:30 pm	G4.A - Advance discussions on transport regulatory framework and its project for extension to the CEMAC/ ECCAS region; Pillar A Leader	G4.B – Towards an Open & Collaborative Digital Platform to Improve African Urban Public Transport (continuation) - AFD Agence Francaise de Development	G4.C 1. Review progress and update of the work program 2. Road safety Advocacy through African Network of Legislators – Kaduna Room
12:30-2:00 pm	Lunch Break		
2:00-4:00 pm	G4.A - Advancing discussion on strengthening African Corridor Management Alliance (ACMA). Pillar A Leader	G4.B – Setting up a Platform of Organizing Authorities African Union of Public Transport AUTP/UITP	G4.C - Road safety Advocacy through African Network of Legislators Global network of road safety legislators & World Health Organization-WHO
4:00-5:00 pm	Coffee Break		
	Plenary Session - Conference Room: Congress Hall		
5:00-6:00 pm	Presentation of Pillar conclusions Rapporteurs of the three working groups Closing remarks Ibou Diouf, SSATP Program Manager		
7:00 pm -	Cultural Event offered by the Federal Ministry of Transportation of Nigeria – Congress Hall		

Day 5 – Friday, July 6, 2018 General Assembly	
8:00-9:00 am	Registration open
	Plenary Session <i>Conference Room: Congress Hall</i>
9:00-9:45 am	Introduction and Welcome <ul style="list-style-type: none"> Chair of SSATP Executive Committee; Representative of SSATP donors; AUC Director of Infrastructure and Energy World Bank Country Director for Nigeria; Vice President of the Federal Republic of Nigeria.
9:45-11:15 am	High level panel discussions on Urban Transport in Africa: Challenges and Opportunities
11:15-11:45 am	Coffee Break & Press Conference
11:45-12:00 pm	Welcome of new members (if any) and Call for Expression of Interest to host the next AGM (December 2019) - Chair of Executive Committee
12:00-12:30 pm	Reflect on the past two years of the DP3 implementation and stakeholders' perspectives <ul style="list-style-type: none"> Successes, weaknesses and adjustments – SSATP Program Manager; Stakeholders' perspectives – Countries and RECs representatives.
12:30-1:30 pm	Presentation of DP3 Annual Report (cross-cutting issues and pillar activities) <ul style="list-style-type: none"> Ibou Diouf, SSATP Program Manager.
1:30-3:00 pm	Signing Ceremony of the Memorandum of Understanding with African Universities Lunch Break
3:00-4:15 pm	SSATP Implementation Plan until end of DP3 – Rapporteurs <ul style="list-style-type: none"> SSATP working group on Integration, Connectivity and Cohesion; SSATP working group on Urban Transport and Mobility; SSATP working group on Road Safety.
4:15-4:30 pm	Any other items/issues to discuss
4:30-5:00 pm	Closing Session: Lessons learned and takeaways, Conclusions for the continent <ul style="list-style-type: none"> Chair of SSATP Executive Committee; Federal Minister of Transportation of Nigeria or his Representative.

8. APPENDIX C

8.1. Evaluation Report

This appendix presents participants' evaluation of the SSATP 2018 annual general meeting based on a questionnaire circulated to them during the meeting. The questions covered five areas: program; working group sessions; logistics; meeting objectives and outcomes; and quality and timing of sessions. Of the 219 participants attending the learning and sharing experiences session on Wednesday - the highest attendance day (48.5 percent) 106 replied to the questionnaire, thereby providing a strong basis for sound, aggregated conclusions. The organizers are not counted and did not reply to the questionnaire.

Conclusions

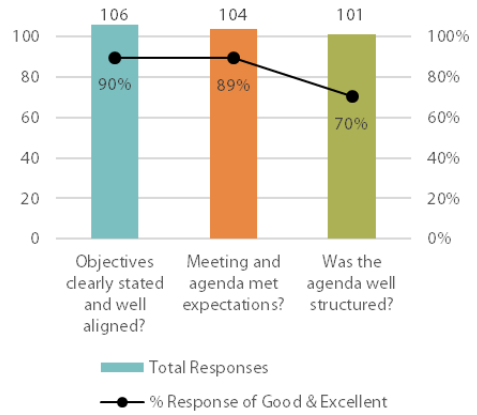
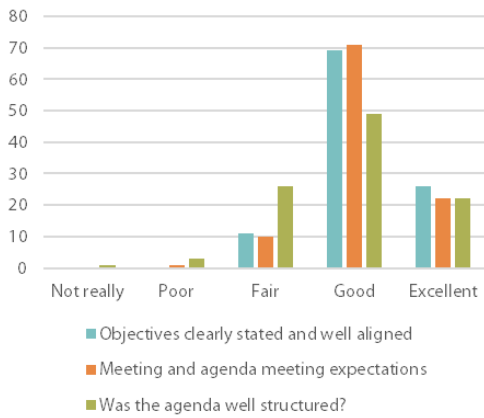
In general, participants found the program to be very good (89.62 percent, good or excellent) and greatly meeting their expectations (89.42 percent, good or excellent). They found the agenda well structured (70.30 percent, good or excellent). By a wide majority, participants found the meeting logistics very good (79.81 percent, good or excellent).

We received the most responses from the urban transport and mobility working group sessions (41 percent), followed by road safety (32 percent) and regional integration (23 percent). The remaining 7 percent attended multiple sessions. More than 65 percent of participants confirmed having a good or excellent understanding of SSATP's Third Development Plan (DP3) and the added value of the program, and 74.23 percent believed the meeting achieved the objective of demonstrating the priorities of the proposed SSATP DP3 pillars.

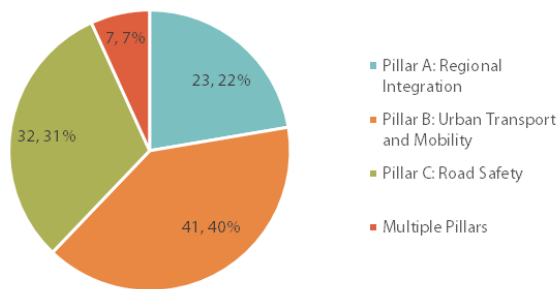
Participants also found the quality of the discussions during the plenary and working group sessions as well as the quality of interpretation very good. Although there were some comments suggesting better time management and more time for discussions, participants in general expressed satisfaction with both the duration of the meeting and time allowed for discussion. As seen in the following tables and graphs, 69.61 percent of the participants scored good or excellent the duration of the meeting, and 91 percent of participants scored fair, good, or excellent the question on time allowed for discussion.

In their overall comments, participants provided useful suggestions for the future of SSATP as well as for the organization of next annual meeting.

I. PROGRAM								
Evaluation rating	1. Poor	2. Poor	3. Fair	4. Good	5. Excellent	6.Total	Total 4 + 5	% 4 or 5
Meeting objectives were clearly stated and clearly aligned with the program agenda?			11	69	26	106	95	89.62%
The overall context of the meeting met your expectations?		1	10	71	22	104	93	89.42%
Was the agenda well structured?	1	3	26	49	22	101	71	70.30%



II. WORKING GROUP SESSIONS				
Evaluation rating	Regional integration	Urban transport and mobility	Road safety	Multiple sessions
Which of the working group sessions have you attended?	23	41	32	7



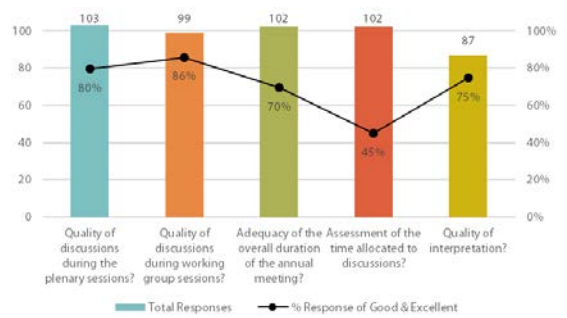
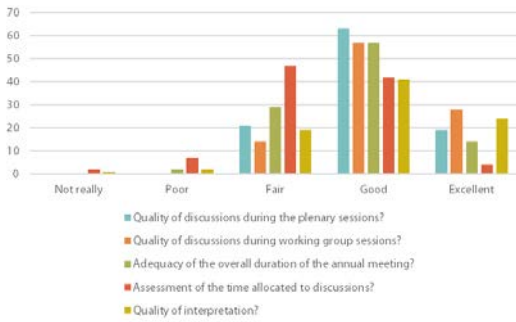
III. LOGISTICS								
Evaluation rating	1. Poor	2. Poor	3. Fair	4. Good	5. Excellent	6.Total	Total 4 + 5	% 4 or 5
Were the logistics well organized?	1	0	20	53	30	104	83	79.81%



IV. OBJECTIVES AND OUTCOMES								
Evaluation rating	1. Poor	2. Poor	3. Fair	4. Good	5. Excellent	6.Total	Total 4 + 5	% 4 or 5
Do you have better understanding of SSATP's Third Development Plan (DP3) and added value of the program?	1	6	29	55	12	103	67	65.05%
In your opinion, did the meeting achieve the objective of demonstrating the priorities of the proposed SSATP DP3 pillars?		3	22	51	21	97	72	74.23%



V. ORGANIZATION								
Evaluation rating	1. Poor	2. Poor	3. Fair	4. Good	5. Excellent	6. Total	Total 4 + 5	% 4 or 5
Quality of discussions during plenary sessions?			21	63	19	103	82	79.61%
Quality of discussions during working group sessions?			14	57	28	99	85	85.86%
Was the duration of the meeting adequate?		2	29	57	14	102	71	69.61%
Was there enough time for discussions?	2	7	47	42	4	102	46	45.10%
Quality of interpretation	1	2	19	41	24	87	65	74.71%



8.2. Comments from Participants

Program

- Need to balance the regional focus of the discussions and interventions, bringing more presence from all countries, especially from Southern and Central African nations.
- Countries with special transport challenges, such as insular countries, should receive more attention.
- The time allocated to discussions was very short. More time should be reserved for debates and participation from delegates from the countries.
- There is demand for more presentations on research studies about the topics discussed.

Logistics

- Excellent organization of logistics.
- Overall program very charged.
- Great venue with fantastic facilities.
- Security should be reinforced to avoid undesired events.
- Need more international food options that can please all participants.

Objectives and outcomes

SSATP is a good institution for Africa. Governments need to grasp this opportunity to improve their transport sector as a whole. SSATP need to guide their scope of actions.

- The meeting showed that there will be a good continuation of the program.
- Implementation at the national level will be key. Funding won't be increased without success story influenced by SSATP policy recommendations.
- There is a strong need for policy development in Africa.
- SSATP must pursue policy shift. It should also focus on promoting integrated multi-modal policy strategies in order to remain relevant in future.
- SSATP should include air and maritime transport to connect and integrate Africa's modes of transport. The long time needed for traveling by air to attend the meeting is an example.
- SSATP should keep working on the three current thematic areas as they are of interest to the majority of participants.
- SSATP should pay attention to some technical areas such as intermodality, the latest digital development trends and their applications for transport management, and

road asset management and financing.

Prospective DP4 thematic areas

- The vast majority of respondents hoped that SSATP would resume work on road maintenance and financing.
- SSATP should continue working on the current three thematic pillars: regional integration, urban transport and mobility, and road safety.
- Other areas that generated interest among participants were road asset management, intermodality, new digital development trends and their applications in transport, reinforcement of technical capacities at the national and regional level, financing methods, and sources for transportation.
- Some areas mentioned also included the improvement of logistics at the national and regional level, railway transportation, private sector intervention, and climate change.

Organization

- Very good annual meeting. Very good DP3!
- High participation from countries and Nigerian delegates.
- Highly successful, well organized, and informative.
- Organizing team readily available.
- Good distribution of parallel and plenary sessions, allowing participants to have deep discussions on their topic of preference and at the same time obtain a good understanding of the discussions held on other pillars. However, some comments highlighted the fact that parallel sessions prevented delegates from having a complete picture of the issues surrounding the three pillars.
- Would be good if future meetings included a site visit in the host city or a place linked to one of the themes discussed.
- More planning is required for facilitating group discussions.
- Need for better time management.
- Participants expressed their interest in receiving the presentations ahead of time for a richer discussion during the session.

9. APPENDIX D

9.1. Communiqué of the 2018 Annual General Meeting

The annual general meeting (AGM) of the Africa Transport Policy Program (SSATP) was held in Abuja, Nigeria, July 2–6, 2018. The theme was “Africa’s rapid urbanization and the response to urban mobility in the digital era.” The AGM focused on the thematic areas that constitute the three pillars of the SSATP Third Development Plan (DP3): regional integration, urban transport and mobility, and road safety.

The conference was well attended, with over 250 delegates, sponsored and nonsponsored, from African countries and other parts of the world, making the 2018 annual meeting the most attended since inception. Participants included ministers, directors, and permanent secretaries of ministries of transportation in Africa, transport experts, consultants, and representatives of regional economic councils (RECs), corridor management institutions (CMIs), United Nations Economic Commission for Africa (UNECA), World Bank, European Union, African Development Bank (AfDB), Islamic Development Bank (IsDB), and other donor institutions.

On July 2 and 3, during technical workshop and working group sessions, delegates discussed the development of Africa’s transport sector through the SSATP platform and the different aspects of the three DP3 pillars. Paper presentations were interspersed with discussions of country experiences and recommendations for leveraging transportation to improve the lives of millions of African people.

The plenary session of the annual meeting was held on Wednesday, July 4, and was declared open by the Permanent Secretary of the Federal Ministry of Transportation Nigeria, Sabiu Zakari. Critical papers and studies from experts, CMIs, and RECs were presented alongside shared experiences on best practices. Lessons learned from country cases were discussed, and participants offered recommendations at the sessions. There was also a press briefing session, with officials of SSATP, the World Bank, and Nigeria’s Federal Ministry of Transportation responding to questions by the press.

Thursday, July 5th featured the legislative session attended by ministers and members of legislatures present at the annual meeting. It also featured parallel sessions on the three SSATP pillars. The day ended with a gala dinner hosted by the Federal Ministry of Transportation. Meetings of the REC-TCC were held to articulate regional integration issues based on three themes: road transport industry and logistics efficiency, corridor

performance monitoring and corridor development, and institutional capacity development.

The General Assembly was convened on Friday, July 6th, the last day of the AGM. It was attended by the Secretary to the Government of the Federation (SGF, Nigeria), who represented the Vice President of Nigeria. Also, in attendance were ministers, officials of the World Bank and SSATP, officials of donor agencies, representatives of RECs and donors, country delegates and academics. The General Assembly was declared open by Nigeria's SGF. The session featured a ministerial panel on the AGM theme.

Discussions were drawn from the major issues presented at the respective parallel sessions and the plenary. The challenges Africa faces in sustainable urban mobility drew major suggestions from ministers and experts. The session was followed by a press briefing.

In the afternoon, the SSATP Program Manager presented the 2017 annual report, which summarizes the key activities implemented during that calendar year. Pillar leaders also presented the key takeaways and lessons for Africa emerging from the various thematic side events. The annual report was adopted by the General Assembly. Finally, the assembly approved the African Union of Public Transports (*Union Africaine des Transports Publics*, UATP) as a new SSATP member. UATP is a continental organization of transport professionals from both the public and private sectors.

Resolutions

The meeting resolved that:

- SSATP be commended for making great inputs into transportation policies and capacity development in Africa in its 31 years of existence.
- Africa leverage historical trade routes to develop intra-Africa connectivity and trade.
- Regional economic councils and donor partners consider supporting multilateral platforms under harmonized policy, institutional, regulatory, and legal frameworks to achieve continental integration.
- SSATP conduct more studies on planning methodologies, which would develop concept notes for sustainable transportation development in African cities.
- Member countries establish new governance structures for cities and observatories to monitor aspects of transportation in order to address sustainable transport development in Africa.
- Member countries consider the adoption of digital/ICT methods in order to address the management challenges emanating from corridors, urban mobility, and road

safety issues on the continent.

In addition:

- Member states were urged to appreciate that achievement of an effective strategy for regional integration would require CMI to operate within the harmonized framework of the regulatory and legal instruments approved by the regional economic communities.
- Member states were urged to encourage the development of economic clusters such as truck transit parks and markets along the corridors in order to stimulate local freight chains and small and medium enterprises (SMEs).
- Member states were urged to view corridors as “living beings” and establish structures such as weight bridges and furniture to save the roads.

Also:

- Participants advocated for robust platforms such as meetings of the REC-TCC and African Corridor Management Alliance (ACMA) to develop integrated corridor connectivity and development on the continent.
- States that have not established road safety institutions were urged to do so to reduce road fatalities in Africa.
- The bus rapid transport (BRT) system was adopted as an effective means of addressing the poor mobility and accessibility needs of cities in Africa, and states were urged to consider its adoption as a veritable mode of urban transportation.
- States were urged to embrace healthy and clean urban mobility by creating access to nonmotorized transportation and regulating emissions.
- The Union of African and Marine Transport (UAMT) and the African Association of Public Transport (UATP) were admitted to SSATP as new members.
- Zimbabwe, Benin, and The Gambia indicated interest in hosting the SSATP annual general meeting in November 2019. Each country was advised to apply officially to the SSATP Program Manager.

Conclusion

The meeting commended the World Bank, UNECA, donors, and development partners for their continued support for transportation development in Africa.

The meeting thanked the government and peoples of Nigeria for hosting the 2018 annual general meeting which was held at the Congress Hall of the Transcorp Hilton Hotel, Abuja, Nigeria.

10. APPENDIX E

10.1. Position Paper on the High-Level Panel: “How to Bridge North Africa and Sub-Saharan Africa”

Theme: How to bridge North Africa and Sub Saharan Africa - Perspective from Morocco strategic location and the role of the transport sector

Chair: Rebecca Joshua Okwaci, Minister of Roads and Bridges, South Sudan

Introduction: Mohamed Najib Boulif, State Minister, Ministry of Equipment, Transport, Logistics, and Water, Morocco

Discussants: Jean Kizito, Transport Manager, African Development Bank, and Emmanuel Yoro, Chief Director, Cabinet of the UEMOA Commissioner of Infrastructure

Chairs’ Opening Remarks

Honorable ministers, ladies and gentlemen,

The session I have the pleasure to chair this morning is about North Africa and Sub-Saharan Africa and the effort to boost regional integration on the continent.

It is a common fact that, despite all efforts made at the country and regional level, Africa remains very much fragmented in numerous small- and medium-scale economies poorly integrated, weakly connected, and hardly trading among themselves. As a matter of fact, intra-Africa trade ranks very low, with an average of 15 percent in 2016 as opposed to 40 percent for North America and 60 percent for Europe. The integration efforts of African countries are notably impeded by high transport and logistics costs and the long delays and uncertainties that characterize their international and intraregional trade. High transport costs and time result from weak institutional and regulatory frameworks, the poor quality of service delivery, and the numerous nonphysical barriers that adversely affect the efficiency of the transport and logistics chain.

It is, however, refreshing to note that both public and private stakeholders at various levels have resolved to address these challenges and are making some strides worth mentioning. Indeed, Africa’s capacity to successfully deliver the African Continental Free Trade Area (officially launched last March in Kigali and signed by 44 African countries) and to achieve the objectives set out in its transformational development agenda (Agenda 2063) largely depends on its capacity to address its intraregional and international trade transport-related challenges. Indeed, accelerating and improving economic

integration and cohesion are critical to addressing the fragmentation of the continent into small-scale economies.

Quoting here the King of Morocco: “Morocco’s turn towards Africa, which is based on solidarity and balanced partnerships grounded in mutual respect and the fulfillment of African peoples’ shared interests, is far from being built on influence peddling.”

In 2016, Morocco’s trade with Sub-Saharan Africa recorded average annual growth of 9.1 percent over the period 2008–16 and generated a surplus trade balance of DH 11.9 billion, according to the Foreign Exchange Office.

Trade between the kingdom and the region grew at an average annual rate of 9.1 percent beginning in 2008, reaching nearly DH 20 billion in 2016. The share of these exchanges was 3 percent of the total in 2016 versus 2 percent in 2008.

In this context, one can cite the Nigeria-Morocco Atlantic gas pipeline project, the construction of fertilizer plants in Ethiopia and Nigeria, and various human development projects designed to improve the living conditions of African citizens. However, the growth and greater efficiency of trade between North Africa and Sub-Saharan Africa will depend largely on transport.

For this to happen, Morocco should work hand-in-hand with the Sub-Saharan countries to clearly identify areas of cooperation in their mutual interest and ensure that transport plays a key role in promoting mutual trade between the two sides of the continent.

Honorable Minister Mr. Boulif,

You have the floor to share with us how your ministry is working toward promoting and coordinating the appropriate mechanisms so that the transport sector can support Morocco in bridging North Africa and Sub-Saharan Africa.

Follow-up Questions

- To Jean Kizito, Manager, African Development Bank: Corridors are instrumental in enhancing economic cooperation and intra-Africa trade. In this regard, could you please tell us your view on the trans-Saharan corridor (Algiers to Lagos), which is considered a key path for the integration and competitiveness of Africa’s economies?
- To Emmanuel Yoro, Chief Director, Cabinet of the UEMOA Commissioner of Infrastructure: Cooperation on international trade and transport corridors is also about economic and political relationships between countries. How is Morocco collaborating with other countries to eliminate nontariff barriers and to harmonize and integrate customs information systems?

- To Mohamed Najib Boulif, State Minister of Transport, Morocco: The private sector is key to the success of the regional integration agenda and could play a role in both financing and managing corridors. Where do you place Morocco's private sector in this path?

11. APPENDIX F

11.1. Speaker Briefing Note on the High-Level Panel: “Africa’s Rapid Urbanization and the Response to Urban Mobility in the Digital Era”

Session Details

Session:	“Africa’s rapid urbanization and the response to urban mobility in the digital era”: Challenges and opportunities
Date:	Friday, July 6, 2018
Time:	9:30–11:00 AM

Session Objectives

Africa is experiencing an unprecedentedly high rate of urbanization. As a result, urgent action is needed to achieve sustainable, more accessible, safer, more efficient, and greener urban mobility. This session gathers high-level speakers from government, cities, international donors, and the academic world to seek their perspectives on the key priorities for Africa in addressing these challenges and how new technologies could help leapfrog the transformation of the transport sector. More specifically, within the EASI framework, the session will seek recommendations from the panel on:

- *Enable / institutions.* The role of national and subnational institutions and the most appropriate institutional arrangements to ensure consistency between national transport strategies and city strategies and at the same time ensure better management of urban mobility in the context of Africa’s cities.
- *Enable / financing.* The options for providing adequate financing mechanisms for sustainable urban mobility systems, including leveraging private sector financing.
- *Avoid / planning.* How to ensure better planning of urban mobility, render policies for urban transport and urban development more consistent, and better align urban development plans and transport strategies, whether in capital cities or in secondary cities, where most urban growth will occur in the near future.
- *Shift / mass transport.* How to apply key principles to the promotion of mass transport systems and their integration with other modes of transport in a context of urgency to avoid an increase in the private motorization rate.

- *Improve / new technologies.* Strategic directions on how new technologies could influence the integration of city development and transport and how the use of new technologies and digitalization could leapfrog the professionalization of paratransit transport systems and promote greener transport.

This panel session should come out with a communiqué to be signed by ministers, mayors, and donor representatives.

Background

Transport plays a crucial role in development because it connects people to goods, services, and social and economic opportunities. The rapid pace of urbanization, combined with fast vehicle growth, has increased road congestion. Weak road and public transport systems are further adversely affecting people's accessibility to jobs and opportunities, the quality of urban life, economic efficiency, and environmental sustainability. Africa's rate of urbanization is by far the highest in the world: 3.09 percent for 2011–30, compared with 1.87 percent in Asia, 1.13 percent in Latin America, 0.98 percent in North America, and 0.33 percent in Europe (UNDESA 2012). African cities are changing rapidly because of demographics, the transformation of the continent's economy, and the growing motorization. According to Lall, Henderson, and Venables (2017), improving urban mobility, infrastructure, and services to connect people and jobs is key to unlocking the economic potential of Africa's cities. Over the next 25 years, an additional 500 million people will live in those cities, and yet many of them are ill-equipped to provide sustainable mobility for all. Some solutions are emerging, including bus rapid transit and other rapid transit systems, safe system approaches for road safety, and the use of new technologies in transport planning or operations. However, the comprehensive, consistent strategies needed at the national and subnational level to tackle these challenges are lacking. Better planning, better institutional coordination, and more appropriate and sustainable financing are clearly needed.

The motorization rate is much higher in North Africa (the car ownership rate is about 100 cars per 1,000 inhabitants) than in Sub-Saharan Africa (10–40 cars per 1,000 inhabitants). However, in all countries in Africa walking is the main mode of transport. In Casablanca, for example, walking represents 54 percent of urban trips and in Dakar (Senegal) and Conakry (Guinea), 73 percent and 65 percent of trips, respectively. And yet nonmotorized transport does not receive as much attention as it should. Most cities should become more pedestrian-friendly.

The demand for efficient and affordable transport systems is very high in African cities because a large part of people's income and time is spent on their daily commute. For example, in Dar es Salaam the cost of a *daladala* (private-owned minibus) trip amounts

to 10 percent of the total expenditure of a household in the lowest income quintile. In Nairobi, between 14 and 30 percent of household income is spent on transport (Kunieda and Gauthier 2007, 16). And in a city, such as Lagos commuting times can be three to four hours a day. In the vast majority of urban areas of Africa, public transport services are provided by paratransit operators, who usually concentrate on the most profitable routes and perform poorly.

All the challenges African cities are currently facing call for reforms and actions. A noticeable trend in some countries is the gradual re-regulation of the public transport sector. Meanwhile, the implementation of transport systems and infrastructure has to take into account the negative impacts and externalities of urban transport such as road accidents and fatalities, pollution, and lack of accessibility. The main common barriers to accessible and sustainable urban mobility are (1) lack of awareness and political will, (2) lack of coordination and a long-term approach, and (3) scarce know-how, data, human resources, and financial means.

Decision makers across African countries and cities are increasingly aware of these issues, and most of them are now embracing urban transport programs and projects that address those challenges, including strong policy-oriented responses.

Session Participants and Organization

Chair: Minister of Transportation, Nigeria

Moderator: Alioune Badiane, former director, UN Habitat (retiree)

Panelists: (in order of presentation and not by position of seniority)

- Minister of Transport and Aviation, Sierra Leone
- Minister of Transport, Ghana
- Minister of Infrastructure and Land Transportation, Senegal
- Minister of Transport, Liberia
- Minister of Transport, Morocco
- Jacqueline Klopp, Center for Sustainable Urban Development, Columbia University

Session Format

Suggested questions - (First round)

Minister of Transport and Aviation, Sierra Leone: Freetown is experiencing heavy traffic congestion. What key actions and policy measures is your ministry taking to address the situation?

Minister of Transport, Ghana: Accra's transport services are dominated by paratransit

systems. As Minister of Transport, what is your view of the city's strategy to improve urban mobility? What do you think should be the priority areas and the key drivers for success to implement this strategy?

Minister of Infrastructure and Land Transportation, Senegal: Senegal has undertaken many initiatives since late 1990s, such as the creation of CETUD, the minibus fleet renewal and professionalization of paratransit transport systems, and the revival of the Bus Transport Company. Now the government is investing in two mass transit systems: rail (TER) and high-capacity bus (BRT). Could you please tell us how all these fit into a consistent urban transport strategy aimed at addressing sustainable mobility for the Greater Dakar Metropolitan Area?

Minister of Transport, Liberia: Liberia is still a country under reconstruction, and infrastructure is at the center of the urban development agenda. But it also appears that capacity development is another priority area. How is the government addressing the gap in infrastructure? What is the government's strategy to enhance institutional capacity in urban mobility management?

Minister of Transport, Morocco: Morocco is leading the efforts to address urban mobility. What are the strategic axes of Morocco's road map for sustainable urban mobility?

Jacqueline Klopp, Columbia University: New technologies are transforming citizens' lives and the economies. To what extent can digitalization affect the transport services business model in Africa? Do you agree with the idea that new technologies could leapfrog transformation of Africa's transport sector?

(Second round)

Minister of Transport and Aviation, Sierra Leone: In your opinion, how can government deal with fragmented competencies across ministries and between the national and subnational level to ensure effective coordination and properly manage urban mobility in Freetown?

Minister of Transport, Ghana: There is a consensus that the need for financing is enormous in the transport sector in Africa. Because public resources are limited, private sector participation will be critical. What is the city strategy in leveraging private sector financing and participation to deliver better-quality transport services?

Minister of Infrastructure and Land Transportation, Senegal: Urban mobility is a big challenge for Dakar, but also a growing issue for secondary cities. Could you share what the government of Senegal is doing to address urban mobility in secondary cities?

Minister of Transport, Uganda: According to you, what are the top three priority policy

areas in addressing urban mobility in Monrovia? What mechanisms do you have in place to support the capital city and secondary cities in managing urban mobility?

Minister of Transport, Morocco: In Morocco, the Ministry of Interior is in charge of urban planning, and your ministry deals with transport. How effective is the coordination between the two ministries? In your opinion, how can one deal with fragmented competencies across ministries and between the national and subnational level to ensure proper coordination at the technical level?

Based on your experience, how can African universities and research centers better support capacity building for urban transport practitioners? How can the development partners help?

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12. APPENDIX G

12.1. List of Participants – Country Delegates

Country	Name	Function / Organization
Benin	Edith Aubin Adoukonou	Director - National Center for Road Safety (CNSR)
Benin	Georges Anagonou	Head of Communications and Cooperation Division - National Center for Road Safety (CNSR)
Burkina Faso	Brahima Cisse	Analyst of Regional Trade and Road Governance of Agricultural and Food Products - Inter-State Standing Committee for Drought Control in the Sahel (CILSS)
Burkina Faso	Emmanuel Kouela	Chief of Staff - Ministry of Transportation, Urban Mobility and Road Safety
Burkina Faso	Wendgomde Abel Sawadogo	Focal Point Urban Mobility - Ministry of Transport, Urban Mobility and Road Safety
Burundi	Edouard Nyandwi	Technical Advisor - Ministry of Transportation, Public Works, Equipment and Land Planning
Burundi	Ndabaniwe Therence Ruhimbi	Advisor - Ministry of Transport, Public Works, Equipment and Land Planning
Cameroon	Aboubakar Ibrahim	Deputy - National Assembly of Cameroon
Cameroon	Divine Mbamome Nkendong	Director of Road Transport - Ministry of Transport
Cameroon	Jean Ernest Massena Ngalle Bibehe	Minister - Ministry of Transport
Cameroon	Zacharie Ngoumbe	Inspector General - Ministry of Transport
Cape Verde	Carlos Filipe Santos Correia E Silva	Executive Administrator - <i>Instituto de Estradas de Cabo Verde</i>
Cape Verde	Hegel Lubrano Teixeira Napoleao	Executive Director - Autonomous Fund for Road Maintenance
Chad	Djiguidei Moussa Chaha	Deputy Director of Industry and Land Transport Regulations - Ministry of Infrastructures and Transport
Chad	Francois Noitora	Director of land Transport - Ministry of Infrastructures and Transport
Comoros	Attoumani Saty	Assistant of the Vice President in charge of the Ministry of Transport, Posts and Telecommunications, Information and Communication Technologies
Comoros	Kaambi Soulaimana	Vice President in charge of the Ministry of Transport, Posts and Telecommunications, Information and Communication Technologies

Cote d'Ivoire	Kouakou Romain Kouakou	Director of Land Transport - Ministry of Transport
Cote d'Ivoire	Pligueya Ali Coulialy	Project Manager / Technical Advisor of the DG - Ministry of Transport
Cote d'Ivoire	Vincent Yai	Advisor - Abidjan Transport Company (SOTRA)
Ethiopia	Amlaku Alemayehu Kassie	Council Office Ministry of Transport
Ethiopia	Atnafseged Kifle Demeke	Advisor - Ministry of Transport
Ethiopia	Tadesse Tefera Yimamu	Director - Ministry of Transport
Gabon	Anne Sandy Nzougha	Expert in charge of studies - Ministry of Transport and Logistics
Gabon	Laurent Abessolo Mve	Aeronautics Advisor - Ministry of Transport and Logistics
Gabon	Martin Ndong Ntoutoume	Advisor - Ministry of Transport and Logistics
Gabon	Ruben Ndzibe	General Manager of the Merchant Marine - Ministry of Transport and Logistics
Gabon	Styve Sembé Tonda	Diplomatic Advisor - Ministry of Transport and Logistics
Gambia	Malang Jammeh	Deputy Permanent Secretary - Ministry of Transport, Work and Infrastructure
Gambia	Sekati Sanneh	Transport Planner - Ministry of Transport, Work and Infrastructure
Ghana	Alex Johnson	Director of Transport - Municipality of Accra
Ghana	Asiamah Ofori	Minister - Ministry of Transport
Ghana	Daniel Essel	Sr. Planning Officer - Ministry of Transport
Ghana	Emmanuel Agyei Anhwere	Member of Parliament - Parliament of Ghana
Ghana	Irene Odokai Messiba	Director - Ministry of Transport
Ghana	Kwame Anyimadu - Antwi	Member of Parliament - Parliament of Ghana
Ghana	Mary Obiri Yeboah	Ministry of Transport
Guinea Bis-sau	Armando Tchoba Dos Santos Pereira	Jural Advisor - Ministry of Transportation and Communications
Guinea Bis-sau	Vesa Gomes Naluak	Chief of Staff - Ministry of Transport and Communications
Kenya	Abdi Hussein Ibrahim	Under Secretary - Ministry of Transport, Infrastructure, Housing & Urban Development
Kenya	James Wachira Theuri	Project coordinator, Development Partners' Financed Projects - Ministry of Transport, Infrastructure, Housing & Urban Development
Kenya	Kibogong Duncan Kimosop	National Transport and Safety Authority (NTSA)

Lesotho	Kinini Julia Mathewos	Director - Ministry of Public Works and Transport
Lesotho	Pali David Phatsoana	Private Secretary - Ministry of Public Works and Transport
Lesotho	Tsehlo Moses Ramarou	Deputy Minister - Ministry of Public Works and Transport
Liberia	Nuwoe A D Scott	Assistant Minister for Administration Insurance - Ministry of Transport
Liberia	Rebecca Andrews Kaba	Director - Ministry of Transport
Madagascar	Faniry Tiana Christian Randriamahery	Director of Land Transport - Ministry of Transport and Meteorology
Madagascar	Tsirisoa Rakotondravoavy	Director of Transport - Ministry of Transport and Meteorology
Malawi	Francis Bizwick Chinsinga	Principal Secretary - Ministry of Transport and Public Works
Malawi	Francia Fergus Gondwe	Acting Director of Road Traffic and Safety Services - Ministry of Transport and Public Works
Malawi	John Bosco Phiri	Deputy Director for Transport Planning - Ministry of Transport and Public Works
Mali	Alkadi Amar Touré	Secretary General - Ministry of Transport and Accessibility
Mali	Mamadou Koné	Director - National Directorate of Land and Maritime Transports
Mali	Mamadou Sidiki Konaté	Director - Director General - National Agency of Road Safety (ANASER)
Mauritania	Abderrahmane Ba	Islamic Republic of Mauritania
Mauritania	Ahmeid Mohamed Delil	Operation Manager - Ministry of Equipment and Transport
Mauritania	Mohamed Ely Aoubeck	Deputy Director for Transport - Ministry of Equipment and Transport
Mauritania	Sid Ahmed Brahim	Secretary General - Ministry of Equipment and Transport
Morocco	Adil Bahi	Director of Strategy - Ministry of Equipment, Transport, Logistics and Water
Morocco	Benaceur Boulaajoul	Permanent Secretary - <i>Comité National de Prévention des Accidents de la Circulation (CNPAC)</i>
Morocco	Mohamed Najib Boulif	State Minister - Ministry of Equipment, Transport, Logistics and Water
Mozambique	Paulo Zeca Ricardo	National Director for Transport Safety - Ministry of Transport and Communication
Namibia	Clarence Marco Uatjavi Rupingena	Manager of Public Transport - Windhoek Municipality
Namibia	Leslie Mlungisi Mpofu	Executive Director - Trans Kalahari Corridor Secretariat (TKCS)
Niger	Amadou Issifi	Chief of Staff - Ministry of Transportation

Niger	Samaila Dan Issa	Director of Land Transport - Ministry of Transport
Nigeria	Abimbola O. Odumosu	NITT ZARIA
Nigeria	Adakole Ejebudu	African Union of Logistics & Transport
Nigeria	Adegbite Godwin	MTO Foundation
Nigeria	Adegbola Abiola	Federal Airports Authority of Nigeria
Nigeria	Afri Esaie Kouassi	Project Manager - Port Management Association of West and Central Africa (PMAWCA)
Nigeria	Akoji Chukwudume	Federal Ministry of Transportation
Nigeria	Alfred Agaba Abah	Deputy Director - Federal Ministry of Transportation
Nigeria	Aloga Ignatius Ogbogo	President - West Africa Road Transport Union (WARTU)
Nigeria	Anthonia Ekpa	Director - Federal Ministry of Transportation
Nigeria	Anthony Amadi	
Nigeria	Aminu Isa	Member of the National Assembly of the Federal Republic of Nigeria
Nigeria	Astirah Adeoti	Immigration Officer
Nigeria	Benson Olatunji	Federal Ministry of Transportation
Nigeria	Boboye Oyeyemi	Corps Marshall - Federal Road Safety Corps (FRSC)
Nigeria	Boss Mustapha	Secretary to the Government of the Federation - Federal Republic of Nigeria
Nigeria	Chijioke Ijeoma	Federal Ministry of Transportation
Nigeria	Chika Okeke Chinemelu	EPCC
Nigeria	Comrade Kayode Opeifa	Transport Secretary - Federal Capital Territory Administration (FCTA)
Nigeria	D. S. Matawal	DGICEO NBRRI
Nigeria	Dele Yaro	Nigeria DRIS
Nigeria	Djibrilou Hanounou	Customs Department - Economic Community of West African States (ECOWAS)
Nigeria	Donald Atumonyogo	
Nigeria	Edi O'nwabeze	Road Transport Employees Association of Nigeria (RTEAN)
Nigeria	El Houssaine Oustitane	Embassy of Morocco
Nigeria	Emmanuel Jolun	Transportation Growth Initiative of Nigeria
Nigeria	Etowa E. N.	Assistant Comptroller of Customs - Nigeria Customs Service
Nigeria	Faithful Hope-Ivbaze	Federal Airports Authority of Nigeria (FAAN)
Nigeria	Fayemi John	Nigeria Security and Civil Defense Corps (NSCDC)

Nigeria	Frederic Oladeinde	Planning and Investment Officer - Lagos Metropolitan Area Transport Authority (LAMATA)
Nigeria	Gloria Ahmed	Deputy Director - Federal Ministry of Transportation
Nigeria	Hadi Sirika	State Minister of Aviation - Federal Republic of Nigeria
Nigeria	Halisu Abubakar	Nigeria Ports Association (NPA)
Nigeria	Haruna Mohammed	Department of State Services (DSS)
Nigeria	Ibrahim Abdulkadir	Federal Ministry of Transportation
Nigeria	Idowa Ohwasegun	Protocol officer - Federal Ministry of Transportation
Nigeria	Ijeoma Uche-Okoro	Director Legal Services - Federal Ministry of Transportation
Nigeria	Imo Ekpo	Federal Ministry of Power, Works and Housing
Nigeria	Joshua Odeleye	NITT - ZARIA
Nigeria	Joshua Mesele	Civil Society
Nigeria	K. S. Ogundele	FAAM
Nigeria	Kayode Fanola	Assistant Corps Marshal - Federal Road Safety Corps (FRSC)
Benin	Kokou Lucien Houghibo	Deputy - National Assembly of Benin
Nigeria	Linus Egenio	Federal Ministry of Transportation
Nigeria	Louisa Offiong	Federal Ministry of Transportation
Nigeria	Michael Nwankwo	Federal Ministry of Transportation
Nigeria	Moffat Ini	PAO, Federal Ministry of Transportation
Nigeria	Mohamed Moarftan Knouye	Embassy of Mauritania
Nigeria	Mohammed B. Umaru-Mohammed	NEXIM
Nigeria	Mukah Okuboere	Federal Ministry of Transportation
Nigeria	Musa Shebhy Isiwele	Road Transport Employees Association of Nigeria (RTEAN)
Nigeria	Mustapha Airenoni	Protocol Officer
Nigeria	Nwachukwu MC	Ministry of Foreign Affairs
Nigeria	Nwamaka Adekoya	Trauma care International Foundation
Nigeria	Gbenga B. Ashafa	Senator - Federal Republic of Nigeria
Nigeria	Tijjani Kaura	Senator - Federal Republic of Nigeria
Nigeria	Ahmad Sani Yerima	Senator - Federal Republic of Nigeria
Nigeria	Yunusa Abubakar	Member of the National Assembly of the Federal Republic of Nigeria
Nigeria	Adamu Aliero	Senator - Federal Republic of Nigeria
Nigeria	Nwiabu Lebgori	National Association of Nigerian Traders (NANTS)

Nigeria	Ojo Olawale C	Protocol Officer - Federal Ministry of Transportation
Nigeria	Okon Imeli	Vice-President Office
Nigeria	Omite O. Sunday	Federal Ministry of Transportation
Nigeria	Onaku Charles	AD - Federal Ministry of Transportation
Nigeria	Oseme Ewhrudjakpor	Federal Road Safety Corps (FRSC)
Nigeria	Oti Ogechukwu	Federal Ministry of Transportation
Nigeria	Ovie Omo-Agege	Senate Committee Land
Nigeria	Paul Okpe	Officer - Federal Road Safety Corps (FRSC)
Nigeria	Rebecca Adrews U. Nasamu	National Orientation Agency (NOA)
Nigeria	Rose Ojeka	Federal Ministry of Transportation
Nigeria	Rotimi Chibuike Amaechi	Minister of Transport - Federal Republic of Nigeria
Nigeria	Salifou Tientore	Director of Customs - Economic Community of West African States (ECOWAS)
Nigeria	Sonava Yetunele	Director of Press - Federal Ministry of Transportation
Nigeria	Suleiman Alhassam	Federal Ministry of Transportation
Nigeria	Suleiman A. Musa	National Union of Road Transport Workers (NURTW)
Nigeria	Sydney Ibeanusi	Federal Republic of Nigeria
Nigeria	Tony Ibekwe	Federal Ministry of Power, Works and Housing
Nigeria	Uchenna Okafor	Commission Anambra State
Nigeria	Ugo Madubnike	Nigeria Ports Authority (NPA)
Nigeria	Usenekong Akpan	AD, Federal Ministry of Transport
Nigeria	Victor O. Ogunnupebi	Federal Road Safety Corps (FRSC)
Nigeria	Zakari Sabiu	Permanent Secretary - Federal Ministry of Transportation
Republic of Guinea	Soleymane Traoré	President - African Roads Maintenance Fund Association (ARMFA)
Senegal	Abdoulaye Daouda Diallo	Minister - Ministry of Infrastructures, Land Transport and Accessibility
Senegal	Astou Diokhane	Coordinator of Promoville - Ageroute
Senegal	Boubacar Villiembo Biaye	Deputy - National Assembly
Senegal	Cheikhou Oumar Gaye	Director - Road Transport Directorate
Senegal	Fatou Diagne Diop	Communications Specialist - Executive Council of Urban Transport in Dakar (CETUD)
Senegal	Ibrahima Ndiaye	General Director - AGEROUTE
Senegal	Ibrahima Nour Eddine Diagne	General Administrator - Gainde2000

Senegal	Khadim Cisse	Head of Study Division - Executive Council of Urban Transport in Dakar (CETUD)
Senegal	Mamoudou Alassane Camara	Ministry of Infrastructures, Land Transport and Accessibility
Senegal	Papa Modou Ndiaye	Administrator - Autonomous Road Maintenance Fund (FERA)
Senegal	Thierno Birahim Aw	Director General - Executive Council of Urban Transport in Dakar (CETUD)
Sierra Leone	Eric Augustine Sam	Ag. Director - Sierra Leone Road Safety Authority
Sierra Leone	Hindolo Mohamed Shiaka	Director - Ministry of Transport and Aviation
Sierra Leone	Kabineh Moinama Kallon	Minister - Ministry of Transport and Aviation
Sierra Leone	Memunatou Koroma	Ag. Executive Director - Sierra Leone Road Safety Authority (SLRSA)
South Sudan	Otim Bong Mike	Director of Roads and Bridges - Ministry of Roads and Bridges
South Sudan	Philip Thon Juarwel Mabior	Acting Coordinator - Ministry of Roads and Bridges
South Sudan	Rebecca Joshua Okwaci	Minister - Ministry of Roads and Bridges
Tanzania	Julius John Chambo	Director of Safety and Environment - Ministry of Works, Transport and Communication
Tanzania	Mohamed Adadi Rajabu	Member of Parliament - Parliament of Tanzania
Tanzania	Peter Masi	Executive Director - Dar es Salaam Corridor Secretariat
Tanzania	Salum Mwinyi Rehani	Member Parliament Vice Chairperson Foreign Affairs, Security and Defense Committee - Tanzania Parliament
Togo	Nanamolla Ouro-Bang'na epse Klowome	Head of the Division of Control and Regulation and Statistics - Directorate of Road and Rail Transport
Tunisia	Khaled Mechri	Director of Security - Ministry of Transport
Tunisia	Sassi Hammami	Secretary General - Ministry of Transport
Uganda	Paul Amoro	Member of Parliament - Parliament of Uganda
Uganda	Ronald Amanyire	Secretary of National Road Safety Council - Ministry of Works and Transport
Uganda	Tonny Ayoo	Member of Parliament - Parliament of Uganda
Zambia	Emmanuel Mukuka Mutale	Vice President - Federation of Clearing and Forwarding Associations of Southern Africa (FCFASA)
Zimbabwe	George Mlilo	Permanent Secretary - Ministry of Transport and Infrastructure Development
Zimbabwe	Obio Murambiwa Chinyere	Managing Director - Traffic Safety Council of Zimbabwe

12.2. List of Participants – Delegates of Institutions

Institution	Name	Function / Organization
AACE	Nogaye Touré Diagne Ep Diop	Program Coordinator - African Alliance for E-commerce (AACE)
ACMA	Erick Shimumbwe	Project coordinator - African Corridor Management Alliance (ACMA)
Addis Ababa University	Esayas Gebreyouhannes Ftwi	Associate Professor / Executive Director AAiT - Addis Ababa University
AFD	Antoine Chèvre	Sr Transport Specialist - French Development Agency (AFD)
AFD	Lise Breuil	Head of Transport Division - French Development Agency (AFD)
AfDB	Pierre Simon More Ndong	Transport Engineer - African Development Bank (AfDB)
AfDB	Girma Berhanu Bezabeh	Road Safety Specialist - African Development Bank (AfDB)
AfDB	Hassanatu Bangalette Mansaray	Senior Policy Specialist - African Development Bank (AfDB)
AfDB	Honsou Astmir Alberic	African Development Bank (AfDB)
AfDB	Jean Kizito Kabanguka	Lead Advisor Regional Infrastructure Development - African Development Bank (AfDB)
AfDB	Jeremy Bassy Aguma	Transport Engineer - African Development Bank (AfDB)
AfDB	Stefan Atchia	Transport Policy & Planning Officer - African Development Bank (AfDB)
AfDB	Mam Tut Wadda	Project Team Leader - African Development Bank (AfDB)
AfDB	Jumbe Naligia Katala	Transport Engineer - African Development Bank (AfDB)
AfDB	Ali Ismail Mohamed	Transport Economist - African Development Bank (AfDB)
AfDB	Mohamed El Abass Wade	Sr. Transport Specialist - African Development Bank (AfDB)
AfDB	Richard Malinga	Transport Engineer - African Development Bank
AfDB	Augustin Karanga	Transport Economist - African Development Bank (AfDB)
AfDB	Joseph Kouassi N'guessan	Chief Transport Engineer - African Development Bank (AfDB)
African Union	A. Placide C. Badji	Policy Officer Road Transport - African Union Commission (AUC)
African Union	Cheikh Bedda	Director Infrastructure & Energy - African Union Commission (AUC)

African Union	David Kajange	Head of Transport and Tourism Division - African Union Commission (AUC)
Africatip	Ndeye Astou Ba Ndiaye	Permanent Secretary - Africatip
ALCO	Daki Anoumou Dakitse - Benissan	Monitoring and Evaluation Specialist - ALCO
ALCO	Idrissa Koné	Executive Secretary - Abidjan Lagos Corridor Organization (ALCO)
ALCO	Kokouvi Edy Anthony	Transport Specialist - Abidjan Lagos Corridor Organization (ALCO)
Atkins Acuity	Sion Haworth J. Lynden	Team Leader - Atkins Acuity
Borderless Alliance	Baya Justin Bayili	Executive Secretary - Borderless Alliance
CICOS	Cyrille Laure Tagny D. Mafamdjo Epse Kazadi	Expert in charge of transport facilitation and international trade - <i>Commission internationale du bassin-Congo-Oubangui-Sangha</i> (CICOS)
CITA	Eduard Fernandez	Executive Director - International Motor Vehicle Inspection Committee (CITA)
Columbia University	Jacqueline Maria Klopp	Associate Research Scholar - Columbia University
COMESA	Bernard Dzawanda	Transport Economist - Common Market for Eastern and Southern Africa (COMESA)
CSE	Priyanka Chandola	Centre for Science and Environment (CSE)
EAC	Kamugisha Rutayaukana Kazaura	Director of Infrastructure - East African Community (EAC)
ECCAS	Jean-Claude Azonfack	Head of Transport Department / General Coordinator of Transport Programs and Projects - Economic Community of Central African States (ECCAS)
ECOWAS	Aissatou Koffi-Yameogo	Program Officer - Economic Community of West African States (ECOWAS)
ECOWAS	Amanda Bisong	Head of Trade and Customs Unit - ECOWAS
ECOWAS	Ashoke D. Maliki	Road Infrastructure and Road Safety Expert - Economic Community of West African States (ECOWAS)
ECOWAS	Bamidele Tajudeen Azeez	Coordinator - Federation of ECOWAS Licensed Customs Brokers Associations
ECOWAS	Chris Appiah	Transport Facilitation and Policy Expert - Economic Community of West African States (ECOWAS)
ECOWAS	Eugene Capo-Chichi	Program Officer, Transport - Economic Community of West African States (ECOWAS)
ECOWAS	Felix Kwakye	Principal Programme Officer - Economic Community of West African States (ECOWAS)
ECOWAS	Jules Gogoua	Transport Program - Economic Community of West African States (ECOWAS)

ECOWAS	Mohammed Shaaba Lafiagi	ECOWAS Parliament
ECOWAS	Moustapha Gnankambary	Senior Trade Facilitation Advisor - Economic Community of West African States (ECOWAS)
ECOWAS	Paul Antoine Marie Ganemtore	Project Director - Economic Community of West African States (ECOWAS)
ECOWAS	Peter Ofori-Asumadu	Infrastructure Technical Expert - Economic Community of West African States (ECOWAS)
ECOWAS	Peter Joy Sewornoo	Programme Officer - Economic Community of West African States (ECOWAS)
European Commission	Paolo Ciccarelli	Head of Unit C5 – Cities, Local Authorities, Digitalisation, Infrastructures - European Commission
European Commission	Stefania Marrone	European Commission
FEAFFA	Elias Rwamanyonyi Baluku	Program Manager - Federation of Eastern Africa Freight forwarders Association (FEAFFA)
FIA	Maria Segui-Gomez	Special Advisor for Road Safety - <i>Fédération internationale de l'automobile</i> (FIA)
GIZ	Holger Dalkmann	EMBARQ Director / Director of Strategy and Global Policy - World Resource Institute (WRI) / GIZ-SloCaT
GIZ	Kelechi Okoro	Advisor Trade and Customs - <i>Deutsche Gesellschaft für Internationale Zusammenarbeit</i> (GIZ)
ICCASU	Alioune Badiane	CO President - ICCASU
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