



# Annual Report 2022

## Building the Foundation for Decarbonizing Africa's Transport Sector

An international partnership supported by:



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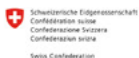


# Annual Report 2022

## Building the Foundation for Decarbonizing Africa's Transport Sector



An international partnership supported by:



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

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

\* \* \* \* \*

**THE SSATP IS A PARTNERSHIP OF:**

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**8 Regional Economic Communities (RECs)**

**2 African institutions:**

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

**Financing partners for the Fourth Development Plan:**

European Commission (EC), Swiss State Secretariat for Economic Affairs (SECO), African Development Bank (AfDB), Agence Française de Développement (AFD), and the World Bank (WB, host)

Many public and private national and regional organizations.

\* \* \* \* \*

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

\* \* \* \* \*

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

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





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# Acronyms

AAU	Addis Ababa University
AAUTA	African Association of Urban Transport Authorities
AfCFTA	African Continental Free Trade Agreement
AFD	Agence Française de Développement
AfDB	African Development Bank
AGM	Annual General Meeting
AMUGA	Autorité de la Mobilité Urbaine dans le Grand Abidjan
ARMFA	African Road Maintenance Funds Association
ARSC	African Road Safety Charter
ARSO	African Road Safety Observatory
AU	African Union
AUC	African Union Commission
BRT	Bus Rapid Transit
CETUD	Conseil Exécutif des Transports Urbains Durable
CTPP	Continental Transport Policy Paper
DPCG	Development Partners Coordination Group
DFI	Development Finance Institution
DP3	Third SSATP Development Plan
DP4	Fourth SSATP Development Plan
DRIVER	Data for Road Incident Visualization, Evaluation and Reporting
EC	European Commission
ENSTP	École Nationale Supérieure des Travaux Publics
ESRA	E-Survey of Road Users' Attitudes
EU	European Union
FIA	Federation Internationale d'Automobile
GFDT	Global Facility to Decarbonize Transport
GRSF	Global Road Safety Facility
GRSP	Global Road Safety Partnership
IDA	International Development Association
IsDB	Islamic Development Bank
ISM	Infrastructure Support Mechanism
KNUST	Kwame Nkrumah University of Science and Technology
LUTP	Leaders in Urban Transport Planning Program
M&E	Monitoring and Evaluation
MDTF	Multi-Donor Trust Fund
MOLO	Mobility and Logistics Trust Fund

MOU	Memorandum of Understanding
MTR	Mid-Term Review
NDC	National Data Coordinator
NMT	Non-Motorized Transport
PIARC	World Road Association
PIDA	Program for Infrastructure Development in Africa
PPIAF	Public - Private Infrastructure Advisory Facility
PPP	Public-Private Partnership
PS&RECs	Permanent Secretaries and Regional Economic Communities Working Group
RCEI	Regional Connectivity and Economic Integration
RRAM	Resilient Road Asset Management
RS	Road Safety
RSLA	Road Safety Lead Agency
SAATM	Single African Air Transport market
SDG	Sustainable Development Goal
SECO	Swiss State Secretariat for Economic Affairs
SSATP	Africa Transport Policy Program
SSATP-EC	SSATP Executive Committee
STC	Specialized Technical Committee
STC-TTIIE	STC on Transport, Transcontinental and Interregional Infrastructure, and Energy
SUMA	Sustainable Urban Mobility and Accessibility
TMS	Truck Monitoring System
TOR	Terms of Reference
TSC	Transitional Steering committee
TT	Transforming Transportation
UATP	African Association of Public Transport
UITP	International Association of Public Transport
UN	United Nations
UNECA	United Nations Economic Commission for Africa
USD	United States Dollar
UTA	Urban Transport Authority
UTAC	Unité Technique d'Accompagnement Centrale
WB	World Bank
WCTRS	World Conference on Transport Research Society
WHO	World Health Organization
WRI	World Resources Institute





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# Foreword from the Program Manager

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Coinciding with the COVID-19 pandemic, the transition period (2019-2021) from the Third Development Plan (DP3) to the Fourth Development Plan (DP4) was long and challenging for SSATP. During this time, the World Bank played an instrumental role in keeping the Program active and relevant. Staff from the Bank's Transport Global Practice provided invaluable support to SSATP whereby helping ensure the successful completion of the DP3 and a smooth transition to the DP4. By organizing numerous webinars in collaboration with relevant partners, such as the Global Road Safety Facility (GRSF), the FIA Foundation, and the World Health Organization (WHO), SSATP was able to disseminate its knowledge and capitalize on the DP3's results despite pandemic restrictions.

The 2022 calendar year consisted of laying the foundations for the implementation of the DP4, the new SSATP strategy spanning 2022-2026 focused on facilitating the decarbonization of the transport sector in Africa. During the DP4 strategy launch meeting held in June 2022, the SSATP Executive Committee (SSATP-EC) endorsed the first-year work program. The SSATP Program Management Team would like to thank the SSATP-EC for its renewed trust and support.

Given that donor contributions to the DP4 have not all materialized yet, the team has been implementing the first-year work program under considerable budget constraints. Consequently, the Program Management Team put an emphasis on delivering the priority activities of the Sustainable Urban Mobility and Accessibility (SUMA) pillar and laying the ground for launching its second-year work program (i.e., support to the establishment of the African Association of Urban Transport Authorities). At the same time, SSATP has been providing ongoing support for the operationalization of the Africa Road Safety Observatory and sustaining advocacy and dissemination activities by taking part in major regional events, such as the 2022 Africa Infrastructure Forum which took place in Rabat in December 2022 and the Sustainable Mobility and Climate Week held in Dakar in October 2022.

The SSATP Program Management team remains confident that the implementation of the DP4 first-year work program will be on track. To better leverage SSATP's limited resources, the team is making every effort to raise additional funds by mobilizing co-financing from other World Bank executed trust funds with complementary objectives, including GRSF, the Partnership Fund for the Sustainable Development Goals (SDG Partnership Fund), the Public-Private Infrastructure Advisory Facility (PPIAF), the Mobility and Logistics Trust Fund (MOLO), and the World Bank Global Facility to Decarbonize Transport (GFDT).

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**Mustapha BENMAAMAR**  
SSATP Program Manager

## Messages from the SSATP Executive Committee Chair and Members



The mission of the Africa Transport Policy Program (SSATP) is fully in line with global and continental initiatives for sustainable transport policy development and related capacity building, in particular with the second Program for Infrastructure Development in Africa (PIDA) Priority Action Plan (PIDA-PAP II) for the period 2021–2030 which serves the AU vision for infrastructure development. PIDA-PAP II provides a strategic framework for engaging with Africa's development partners in the provision of regional and continental infrastructure and facilitates the physical, economic, and social integration of the continent in support of the African Continental Free Trade Area (AfCFTA). Since its inception, SSATP has served as a regional platform for transport sector policy development, bringing together key decision-makers while developing networks of specialists and operators in Africa's transport sector.

The AUC commends the Program for recently launching its next five-year strategy, the Fourth Development Plan (DP4, spanning 2022–2026), which is fully aligned with the AU's Agenda 2063 aspirations of delivering sustainable transport to boost Africa's economy and society. As chair of the SSATP Executive Committee, the AUC appreciates the work of SSATP on regional connectivity, urban mobility and road safety, in particular the ongoing support for the ratification of the African Road Safety Charter, and the consequent establishment and operationalization of the African Road Safety Observatory (ARSO) as a regional road safety knowledge platform and data center.

As the Program forges ahead with the implementation of the DP4, the AUC counts on SSATP's continued support for mainstreaming decarbonization and digital technologies in Africa's transport sector while raising the profile of the urban mobility, regional integration and road sector policy reform agenda at the continental level.

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**Kamugisha KAZAURA**

Chair of the SSATP Executive Committee and  
Director, Department of Infrastructure and Energy, Africa Union Commission



Since its inception, the Africa Transport Policy Program (SSATP) has become a reference in terms of supporting sector governance in Africa, and the European Commission is proud to be a long-standing partner, and to continue its collaboration in the framework of the Fourth Development Plan (DP4). Currently, the most important initiative for the European Commission's intervention in transport in Africa is the Global Gateway, through which we aim to support smart investments in quality infrastructure, respecting the highest social and environmental standards in line with EU values and norms. We are confident that the SSATP can make a very valuable contribution to this endeavor.

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**Sergio OLIVETE JOSA**

Team Leader, Transport, Infrastructure  
DG International Partnerships  
European Commission



SSATP is an important program for Africa as well as a crucial platform for its main development partners active in the Transport Sector, such as the African Development Bank. Since 2009, the Bank is actively partnering with SSATP to address the main policy issues hindering the continent's transport sector. Through the DP4, we will continue to actively work alongside with SSATP and other partners in transport policy development and knowledge creation for the benefit of the African continent.

**Lydie EHOUMAN**

Chief Transport Economist, African Development Bank



UNECA recognizes the importance of partnerships in achieving Africa's development aspiration. That is why the Commission partnered with the World Bank to establish SSATP in 1987 as an instrument to develop sound transport sector policies on the continent. Over the years, SSATP has been closely involved in flagship initiatives in the transport sector in Africa such as the articulation and implementation of the African Road Safety Action Plan 2021-2030; and the establishment of the African Road Safety Observatory (ARSO). It is expected that SSATP's DP4 will contribute to the implementation of the African Continental Free Trade Area (AfCFTA), achieving the objectives of the Second United Nations Decade of Action for Road Safety; improving the efficiency of urban mobility and strengthening the resilience of Africa's road network.

**Robert Tama LISINGE**

Chief, Energy, Infrastructure and Services Section  
United Nations Economic Commission for Africa (UNECA)



We appreciate the trust that the AUC and other development partners have placed in the World Bank as the hosts of SSATP. Focused on decarbonizing the transport sector in Africa and leveraging digital solutions to improve its efficiency, SSATP's Fourth Development Plan (DP4) is fully aligned with the priority action areas under the World Bank's Climate Change Action Plan. As the world moves to curb greenhouse gas emissions, we expect SSATP to play an essential role in assisting African countries with adopting transport policies that will support their transition to low-carbon mobility and greener, more sustainable and resilient transport systems for all.

**Ibou DIOUF**

Host of the SSATP Program and Practice Manager,  
West and Central Africa, Transport Global Practice, World Bank



# 1. Introduction

The purpose of this report is to keep African member countries, development partners and the SSATP Executive Committee (SSATP-EC) abreast of the Program's progress. This is the first annual report for the SSATP Fourth Development Plan (DP4); it reports on the activities undertaken during the 2022 calendar year. It not only covers the preparation and subsequent launch of the DP4 Multi Donor Trust Fund (MDTF) (January - June 2022), but also the first six months of implementation progress for activities under the DP4 first-year work program (July - December 2022). Since the launch of the DP4 was detailed in the DP4 progress report (January - June 2022), this annual report focuses more on the work done over the last six months.



Leveraging the Program's core values of partnership, ownership and sustainability, the SSATP Program Management Team (PMT) was able to lead the smooth transition from the close of the DP3 to the launch and implementation of the DP4 despite limited resources. Some of the major achievements that characterize the reporting period include:

- Successfully launching the SSATP DP4 at a stakeholder engagement meeting hosted by the European Commission in Brussels on June 16-17, 2022.
- Organizing two Africa-focused Leaders in Urban Transport Planning (LUTP) training programs in Kumasi and Maputo, which were attended by more than 95 urban transport practitioners and policymakers from Ghana, Sierra Leone, Mozambique and Angola. The Maputo LUTP workshop was the first to be organized in Lusophone Africa.
- Launching a joint SSATP-LUTP mentorship program for city and government officials at the Kumasi LUTP session; eight groups already submitted proposals and were paired with mentors.
- Laying the foundation for the establishment of an African Association of Urban Transport Authorities (AAUTA) in partnership with CETUD (Conseil Executif des Transports Urbains Durable) during the Sustainable Mobility and Climate Week (SMDC22) held in Dakar on October 3-7, 2022.
- Providing technical assistance for the Second Extraordinary Session of the Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, and Energy (STC-TTIE) during which ministers of transport and heads of state adopted the Institutional Framework for the African Road Safety Observatory (ARSO) whereby establishing it as a special technical entity of the AUC.
- Building awareness of SSATP and its policy advice through ongoing dissemination activities, which have included launching a series of webinars on paratransit capacity building programs and participating in two major regional events: the 2022 Africa Infrastructure Forum held in Rabat in December 2022 and the Sustainable Mobility and Climate Week held in Dakar in October 2022.

This annual report presents key SSATP Program activities conducted throughout the year and is structured as follows:

**Chapter 2** focuses on measures taken by the SSATP team to implement the Program and cultivate strategic partnerships for greater impact.

**Chapter 3** provides a detailed update on the status of implementing thematic area activities and progress towards their respective goals.

**Chapter 4** gives an overview of the communication and dissemination initiatives undertaken to raise awareness of SSATP's work and gain buy-in for its policy recommendations.

**Chapter 5** features the publications that were completed during the reporting period.

**Chapter 6** presents administrative matters and provides an overview of the Program's current financial position.

The report concludes with an Appendix that provides additional details on the results framework of the SSATP DP4 thematic areas.

## 2. Overview of Programmatic Activities

### Major Program Management Updates

#### DP3 Completion

The DP3 strategy cycle ended on December 31, 2021. Shortly thereafter, in accordance with reporting requirements, the Program Management Team prepared and published the [DP3 Completion Report](#) on the SSATP website on February 11, 2022. The report offers an overview of the Program's main achievements over the five-year strategy cycle and the preparatory work to establish and launch DP4.





## DP4 Launch in Brussels

On June 16-17, 2022, the DP4 was launched at a stakeholder engagement meeting organized by SSATP in close coordination with the European Commission (EC). The meeting demonstrated the strong partnership between SSATP and its donor partners, with the EC leading the logistical preparation of the meeting and hosting it on its premises. The two-day event, which sought to engage with key partners and secure their buy-in and ownership of the DP4's strategic direction going forward, was well attended by approximately 50 participants consisting of key development partners, continental institutions, permanent secretaries (or their equivalent) of SSATP member countries and representatives of the European Union (EU) delegations in Africa.

During the meeting, draft Terms of Reference (TORs) for the formation of the Development Partners Coordination Group (DPCG) and the Permanent Secretaries and Regional Economic Communities Working Group (PS&RECs) were also discussed. The TORs outline the groups' objectives, composition, tasks and responsibilities, and working arrangements. Both TORs were circulated to meeting participants for further comments and suggestions prior to their finalization.

The SSATP DP4 launch also offered the opportunity to convene the SSATP-Executive Committee (SSATP-EC). The SSATP-EC meeting was chaired by Eric Ntagengerwa, Senior Policy Officer from the African Union Commission's (AUC) Air Transport, Infrastructure, and Energy Department, who acted on behalf of the Chair of the SSATP-EC, Kamugisha Kazaura, the AUC's Director of Infrastructure and Energy. During the meeting, the SSATP-EC agreed upon and endorsed the first-year work program, which will follow the World Bank's fiscal year calendar starting July 1, 2022, to June 30, 2023.



**Figure 1.**  
Group picture of the Stakeholder Engagement Meeting held in Brussels marking the launch of the DP4.

## Changes in the SSATP Program Management Team

Mustapha Benmaamar was appointed as the SSATP Program Manager effective July 1, 2022, and Simon Saddier as the Urban Mobility Thematic Area Lead effective August 15, 2022. On November 15, 2022, the longstanding SSATP Program Administrator, Zeina Samara, retired from the World Bank. Consequently, Souleymane Traore, an existing WB Program Assistant on a development assignment, joined the SSATP team to serve as an interim Program Assistant tasked with taking on some of the program administration and budget-related tasks and responsibilities. In accordance with SSATP's progressive staffing plan, the Regional Connectivity and Economic Integration (RCEI) and Road Safety (RS) Pillar leaders will be hired once the EC signs the DP4 administration agreement.

## Strategic Partnerships for Greater Impact

### Meeting with AUC's New Director of Infrastructure and Energy

The SSATP Program Manager travelled to Addis Ababa on November 1-5, 2022, to meet with the AUC's Director of Infrastructure and Energy at the Africa Union Commission, who is also the newly appointed Chairman of the SSATP Executive Committee. SSATP briefed the AUC Director and his team on the activities carried out since the launch of the DP4 in June 2022. They appreciated the work of SSATP, particularly the support provided to develop the African Road Safety Charter and establish the Africa Road Safety Observatory (ARSO). The AUC would like SSATP to extend its support to other thematic areas and help raise the profile of urban mobility and road sector policy reforms at the continental level.



#### NEXT STEPS

- SSATP and AUC will identify key flagship studies to be carried out at continental level to inform the AUC Special Technical Committee of Transport in charge of making sector policy recommendations to the AUC Executive Council.
- Organize SSATP-AUC coordination meetings at least once every six months to improve communication amongst the organizations and present and discuss SSATP progress reports.

### Building on UNECA and SSATP's Shared Mandate

During a mission to Addis Ababa, the SSATP Program Manager met with the Chief of the PSDFD-Energy, Infrastructure and Services Section of the United Nations Economic Commission for Africa (UNECA) and his Deputy to brief them on SSATP's most recent progress report. UNECA also took advantage of the meeting to provide an update on their activities, which included providing support to: (i) Eswatini to develop a Road Safety (RS) strategy, (ii) Gambia on a RS action plan and (iii) Rwanda on vehicle technical testing financed by the UNRSF. UNECA is also supporting the digitalization of the air transport sector and ratification of the Luxembourg railway convention (access to financing for railway material acquisition), and in collaboration with the Center of Transport and logistics at the University of Rome, they are carrying out a study to measure and monitor the conditions of the Trans-Africa Highway network using satellite images. Finally, UNECA recently published a [study that assesses the required infrastructure needed to meet the demands of the African Continental Free Trade Area \(AfCFTA\)](#).

**NEXT STEPS**

- Given that SSATP and UNECA share the same mandate to provide technical support to the Africa region, there was an agreement to organize coordination meetings with the aim of exchanging information on the respective work programs and seeking synergies.

## Collaborating with the European Commission delegation in Addis Ababa

The SSATP Program Manager also met with the Program Officer of the EU Delegation to the Africa Union. The EU delegation supports the AUC through the Infrastructure Support Mechanism (ISM) focused on the road sector. The first, three-year phase of the ISM is nearing completion. Currently, an action document is under preparation to identify support for the next three-year phase which will focus on the urban mobility and railway sectors. Part of the next grant will be allocated to the operationalization of ARSO.

**NEXT STEPS**

- The procurement process leading to a service agreement contract between the EC and AUC will take at least one year. Meanwhile, both requested that SSATP continue its support to the ARSO secretariat.
- Organize coordination meetings with the EC delegation in Addis Ababa to identify areas for collaboration in support of ARSO capacity building activities and priority activities for the second phase of the ISM.

## Partnering with the Africa Road Maintenance Funds Association (ARMFA)

In a video conference held on November 4, 2022, ARMFA informed SSATP's Program Manager about the challenges they have been facing recently, which include: (i) being forced to temporarily relocate the ARMFA permanent secretariat from Addis Ababa to Namibia due to the dismantlement of the Ethiopia Road Fund; (ii) the reduction in yearly financing contributions (\$400K) from ARMFA members following the dismantling of a few road funds, and (iii) the resignation of their secretariat. Despite existing challenges, at their last General Assembly in Namibia, ARMFA members agreed to put the association back on track by hosting the ARMFA Secretariat within the Kenya Road Fund and completing the hiring of new staff for the ARMFA Permanent Secretariat before the end of this calendar year. During the virtual meeting, SSATP also had the opportunity to brief ARMFA about the ongoing discussions to include Resilient Road Asset Management (RRAM) as the fourth SSATP-DP4 pillar, and their possible role in its preparation and implementation.

**NEXT STEPS**

- The ARMFA secretariat agreed to share its most recent status report and business plan with SSATP and expressed their keenness to participate in the preparation of Pillar 4 and raise awareness of the road maintenance reforms agenda at the continental level.
- The next ARMFA Annual General Meeting (AGM) is scheduled to take place during the second quarter of 2023 in Maputo.

## Key Continental Events for Awareness Raising

### Sustainable Mobility and Climate Conference in Dakar, Senegal

Following the invitation of the CETUD (Conseil Exécutif des Transports Urbains Durable), the SSATP Program Management Team participated in the Sustainable Mobility and Climate Week (SMDC22) held in Dakar on October 3-7, 2022. SMDC22 was co-organized by CETUD, CODATU and Climate Chance Association under the leadership of the Senegal's Ministry of Infrastructure, Land Transport and Opening Up, and the Ministry of Environment, Sustainable Development and Climate Transition. Attended by more than 1,000 transport sector professionals working in Africa, the event offered an opportunity to inform the audience about the role of SSATP, the recent launch of its DP4, and the support provided by the program.

During the event, the SSATP team also benefited from opportunities to serve as panel presenters in four technical sessions on: (i) climate and mobility, (ii) training and academic curricula, (iii) informal transport modernization and reform, and (iv) parking. Each presentation was designed to highlight an SSATP Third Development Plan (DP3) knowledge product and reported on their main takeaways and capacity building activities related to supporting the development of sustainable transport policies, the Leaders in Urban Transport Planning (LUTP) training program, a recent publication on the “myths and realities” of paratransit, and a publication on traffic management in African cities.

SSATP's participation at the SMDC22 also entailed: (i) hosting an SSATP knowledge dissemination booth (see page 42 for more details); (ii) providing technical support to CETUD to draft the concluding remarks for the conference; (iii) organizing a side meeting to discuss the [establishment of an African Association of Urban Transport Authorities \(AAUTA\)](#) (see page 26 for more details); and (iv) participating in a series of side meetings with SSATP partners and consultants working on relevant thematic areas.



Figure 2. SSATP presents the findings of a recent report on the myths and realities of informal transport at an SMDC 2022 plenary session.

In the sidelines of the SMD22, SSATP most notably met with a representative of the Islamic Development Bank (IsDB). The objective was to resume discussions initiated during the DP4 launch meeting in June 2022 related to the opportunity for IsDB to join the SSATP Executive Committee. SSATP also meet with other key stakeholders, including the Head of AFD's Transport Department) and CODATU to exchange information about planned and ongoing activities and identify potential synergies with SSATP's objectives under DP4. A meeting was also organized with a South African expert to discuss the paratransit professionalization experience led by the City of Cape Town in the context of the development of its Bus Rapid Transit (BRT) project. This discussion will inform the potential development of a training course for paratransit operators by SSATP.

## Africa Infrastructure Forum in Rabat, Morocco

From December 11-14, 2022, the SSATP Program Manager traveled with the World Bank's Transport Practice Manager for West and Central Africa to participate in the Africa Infrastructure Forum organized by One Africa, formerly known as i-Conferences. At the event, the Program Manager gave a presentation that summarized the preliminary findings of a recent World Bank study on understanding and mitigating the fiscal risks of infrastructure. The study quantifies the magnitude and prevalence of infrastructure-related fiscal risks in the power and transport sectors, identifies their causes in a set of low- and middle-income countries, and makes recommendations for addressing infrastructure-related fiscal risks in a comprehensive manner. With Africa requiring USD\$170 billion per year to bridge its infrastructure financing gap, the event offered an opportunity to raise awareness on the importance of mitigating the fiscal risks of infrastructure to increase the value for money from the existing resources and additional capital that will need to be mobilized to close the financing gap.



**Figure 3.** SSATP Program Manager presents at a plenary session of the Africa Infrastructure Forum in Rabat.



# 3. Thematic Area Implementation Status

## Thematic Area 1: Regional Connectivity and Economic Integration (RCEI)

The strategic objective of the RCEI thematic area is to improve the efficiency of regional transport corridors and strengthen their governance systems and management performance by mainstreaming good practices (i.e., ports and logistic platforms digitalization). A special focus will be placed on making economic corridors more competitive by improving their operational efficiency. Support the effective implementation of the Single African Air Transport Market (SAATM) will also be provided subject of availability of resources.

Most of the expected financing contributions of our donor partners have not materialized. For this reason, only one activity is being implemented under Thematic area 1: Mainstreaming digitalization in the maritime and shipping industry of Africa. The activity is co-financed by the World Bank and funding granted by the French Development Agency (AFD) to SSATP for AUC support.

Table 1. Synopsis of RCEI Activities and Related Outcomes

RCEI Activities	Current Status
<b>Outcome 1:</b> Development of a long-term transport strategy for the continent, aligned with the Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063	
<ul style="list-style-type: none"> <li>Study to carry out a gap analysis and identify policy/regulatory reforms and institutional capacity activities to mainstreaming digitalization in the maritime and shipping industry in Africa.</li> </ul>	<ul style="list-style-type: none"> <li>An international consultancy firm is hired, a six-month contract signed, and the assignment will commence in early February. Based on global experience, an SSATP working paper will be prepared to present policy and regulatory reforms and institutional capacity activities enabling the mainstreaming of digitalization in the maritime and shipping industry.</li> </ul>
<ul style="list-style-type: none"> <li>Preparation of a Regional Integration Leaders Training Program.</li> </ul>	<ul style="list-style-type: none"> <li>Terms of Reference (TOR) have been prepared; the launch of this activity is subject to the availability of financing.</li> </ul>
<b>Outcome 2:</b> Consensus achieved on the framework for functionality of an economic corridor development	
<ul style="list-style-type: none"> <li>Scoping study to extend the Truck Monitoring System (TMS) to Central and West African regional corridors.</li> </ul>	<ul style="list-style-type: none"> <li>TORs have been prepared; the launch of this activity is subject to the availability of financing.</li> </ul>
<b>Outcome 3:</b> Single African Air Transport market (SAATM) regulatory framework effective	
<ul style="list-style-type: none"> <li>Preparation of a working paper based on two studies to support air liberalization in Africa.</li> </ul>	<ul style="list-style-type: none"> <li>TORs have been prepared; the launch of this activity is subject to the availability of financing.</li> </ul>





## OUTCOME 1:

### Development of a long-term transport strategy for the continent, aligned with the Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063



#### Activity 1.1

#### Mainstreaming digitalization in the maritime and shipping industry of Africa

The digitalization of port and logistic platforms is one of the priority areas of the DP4, building on the findings of an earlier collaboration on “Accelerating Digitalization: Critical Actions to Strengthen the Resilience of the Maritime Supply Chain” undertaken at the global level. Under the RCEI thematic area, SSATP in collaboration with AFD and AUC has procured a study to carry out a gap analysis and identify policy/regulatory reforms and institutional capacity building activities to mainstream digitalization in the maritime and shipping industry of Africa. The objective is to enable countries to scale up digital applications in the maritime sector with the aim of increasing trade and exports to accelerate post-Covid economic recovery efforts.

This assignment is being undertaken as part of SSATP’s support to the implementation of the Program for Infrastructure Development in Africa (PIDA) managed by the AUC’s Department for Infrastructure and Energy. The assignment is in line with the priorities set by the 2063 agenda for the transformation of Africa into a world power. Furthermore, it is well aligned with the DP4 RCEI outcome of having a better understanding of the challenges and priority areas to support port and maritime digitalization in Africa.

#### Achievements and next steps

- The international consultancy firm (HaskoningDHV Nederland B.V.) tasked with conducting the study has been hired; the assignment will commence in early February.
- The findings of the study will be summarized in an SSATP working paper and dissemination material. This will be produced, as a follow-on to the Pan-African Digital Ports Workshop, to present the key findings from two tasks: (i) a high-level review of current IT systems and services and (ii) a high-level desk review of legal, policy and regulatory frameworks. The paper will present the policy and regulatory reforms and institutional capacity activities for mainstreaming the digitalization of the maritime and shipping industry based on global experience.
- In order to effectively disseminate the outcomes of this activity to project stakeholders as well as a wider non-technical audience, webinars and workshops will be organized to present and discuss the findings of the study.

## Thematic Area 2: Sustainable Urban Mobility and Accessibility (SUMA)

The strategic objective of the SUMA thematic area is to support the development of low-carbon and accessible urban mobility systems to create livable cities and foster sustainable economic development. Activities will focus on (i) fostering data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies; (ii) improving the efficiency of the informal bus transport sector; and (iii) strengthening the capacity of country/city transport planners.

Table 2. Synopsis of SUMA Activities and Related Outcomes

SUMA Activities	Current Status
<b>Outcome 1:</b> Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies	
<ul style="list-style-type: none"> <li>Working paper on African women and vulnerable groups in transport</li> </ul>	<ul style="list-style-type: none"> <li>A literature review has been completed, and the quantitative and qualitative data analysis is well advanced. The projected completion date (including dissemination) is by the end of June 2024.</li> </ul>
<ul style="list-style-type: none"> <li>Position paper on urban air pollution in Africa cities</li> </ul>	<ul style="list-style-type: none"> <li>A concept note and TOR are under preparation. The projected completion date for this activity is by end of June 2024.</li> </ul>
<ul style="list-style-type: none"> <li>Guidelines on policies for low-carbon options</li> </ul>	<ul style="list-style-type: none"> <li>A TOR is under preparation and should be completed by January 2023. The projected completion date for this activity is the end of June 2024.</li> </ul>
<ul style="list-style-type: none"> <li>Support to the creation of the African Association of Urban Transport Authorities (AAUTA)</li> </ul>	<ul style="list-style-type: none"> <li>Preliminary meetings were held in Dakar and Abidjan in October-November 2022. The Founding General Assembly is being organized and scheduled take place in February 2023.</li> </ul>
<b>Outcome 2:</b> Improve the efficiency of the informal bus transport sector	
<ul style="list-style-type: none"> <li>Development of guidelines for paratransit reforms based on best practice</li> </ul>	<ul style="list-style-type: none"> <li>A draft paper was prepared, and a quality review meeting was held in June 2022. Revisions and finalization are projected for the end of June 2023.</li> </ul>
<ul style="list-style-type: none"> <li>Position paper on Urban Transport Authorities in Africa: Challenges and Opportunities</li> </ul>	<ul style="list-style-type: none"> <li>Case studies were completed in seven cities. Completion of the position paper is expected by the end of June 2023.</li> </ul>
<ul style="list-style-type: none"> <li>Working paper on Fleet Renewal and Professionalization of the Mini-bus Transport Industry: Lessons and a Way Forward</li> </ul>	<ul style="list-style-type: none"> <li>The initial phases of study were completed. Publication of the main report on Public-Private Partnership (PPP) options is expected by the end June 2023.</li> </ul>
<b>Outcome 3:</b> Trainings and other capacity-building events strengthen the capacities of country/city transport planners	
<ul style="list-style-type: none"> <li>Organization of LUTP sessions in anglophone, francophone, and Lusophone countries</li> </ul>	<ul style="list-style-type: none"> <li>Sessions were organized in Kumasi (Ghana) and Maputo (Mozambique). Another LUTP session will be organized in Cameroon and/or Tunisia by the end of June 2023.</li> </ul>
<ul style="list-style-type: none"> <li>Launch of the SSATP-LUTP mentorship program</li> </ul>	<ul style="list-style-type: none"> <li>Launched following the Kumasi LUTP training session. Eight groups submitted proposals and have been paired with mentors.</li> </ul>
<ul style="list-style-type: none"> <li>Fostering scientific cooperation with African universities in research and capacity building in the transport sector</li> </ul>	<ul style="list-style-type: none"> <li>Concluded a survey collecting information on the research interests of African universities participating research network.</li> </ul>

**OUTCOME 1:****Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies****Activity 1.1****Working paper on African women and vulnerable groups in transport**

Urban mobility and accessibility to jobs and services are not equal for all individuals. In particular, vulnerable groups including women, people with disabilities, children, low-income groups, and migrants, among others, are often excluded from opportunities. As of today, there exists limited literature on the barriers faced by vulnerable groups to travel and reach opportunities in Africa. To address this gap, SSATP will prepare a working paper on African women and vulnerable groups in transport that will collect and analyze relevant data from a range of capital and secondary cities in Africa. The objective of the study is to identify and analyze the specific issues and constraints faced by vulnerable groups when trying to reach jobs and services in African cities. For cities where data is available, the study will also seek to understand the impact of COVID-19 on urban mobility and accessibility for the most vulnerable.

**Achievements and next steps:**

- A literature review on the link between urban mobility and vulnerable groups globally and in African cities was conducted to kick-off the study.
- The quantitative and qualitative analyses of data on urban mobility and vulnerable groups in select African cities is well advanced; the data was provided by the World Bank.
- The team aims to complete the data analysis and finalize the working paper by the end of June 2024.

**Activity 1.2****Position paper on urban air pollution in African cities**

The transport sector is one of the main contributors to air pollution in African cities. However, there is limited literature in Africa about the contribution of transport to air pollution and related diseases. The key objectives of this activity are to: (i) create awareness about the link between transport and air pollution in Africa cities, and its health and economic costs; (ii) understand and quantify what the main causes of transport-related air pollution are in African cities, and (iii) identify options to reduce transport-related air pollution (i.e., policies and investments).

**Achievements and next steps:**

- A concept note/TOR for this activity is under preparation and should be completed by January 2023.
- Launch implementation of the activity; its projected completion date is the end of June 2024.

### Activity 1.3

#### Guidelines on policies for low-carbon options

Addressing the climate change crisis requires concerted and well-aligned actions. Low-carbon options for urban mobility include investing in low-emissions technology, and implementing regulatory instruments and fiscal incentives, among others. When defining policy options, however, solutions need to be well adapted to the development context of the different African countries. With this in mind, SSATP will be preparing guidelines on policies that are relevant for combatting climate change in Africa.

#### Achievements and next steps:

- A concept note/TOR for the activity is under preparation and should be completed by January 2023.
- Start implementation of the activity; the projected completion date is the end of June 2024.

### Activity 1.4

#### Establishing an African Association of Urban Transport Authorities

SSATP identified the need to support exchanges between Urban Transport Authorities (UTAs) across the African continent and initiated the creation of a platform dedicated to sharing experience, good practices, and expertise amongst African UTAs. The Sustainable Mobility and Climate Week (SMDC22) held in Dakar provided an opportunity to hold a side meeting on October 7, 2022, to launch discussions on creating the African Association of Urban Transport Authorities (AAUTA). Its main objective is to develop a network for the exchange of experiences and information on the practices of planning, coordinating, regulating, managing, and financing urban transport systems in Africa. This initiative is in line with the DP4 objectives of promoting the development of sustainable urban mobility policies and integrating the informal sector into a decarbonized and inclusive public transport system. This integration cannot take place in the absence of an appropriate regulatory framework and empowered institutions with a strong capacity for action.

Representatives from urban transport authorities of Senegal, Nigeria, Cote d'Ivoire, Guinea, Burkina Faso, and Mozambique discussed the relevance of creating the new association and its link with the existing platform for urban transport authorities hosted by the International Association of Public Transport (UITP). While participants stressed the need to seek complementarity with the UITP platform, the African Association of Public Transport (UATP), they also stated that memberships in both entities are not mutually exclusive. The UITP platform offers broad coverage whereas the AAUTA will be more focused and dedicated to African urban transport authorities. It will provide more visibility at the continental level and a space to meet and exchange experiences related to the Africa region. There was a strong request from less established and newly created authorities (Conakry, Ouagadougou) to establish the African association since it will provide a structured framework to learn from more experienced and established urban transport authorities (LAMATA, CETUD). In the end, participants were all in agreement to create the association.

#### Achievements and next steps:

- Following the Dakar meeting in October 2022, working sessions were held with CETUD and AMUGA (Autorité de la Mobilité Urbaine dans le Grand Abidjan) to prepare the launch of the association (online and in-person in Abidjan in November 2022).
- Draft statutes were prepared and circulated in three languages (English, French, and Portuguese), and a draft code of conduct was prepared by AMUGA.
- Officially establish the Association and adopt its statutes during its founding General Assembly to be held in February 2023.
- SSATP will prepare an initial outline of the Association's business plan defining its first three years of activity; the plan will be discussed during the assembly and developed by members with support from a consultant, if needed.

## OUTCOME 2: Improve the efficiency of the informal bus transport sector



### Activity 2.1

#### Development of guidelines for paratransit reforms based on best practice

Even though it is associated with significant challenges, paratransit or “informal” bus transport is the dominant and most popular public transport mode in many African cities, especially for the poor, providing affordable connectivity and mobility. Despite its ubiquity, however, it is hard to understand the internal dynamics of the paratransit industry since ownership is often opaque with local political connections. Furthermore, although the informal transport sector provides much needed transit capacity, it is often a significant contributor to traffic congestion due to the large number of small vehicles, their poor driving behavior and their wanton disregard for traffic laws.

With the aim of supporting paratransit reforms across the continent, this activity seeks to: (i) analyze the urban transport environment of select African cities, with a specific focus on their public transport operations (formal and informal); institutional and regulatory frameworks; strategic planning and financing capacities; operational and organizational arrangements; existing social and business issues; technology uptake; and political context; (ii) evaluate and compare operations in different cities with a view to identify conditions for creating an enabling environment that supports the viability of the paratransit industry and improves its working conditions; and (iii) prepare a roadmap based on documented lessons learned and experiences to guide the successful development and implementation of organized, cooperative urban transport systems.

#### Achievements and next steps:

- SSATP, in partnership with AFD, documented the experience of eight African cities that undertook informal transport reforms; the case studies also combine information from existing literature on paratransit reforms in other African cities.
- Based on case study findings, SSATP prepared a draft paper on good practices and lessons learned from paratransit reforms to guide other countries in Africa.
- The draft report is currently being revised based on peer reviewer comments received during a World Bank quality review meeting held on June 9, 2022.
- The team expects to complete and publish the position paper by the end of June 2023.





### Activity 2.2

#### Position paper on Urban Transport Authorities in Africa: Challenges and Opportunities

Multiple agencies at different levels of government are generally involved in the management and delivery of urban transport infrastructure and services. More often than not, there is little or no coordination among them. This results in duplication and inefficiency in the use of resources and poor-quality services. The need for institutional coordination across space and function is increasingly being recognized as critical to developing an integrated and comprehensive urban transport system.

Although several cities in Africa are attempting to establish lead urban transport institutions that encompass multiple jurisdictions, functions, and modes, only a few have succeeded. These institutions have evolved over a number of years, encountering challenges and lessons from which others can benefit. Recognizing this opportunity, SSATP will prepare a study focused on documenting the recent efforts of several African cities to enhance the institutional context for delivering urban transport services. To do so, the study will examine the institutional structure of transport authorities in case study cities and its evolution, and document lessons from these experiences.

#### Achievements and next steps:

- Developed case studies on the experience of transport authorities created in the African cities of Dakar, Lagos, Dar es Salaam, Accra, Cape Town, Maputo and Nairobi.
- Based on these case studies, perform a cross-city analysis, which will also be informed by exchanges conducted via the African Association of Urban Transport Authorities (see Activity 1.4).
- Leverage findings from the case studies and cross-city comparisons to prepare the position paper that is expected to be completed by the end of June 2023.

### Activity 2.3

#### Working paper on Fleet Renewal and Professionalization of the Mini-bus Transport Industry: Lessons and A Way Forward

Aligned with Outcome 2, this activity analyses a critical and challenging dimension of professionalizing informal transport operations in the African context: the improvement of fleets. The objective of this study is to document the opportunities and challenges of harnessing fleet renewal for the professionalization of informal transport in Africa. The study documents the experiences of African cities as relates to all aspects of bus financing and renewal schemes, including business models, financing and operational arrangements, regulations, and institutional context; and assesses the impact of fleet renewal on the professionalization of bus operators (i.e., formation of bus cooperatives and consolidation of vehicle owners' assets).

The activity includes the following phases: (i) prepare an overview of the current situation, opportunities and challenges in bus financing for formal and informal public transport sectors in Sub-Saharan African (SSA) cities and lessons of experience; (ii) Review the experience of Dakar and other Senegalese cities in bus financing and renewal schemes as well as that of other SSA cities; and (iii) analyze PPP options to attract private sector financing to improve service standards and business with a focus on the SSA context.

#### Achievements and next steps:

- The first two phases of the activity have concluded, and the third phase is currently under review.
- The team expects to complete phase and publish the main report by the end of June 2023.



**OUTCOME 3:****Trainings and other capacity-building events strengthen the capacities of country/city transport planners****Activity 3.1****Organizing Leaders in Urban Transport Planning (LUTP) training programs for Lusophone, Anglophone and Francophone countries**

SSATP in partnership with the LUTP team of the World Bank organized two LUTP training courses in Kumasi, Ghana and Maputo, Mozambique. The organization of the LUTP training also included the implementation of an innovative mentorship program with city/government officials.

**Kumasi LUTP Training:** From September 25-30, 2022, around 45 urban transport practitioners and policymakers from Ghana and Sierra Leone convened in Kumasi for an LUTP training workshop facilitated by the LUTP program in partnership with SSATP. The agenda focused on diagnosis of urban transport challenges from the perspectives of different travelers, governance and urban transport institutions, informal public transport reform, and bus project implementation, operations, and financing. The workshop was organized to support the preparation of the Kumasi Urban Mobility and Accessibility Project (KUMAP) and the implementation of the Sierra Leone Integrated and Resilient Urban Mobility Project.

**Maputo LUTP Training:** An LUTP training was held on November 7-10, 2022, in Maputo, Mozambique. It was the first LUTP workshop organized for Lusophone Africa. The 4-day training was organized in partnership between Mozambique's Ministry of Transport and Communications, the World Bank's LUTP team and the Africa Transport Policy Program (SSATP). More than 50 government officials and civil society organizations from Mozambique and Angola participated in the training, which took place during the first implementation mission of the Maputo Metropolitan Area Urban Mobility Project. The presence of Angolan participants allowed for a rich knowledge-exchange between countries. Overall, the workshop represented a good opportunity to deepen the stakeholders' vision in urban mobility, as key representatives of Mozambique's government agencies at the central, regional and municipal levels, civil society, and others were present. The agenda was tailored to the specific learning needs of the audience, with a focus on diagnosing and prioritizing urban transport challenges; empowering urban transport institutions and implementing reforms in the informal public transport sector; and sharing lessons-learned from international experience in bus rapid transit implementation, operations, and financing. The final day of the workshop was organized to coincide with Maputo Mobility Day and featured a special session on considering gender in urban transport planning and project implementation as well as a walking and biking tour of downtown Maputo and a discussion on improving infrastructure and safety for active mobility.

**Achievements and next steps:**

- In partnership with LUTP, SSATP organized two Africa-focused LUTP training programs in Kumasi and Maputo, which were attended by more than 95 urban transport practitioners and policymakers from Ghana, Sierra Leone, Mozambique and Angola.
- The joint SSATP-LUTP team will organize and host a third LUTP workshop in a francophone country before the end of June 2023; potential countries are Tunisia and Cameroon.



Figure 4. Group picture of participants at the LUTP Training held in Kumasi, Ghana.

### Activity 3.2

#### Launch of the SSATP-LUTP mentorship program

The LUTP workshop in Kumasi also marked the official launch of the SSATP-LUTP Mentorship Program for Africa. This program consists in pairing small groups of participants in the training with a mentor to operationalize an idea aimed at addressing a specific urban mobility challenge in their city. Mentors support and supervise the work of their group via regular online meetings over the course of several months following the end of the LUTP course. As an incentive, the groups that develop the most successful projects will be given an opportunity to present their work on an international platform.

#### Achievements and next steps:

- Successfully launched the joint SSATP-LUTP mentorship program for city and government officials at the Kumasi LUTP session.
- Reception of the mentorship program was overwhelmingly positive, with almost all workshop participants joining a project team and submitting a formal proposal.
- Eight projects were submitted to the program and project teams have been matched with mentors to work with them over the next six months in developing the project concept further.

### Activity 3.3

#### Fostering Scientific Cooperation with African Universities in Research and Capacity Building in the Transport Sector

With the aim of facilitating the development of sound transport policies and related capacity-building in the transport sector of Africa, SSATP led the establishment of a research network of African universities in collaboration with the World Resources Institute (WRI) and the World Conference on Transport Research Society (WCTRS). This initiative gave way to the establishment of a Memorandum of Understanding (MoU) "For Scientific Cooperation with African Universities in Research and Capacity Building in the Transport Sector," which was signed in 2018 by five leading African universities: the University of Nairobi, the University of Dar es Salaam, the University of Johannesburg, the University of Dakar, and the National Polytechnique Institute of Yamoussoukro. The partnership later expanded to include Addis Ababa University

(AAU), Kwame Nkrumah University of Science and Technology (KNUST) and the École Nationale Supérieure des Travaux Publics (ENSTP) from Cameroon. All the parties involved agreed to collaborate on research activities (joint research, capacity building exchange, and training programs) to strengthen institutional capacity at the continental level and further unleash the transport research potential of African universities.

During the year in review, SSATP in partnership with the Public-Private Infrastructure Advisory Facility (PPIAF) worked together to prepare an activity for developing and operationalizing the cooperative research network and knowledge platform. SSATP and PPIAF designed and implemented a survey to collect information on the MoU members' research interests, as well as their aspirations and expectations for operationalizing the MoU. The survey collected information on: (1) the department(s) which will be collaborating on behalf of the signing University; (2) their aspirations and expectations towards the implementation of the MoU; and (3) topics they would collectively be interested in exploring.

### Achievements and next steps:

- The SSATP and PPIAF teams recently concluded the survey collecting information on the research interests of the participating African universities.
- Based on the analysis of survey results, the teams will prepare a more detailed activity plan and start implementation.

## Engagement and dissemination activities in Ghana and Tunisia



As Ghana and Tunisia are the object of a special focus under the DP4, SSATP organized field missions to these two countries in 2022.

**Mission to Ghana:** Following the launch of LUTP in Kumasi, SSATP conducted a mission in Accra and met with the following counterparts: the Ministry of Local Government, Decentralization, and Rural Development, the Ministry of Transport, the Ministry of Railway Development, and the National Road Safety Authority. Informal meetings with the Ministry of Roads and Highway and the Department of Urban Roads were also held outside of the LUTP session. The team identified potential activities for SSATP support during the mission:

- Conduct a study on institutional models for the governance of urban mobility in secondary cities, with a specific focus on Kumasi (to be launched before the end of June 2023).
- Develop a capacity building program for paratransit operators as part of a larger SSATP activity.
- Support the preparation of an urban mobility policy letter, subject to the willingness of Ghanaian authorities to lead this process.

**Mission to Tunisia:** The SSATP team organized a mission to Tunis on the sidelines of the international seminar on sustainable urban mobility organized by PIARC (World Road Association) and the Tunisian Ministry of Transport from November 23 -25, 2022. During the mission, the team had the opportunity to:

- Engage with the Ministry of Transport to identify potential activities to be supported by SSATP under DP4. Preliminary discussions were held on the organization of an LUTP session in Tunisia in the first half of 2023 and a potential technical assistance on the operationalization of UTAC (Unité Technique d'Accompagnement Centrale), the national technical unit in charge of supporting the creation of transport authorities in urban areas.
- Consult the community of Development Finance Institutions (DFIs) on priority areas of intervention for the urban sector in Tunisia; meetings were held with SECO, AFD, AfDB, KfW, and IDB).
- Make two presentations during the sustainable urban mobility conference on transport authorities in Africa and avenues paratransit professionalization (based on the Myths and Realities report published by SSATP).



## Thematic Area 3: Road Safety (RS)

The main objective of the RS thematic area is to improve road safety at the continental, national and local levels with the aim of reducing deaths and serious injuries from road traffic crashes. Activities will focus on: (i) securing member country ownership of road safety strategies and plans that are aligned with the goals of the Africa Road Safety Charter and the targets of the United Nations (UN) Sustainable Development Goals (SDGs); (ii) strengthening road safety institutional arrangements and leadership in road safety management; and (iii) harmonizing road safety data collection and analysis to facilitate regional comparisons.



Table 3. Synopsis of RS Activities and Related Outcomes

RS Activities	Current Status
<b>Outcome 1: Ownership by member states of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans</b>	
<ul style="list-style-type: none"> <li>Advocacy for better road safety management in Africa and alignment with the UN Decade of Action.</li> </ul>	<ul style="list-style-type: none"> <li>Prepared an advocacy strategy to achieve the entry into force of the African Charter on Road Safety; as a result, four member countries (Benin, Morocco, Nigeria, and Uganda) ratified the Charter in 2022.</li> <li>SSATP with UNECA the cohosted the Kofi Annan Road Safety Award in June 2022 where countries were recognized for their good practices in road safety.</li> </ul>
<ul style="list-style-type: none"> <li>Support for the organization of the Africa Continental Workshop on Road Safety.</li> </ul>	<ul style="list-style-type: none"> <li>Collaborated with the AUC and UNECA to organize a workshop on how to "Develop and Implement National Road Safety Frameworks for the Decade 2021-2030." 150 participants key stakeholders from 50 countries attended.</li> </ul>
<ul style="list-style-type: none"> <li>Technical assistance for the Second Extraordinary Session of the Specialized Technical Committee on Transport (STC-TTIIIE).</li> </ul>	<ul style="list-style-type: none"> <li>The ARSO Institutional Framework was adopted by ministers of transport and heads of state whereby establishing ARSO as a special technical entity of the AUC.</li> </ul>
<b>Outcome 2: Effective road safety institutional arrangements and leadership in road safety management</b>	
<ul style="list-style-type: none"> <li>Advocate for strong, legally mandated and financially sustainable Road Safety Lead Agencies (RSLAs) for the effective management of road safety challenges.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP disseminated the results of the performance assessment of 16 RSLAs in workshop where over 100 road safety professionals participated.</li> </ul>
<b>Outcome 3: Harmonized road safety data collection and analysis to facilitate regional comparisons</b>	
<ul style="list-style-type: none"> <li>Support day-to-day ARSO operations and provide regular technical and administrative support to the ARSO Transitional Steering committee (TSC).</li> </ul>	<ul style="list-style-type: none"> <li>Hosted the Second Annual General Assembly of ARSO on March 2022 during which the ARSO 10-year roadmap and 2022-2024 work plan were adopted.</li> <li>SSATP continues to play a leading role in the day-to-day operations of ARSO through two staff members.</li> </ul>
<ul style="list-style-type: none"> <li>Support the organization of a capacity building workshop on Quality Road Safety Data.</li> </ul>	<ul style="list-style-type: none"> <li>Held in June 2022, the workshop focused on the importance of collecting quality data, its management and implication in road safety policy, among other related topics. It was attended by NDCs and road safety legislators of 44 countries.</li> </ul>
<ul style="list-style-type: none"> <li>Support preparation of the WHO 5th Global Status Report on Road Safety (to be issued in 2023) and strengthening data collection at the National Data Coordinator (NDC) level.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP played a critical role in engaging all 55 AU member countries to work with the WHO on the preparation of the 5th Global Status Report.</li> <li>Through ARSO, SSATP continues to support NDCs and the WHO with related data collection and capacity building activities.</li> </ul>
<ul style="list-style-type: none"> <li>Organize trainings on traffic accident reporting and investigation.</li> </ul>	<ul style="list-style-type: none"> <li>In collaboration with the Global Road Safety Partnership (GRSP), trainings were provided to traffic police in Kenya and Uganda.</li> </ul>
<ul style="list-style-type: none"> <li>Promote the adoption of common software platforms for a better data collection, analysis and management.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP supported Sierra Leone, Malawi, and Zimbabwe with introducing a simplified, open-source data collection tool, the Data for Road Incident Visualization, Evaluation and Reporting (DRIVER) system.</li> </ul>





## OUTCOME 1:

# Ownership by member States of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans

### Activity 1.1

## Advocacy for better road safety management in Africa and alignment with the UN Decade of Action

SSATP continues to support the AUC on strengthening their partnerships with global and regional institutions working to advance the road safety agenda in African countries. In particular, SSATP has been working with AU member countries, the African Union Commission (AUC), United Nations Economic Commission for Africa (UNECA), and World Health Organization (WHO) to ensure that national road safety strategies and plans are aligned with the African Road Safety Charter (ARSC) and the goals of the UN Decade of Action and Africa Action Plans 2021–2030. To this effect, SSATP prepared an advocacy strategy for the AUC to engage with member countries and secure their buy-in of the ARSC. At least 15 countries are required to sign and ratify the ARSC as a pre-condition for establishing the African Road Safety Observatory (ARSO) as an independent entity within the AUC. As of today, 11 African states have signed the Charter: Benin, Cameroon, Eswatini, Ethiopia, Mali, Morocco, Namibia, Nigeria, Niger, Togo, and Uganda.

### Achievements and next steps

- SSATP prepared the advocacy strategy that the AUC used to gain the buy-in and support of AU member countries for the African Road Safety Charter. As a result, in 2022, four additional AU member countries (Benin, Morocco, Nigeria and Uganda) ratified the Charter; this has helped advance towards the objective of establishing ARSO as an independent agency of the AUC.
- SSATP worked with UNECA to organize the first Kofi Annan Road Safety Award held on March 16, 2022, in Accra. It recognized countries for their good practices in road safety (see page 40 for more details).
- SSATP participated in and contributed to the regional conference on the implementation of the new ECOWAS Road Safety Policy, Action Plan and Charter.
- SSATP partnered with the ESRA (E-Survey of Road Users' Attitudes) team in September 2022 to help engage ARSO/ AUC member countries in the ESRA 3 initiative to collect and analyze comparable data on road safety performance, in particular the road safety culture and behavior of road users in the continent.
- The SSATP team will continue to support the AUC with speeding up the ratification of the ARSC to ensure member countries' strategies and action plans are aligned with the UN Decade of Action and the Africa Action Plan.

### Activity 1.2

## Support for the organization of the Africa Continental Workshop on Road Safety

SSATP provided technical support to the AUC in organizing the African Continental Workshop on Road Safety held on November 30, 2022. The theme of the workshop was on how to: "Develop and Implement National Road Safety Frameworks for the Decade 2021-2030." The workshop was organized in close collaboration between the AUC and UNECA. 150 participants from 50 countries, including representatives from Ministries of transport, road safety lead agencies and practitioners participated in the workshop.

### Next steps:

- SSATP will continue its capacity building support to AUC member countries through workshops, seminars and webinars.

### Activity 1.3

#### Technical assistance for the Second Extraordinary Session of the Specialized Technical Committee on Transport, Transcontinental and Interregional Infrastructure, and Energy (STC-TTIIIE)

SSATP provided technical assistance to the AUC in organizing the Second Extraordinary STC-TTIIIE where the ARSO Institutional Framework and options for sustainable financing were adopted by the ministers responsible for transport and heads of state. During the conference, which was held on June 14-16, 2022, many issues were discussed and adopted, among which was establishing ARSO as a special technical entity in the AUC. The SSATP team prepared background notes on ARSO, distributed them to the delegates, and backstopped during the conference to provide additional information as needed.

### Achievement:

- The outcome of the conference, among other declarations and resolutions, was the decision to establish ARSO as a specialized agency of the AUC.





## OUTCOME 2:

# Effective road safety institutional arrangements and leadership in road safety management

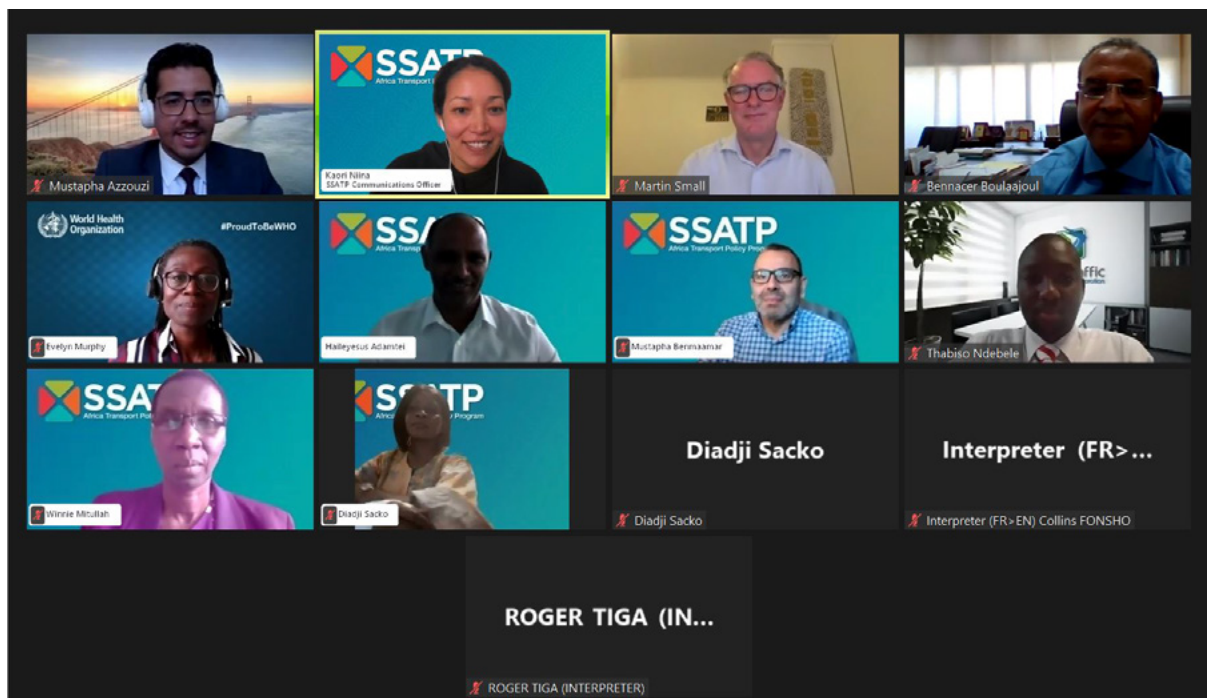
### Activity 2.1

#### Performance Assessment of Road Safety Lead Agencies

Although many African countries have functional road safety lead agencies (RSLAs), ensuring effective road safety management remains a challenge. To better understand the challenges and opportunities, SSATP conducted a study to review the performance of 16 RSLAs in Africa. Attempts were made to ensure reasonable geographic and language coverage. The study aimed at identifying the challenges RSLAs face and areas of improvement in addition to providing recommendations.

#### Achievements and next steps

- Published the SSATP Study of Road Safety Lead Agencies in Africa on May 30, 2022.
- Over 100 participants attended the report launch webinar held on June 1, 2022, during which the report's main findings and recommendations for improving RSLA performance were shared (see page 41 for details).
- SSATP will follow up with the recommendations of the study and identify areas where support is needed to individual countries.



**Figure 5.** Snapshot of speakers participating in the SSATP report launch webinar on “Strengthening Road Safety Lead Agencies in Africa” held on June 1, 2022.

**OUTCOME 3:****Harmonized road safety data collection and analysis to facilitate regional comparisons**

The following activities were completed during the reporting period, most notably involving the provision of support to ARSO:

**Activity 3.1****Support day-to-day ARSO operations and provide technical and administrative support to the ARSO Transitional Steering Committee (TSC)**

SSATP continues to play a leading role in the day-to-day operations of ARSO through two staff members who provide: (i) administrative support to the TSC and AUC for organizing virtual meetings every third Thursday of the month, which includes drafting and sharing agendas with TSC members, preparing background notes, drafting meeting minutes, and more; and (ii) technical support on road safety as needed. SSATP also works closely with the technical team of the AUC's Department of Infrastructure and Energy to coordinate ARSO related activities.

**Achievements and next steps:**

- In March 2022, SSATP organized the 2nd General Assembly of the African Road Safety Observatory (ARSO) where: (i) ARSO performance during the period 2018-2021 was discussed; (ii) the final report (financed by the EU) on the institutional setup and operationalization of ARSO was discussed and a 10-year roadmap was endorsed; and (iii) ARSO's 2022-2024 two-year work program was discussed and approved.
- SSATP drafted the ARSO work plan for 2022-2024 which was approved during the 2nd General Assembly of the ARSO; it is a road map for the next two-years and focuses on the strategies and steps that ARSO should take to achieve the goals set by the General Assembly.
- SSATP is currently in discussion with the AUC to conduct a data review of selected countries as part of the initiative to improve the quality of road safety data, which is one of the activities planned for 2022-2023.
- SSATP continues to play a leading support role in ARSO's day-to-day operations.

**Activity 3.2****Support the organization of a capacity building workshop on Quality Road Safety Data**

In June 2022, SSATP supported the organization of a capacity building workshop on quality data that is relevant and appropriate for road safety management. Attended by the National Data Coordinators (NDCs) and road safety legislators of 44 countries, the workshop focused on the importance of collecting quality data, its management and implication in road safety policy, among other related topics. The workshop also served as a platform for networking and sharing experiences among NDCs and legislators. A report summarizing the workshop proceeds has been prepared and shared with the participants.

**Achievements and next steps:**

- The workshop helped improve the capacity of NDCs and road safety legislators on road safety management, data collection and analysis and related topics.
- SSATP will continue its capacity-building effort and plan to organize one for those who didn't participate in 2022.

### Activity 3.3

## Support preparation of the WHO 5th Global Status Report on Road Safety and strengthening data collection at the NDC level

SSATP played a critical role in engaging all 55 AU member countries to work with the WHO on the preparation of the 5th Global Status Report on Road Safety due by December 2023. The report broadly assesses the road safety situation in more than 178 countries using data drawn from a standardized survey.

### Achievements and next steps:

- SSATP supported the preparation of the WHO's 5th Global Status Report on Road Safety by administering questionnaires and engaging different stakeholders through ARSO.
- SSATP in collaboration with the WHO team hosted an orientation to guide NDCs on the preparation of the road safety report; given that NDCs are the focal points for data collection in each country, the orientation was both important and timely.
- The SSATP team continues to provide ad-hoc support to the WHO team and AU member countries on data collection for the 5th Global Status Report on Road Safety [2023].

### Activity 3.4

## Training on Traffic Accident Reporting and Investigation

In collaboration with the Global Road Safety Partnership (GRSP), trainings were provided to traffic police in Kenya and Uganda on traffic accident reporting and investigation.

### Next step:

- SSATP will collect feedback from participating countries in order to better understand the impact of the training on improving road safety management with a view to scale up the program to other countries.

### Activity 3.5

## Promoting the adoption of common software platforms for better data collection, analysis and management

To enhance the crash-data analysis systems of African countries, SSATP has been promoting the adoption of open-source software platforms, such as the Data for Road Incident Visualization Evaluation and Reporting (DRIVER). It was developed by the World Bank's Global Road Safety Facility (GRSF) as a simplified data collection and management tool for developing countries.

### Achievements and next steps:

- SSATP supported the introduction of DRIVER to Sierra Leone, Malawi, and Zimbabwe.
- SSATP will continue to follow up with beneficiary countries and encourage others to adopt DRIVER given its simplicity and practicality as an open-source system with no associated costs.





## Thematic Area 4: Resilient Road Asset Management (RRAM)

During the DP4 Stakeholders Meeting in Brussels, the SSATP team organized a [concept note](#) review meeting on Resilient Road Asset Management (RRAM). Peer-reviewers suggested many ways to improve the concept note, which included: (i) clarifying the need to address climate change impacts at both the road engineering design stage and during road maintenance planning and execution; (ii) developing advocacy tools at the AUC and continental levels; (iii) undertaking a stock taking exercise to assess the impact of SSATP support in this thematic area during its Second Development Plan; (iv) strengthening the rationale and linkage between Thematic Area 4 and the two other pillars related to support to road sector institutions and capacity building. It was also suggested to extend the scope of work to support the development of rural transport policies and the road sector contracting industry.

This thematic area will be financed and administered by the EC using a service agreement contract, and the SSATP Program Management Team will provide technical oversight. As this parallel co-financing arrangement will only be finalized by the third quarter of 2023, indicatively, it was suggested that the SSATP team hold additional meetings to improve and clarify the scope of work of this thematic area and discuss its implementation arrangements. Subsequently, a follow up meeting was held in late October 2022 to identify ways for launching the preparation and implementation of RRAM pillar activities.

### Next steps:

- Improve and finalize the concept note based on the comments and suggestions received during the concept note review meeting.
- Prepare the TOR that will inform the EC Action Document to hire a consultant for implementing RRAM pillar activities under a service agreement.
- Discuss further ways of financing the SSATP Management Team services during Pillar 4 preparation and implementation stages.

# 4. Communication and Dissemination Activities

## Dissemination Events

### SSATP Knowledge Booth at Transforming Transportation 2022

During the World Bank's virtual Transforming Transportation 2022 (TT22) event held on February 16-27, 2022, SSATP organized two live sessions and a knowledge booth to raise awareness about the Program and its most recent publications on urban mobility. The live sessions were well received by all participants who had the opportunity to ask questions and interact and network with the SSATP program management team.

### Webinar on Safer and Cleaner Vehicles in Africa

On March 16, 2022, during a webinar held as part of the maiden ceremony of the Kofi Annan Road Safety Award organized by the United Nations Economic Commission for Africa (UNECA), the United Nations Secretary-General's Special Envoy for Road Safety, the Government of the Republic of Ghana, the Kofi Annan Foundation, and SSATP, a high-level panel of experts explored opportunities for importing safer and cleaner vehicles to Africa. The webinar provided a platform for participants to: (a) exchange views on the safety of vehicles in Africa within the context of the continent's post-2020 strategic direction for road safety and its Road Safety Action Plan for 2021-2030; and (b) discuss the vehicle safety dimension of the Global Plan of Action for the Second UN Decade for Road Safety (2021-2030), and UN vehicle regulations and their implications for the safety of Africa's roads. Discussions highlighted the nexus between national policies on climate change and road safety, as well as the opportunities and options for safer and cleaner vehicles on the continent. A total of 92 participants connected virtually in addition to an estimated 50 in-person attendees.

### Webinar on Improving Road Safety and Traffic Management in African Cities

In partnership with the FIA Foundation, SSATP hosted a webinar on April 27, 2022 to present the urban mobility, road safety, and traffic management findings of two recently published SSATP reports: [Road Safety Strategies for African Cities: A Guide to Development](#) and [Traffic Management for Sub-Saharan African Cities: The Way Forward](#). The webinar aimed to provide guidance to help city administrators, development practitioners, and their partners address the safety, accessibility, and mobility challenges faced by cities in Africa. During the webinar, 130 participants received guidance on

Figure 6. Announcement for the “Safer & Cleaner Vehicles in Africa” webinar held on March 16, 2022.



how to: (i) develop road safety strategies that maximize the chances of successful implementation by recognizing the value of simplicity, identifying vital local safety issues, and prioritizing interventions for pedestrians, (ii) shift the focus from motorized to non-motorized transport (NMT) modes through traffic management measures for pedestrians, and (iii) improve safety and efficiency through Intelligent Transport Systems (ITS).

## Webinar on “Strengthening Road Safety Lead Agencies in Africa”

On June 1, 2022, SSATP hosted a webinar to launch the *Study of Road Safety Lead Agencies in Africa*, a deliverable of the road safety pillar under the DP3. Commissioned by the Global Road Safety Facility (GRSF) with funding support from UKAid, the study – which is part of a global study on Road Safety Lead Agencies (RSLAs) being conducted by the World Health Organization (WHO) – reviewed the performance of RSLAs in sixteen African countries. During the webinar, the authors of the study presented its main findings and recommendations to an engaged audience of 108 participants. This was complemented by panelists from the WHO and RSLAs in Morocco, South Africa and Mali who shared their experiences regarding different aspects covered by the study.

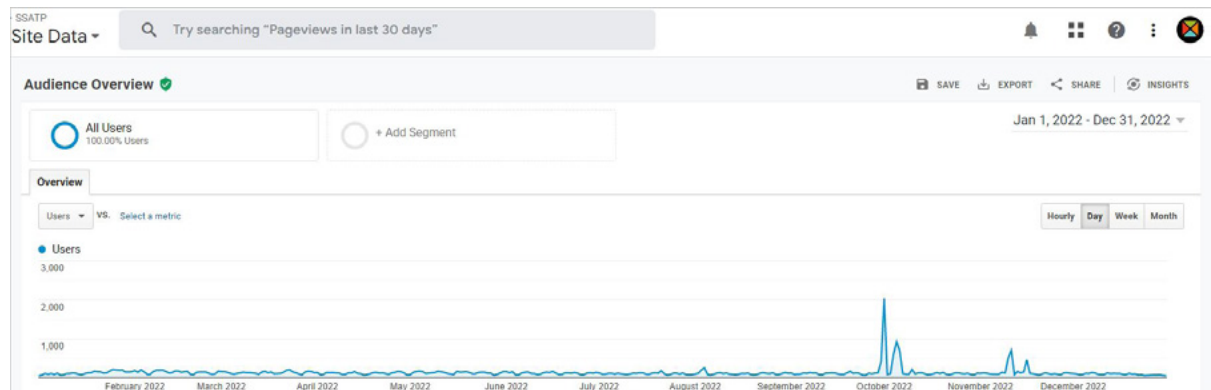
**Figure 7.** Senegal's Minister of Infrastructure, Land Transport and Opening Up and the Director General of CETUD visit the SSATP Knowledge Booth at SMDC22 held in Dakar on October 3-7, 2022



## SSATP Knowledge Booth at SMDC 2022

At the Sustainable Mobility and Climate Week (SMDC22) held in Dakar on October 3-7, 2022, SSATP hosted an interactive knowledge booth where about 1,000 conference participants had the opportunity to learn more about the Program and its work, meet the team, and download SSATP's most recent publications using QR codes. Notable visitors to the booth included Senegal's Minister of Infrastructure, Land Transport and Opening Up and the Director General of CETUD.

The knowledge booth marked SSATP's physical presence in the African continent after two prolonged years of virtual-only meetings and raised the visibility of the Program and its recently launched DP4 focused on decarbonizing and digitalizing Africa's transport sector. As evidenced by data gathered using Google Analytics, traffic to the SSATP website in the days leading up to and after the event significantly increased. An average number of 3,594 users visited the SSATP website on a monthly basis during the 2022 calendar year. However, the month of October 2022 saw a 53% jump in the number of visitors to the website – a total of 6,815 people visited that month. This highlights the importance of SSATP participating in key regional events to advocate for, and generate awareness of, sustainable transport policies for the continent.



**Figure 8.** Google Analytics data showing SSATP website traffic from January 1, 2022 to December 2022. In October 2022, there was a significant uptick in website users resulting from SSATP's active participation in SMDC 2022.



# Communication Activities

## SSATP Insider Newsletter – Third and Fourth Editions

During the period in review, SSATP produced the *third* and *fourth* editions of the “SSATP Insider” newsletter, which were disseminated on February 14 and July 21, respectively. The newsletters marked the main Program accomplishments, including the completion of the DP3 and the launch of the DP4, and featured write-ups on the main publications, past and upcoming events, and major program announcements.

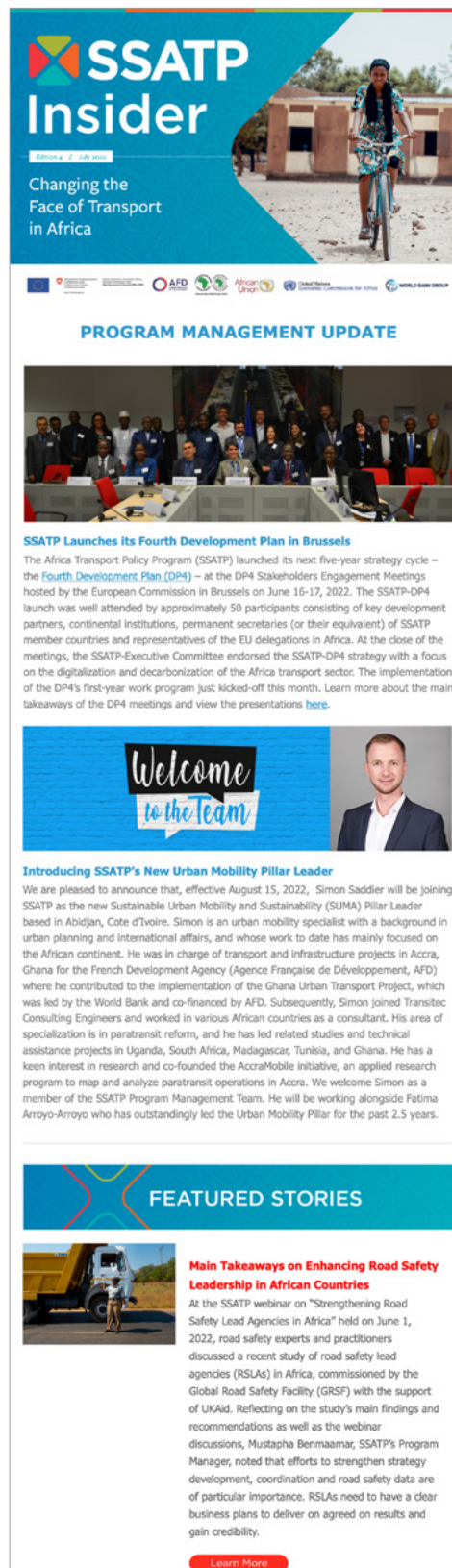
## Q&A Blog on Investing in Sustainable Urban Mobility for Africa

Following the fruitful discussions of the TT22 breakout session on “*Investing in Sustainable Urban Mobility for Africa*”, SSATP published a blog where key stakeholders share their perspectives on “*How can we invest in sustainable urban mobility in Africa more effectively?*” The blog captures responses to vital questions concerning the development of sustainable urban mobility in Africa and beyond and offers a synopsis of solution-oriented recommendations from the perspective of key stakeholders from government, private investment funds, international financial institutions, and international operators. The breakout session and subsequent blog formed part of the dissemination strategy for the SSATP sponsored report on *Enhancing the Financial Sustainability and Commercial Viability of Bus Rapid Transits (BRTs) in Sub-Saharan Africa (SSA)*.

## Website Back-End Updates

To improve the functionality and security of the *SSATP website* and ensure compliance with the World Bank’s web security protocols, the site was upgraded from Drupal version 8 to version 9.4.0 on July 2, 2022.

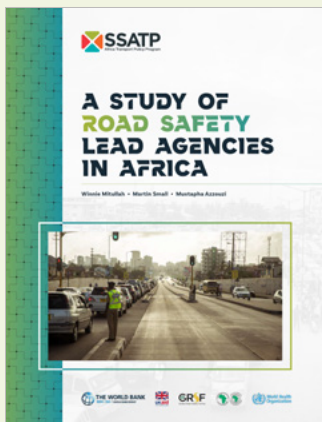
**Figure 9.** Snapshot of the 4th edition of the “SSATP Insider” newsletter published on July 21, 2022.





# 5. Publications

During the period in review, SSATP published several reports marking the successful close of the DP3 and the launch of the DP4.



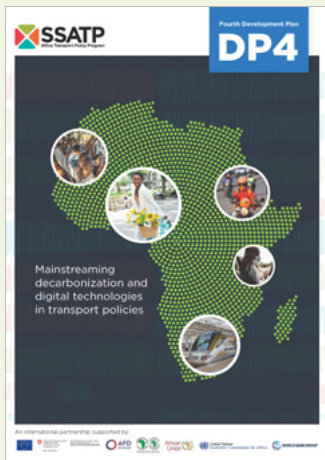
## A Study of Road Safety Lead Agencies in Africa

RSLAs are responsible for leading efforts to achieve national road safety goals, bringing all arms of government and society together to improve safety outcomes. Despite their presence in African most countries, road safety performance remains a concern. This study examines the performance of RSLAs in 16 anglophone and francophone countries of Africa, using quantitative and qualitative methods. RSLAs in Africa operate in different legal and institutional contexts, which is reflected in the differentiated performance of various functions that are analyzed in this study. The analysis reveals that the agencies' performances are undermined by regulatory weaknesses and resource scarcity. The study was commissioned by GRSF through the AfDB and the World Bank as part of a global study on RSLAs led by the WHO.



## DP3 Completion Report

This report provides an extensive analysis of SSATP's DP3 (spanning 2016-2021) and its many achievements covering the Program's focus areas: regional integration, urban transport and mobility and road safety. It serves not only as a reporting tool for SSATP donors and stakeholders, but also as a comprehensive summary of the wealth of knowledge produced under the DP3 and the groundwork laid for African countries to build safe, integrated, and sustainable transport systems. The report also includes testimonies from Program stakeholders, the outcomes of its activities and partnerships, and key lessons learned.



## SSATP Fourth Development Plan

The DP4 defines SSATP’s strategic priorities, and the resources needed to address transport policy challenges in Africa, building on what has already been achieved under past development plans. The thematic areas for the DP4 are as follows: Regional Connectivity and Economic Integration (RCEI); Sustainable Urban Mobility and Accessibility (SUMA); Road Safety (RS); and Resilient Road Asset Management (RRAM). The DP4 will also address the following cross-cutting issues: the COVID-19 pandemic and other communicable diseases, human capital development, women empowerment in transport, social inclusion, climate change, and using digital technologies to transform the transport sector.



## DP3 Publications Brochure with Linked QR Codes

Throughout the DP3, a multi-year work program spanning 2016-2021, SSATP focused on supporting member countries with developing sound transport strategies and policies to improve regional integration, urban mobility, and road safety in the continent. The “DP3 Publications Brochure” is a compendium of all the knowledge products produced by the Program during the recently completed DP3 strategy cycle. It includes short summaries of all the publications with linked QR codes for quick access to all the resources.



## French Translation: Myths and Realities of “Informal” Public Transport in Developing Countries: Approaches for Improving the Sector

Understanding the basic causes of the “formal” public transport system’s decline and the rise of informal public transport is essential before improvements can be identified. Because of its social, economic, and environmental importance, the focus of this paper is on public transport in general, specifically its so-called “informal” aspects. The informal “minibus” public transport mode is still most prevalent in Africa, especially Sub-Saharan Africa. However, the implications of this issue resonate far beyond the continent to Latin America and Asia.



## 6. Financial Status

The first since the launch of the DP4, this financial report covers the period up to December 31, 2022.

### Financing Partners

SSATP's DP4 is financed by the contributions of four donors: the Economic Commission (EC) of the European Union, the Swiss State Secretariat for Economic Affairs (SECO), the African Development Bank (AfDB), and Agence Française de Développement (AFD).

# Contributions and Receipts

## Multi-Donor Trust Fund

Like previous development plans, DP4 is administered by the World Bank and funds from the current financing partners are channeled through a Multi-Donor Trust Fund (MDTF), which follows World Bank policies and procedures and its accounting and control systems.<sup>1</sup>

Table 4. Statement of Contributions and Receipts to the Multi-Donor Trust Fund

Financing partner	Amount in Contribution Currency	Amount in USD	Paid in USD	Unpaid in USD
AfDB	US\$480,539.00	480,539.00	480,539.00	0.00
SECO	US\$4,000,000.00	4,000,000.00	2,000,000.00	2,000,000.00
AFD	€250,000.00	243,075.00	243,075.00	0.00
Total		4,723,614.00	2,723,614.00	2,000,000.00

The contribution of the financing partners to SSATP's DP4 channeled to the MDTF as of December 31, 2022, amounted to US\$4,723,614 of which US\$2,723,614 were received. SECO paid the first half of its contribution in two installments of US\$1,000,000 each in October 2021 and October 2022; and AfDB paid its full contribution of US\$480,539.00 in two tranches of US\$186,734 in January 2022 and US\$293,805 in December 2022. As of the end of the 2022 calendar year, the Administration Agreement with the Economic Commission had not been signed. Thus, no contribution from their pledged amount of €7,000,000 (equivalent to approximately US\$7,500,000) has been received to date.

In September 2022, AFD/Expertise France provided a contribution of €250,000 (US\$243,075) to the AUC through SSATP. This contribution is allocated to two activities (i) to support the ARSO secretariat for the year 2022 and (ii) to carry out a study on the digitalization of African ports.

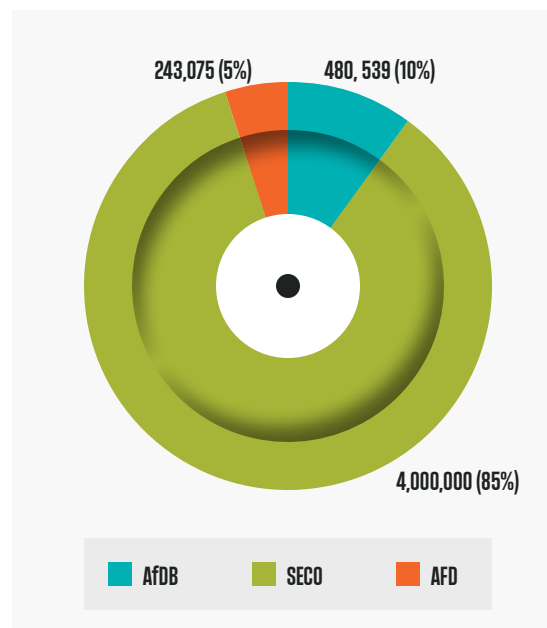


Figure 10. Contribution by Donor Partners as of December 31, 2022

1. The World Bank fiscal year starts on July 1<sup>st</sup> and ends on June 30<sup>th</sup>. Therefore, some of the tables provided in this report refer to the World Bank fiscal year period.

## Other Receipts

### Investment income

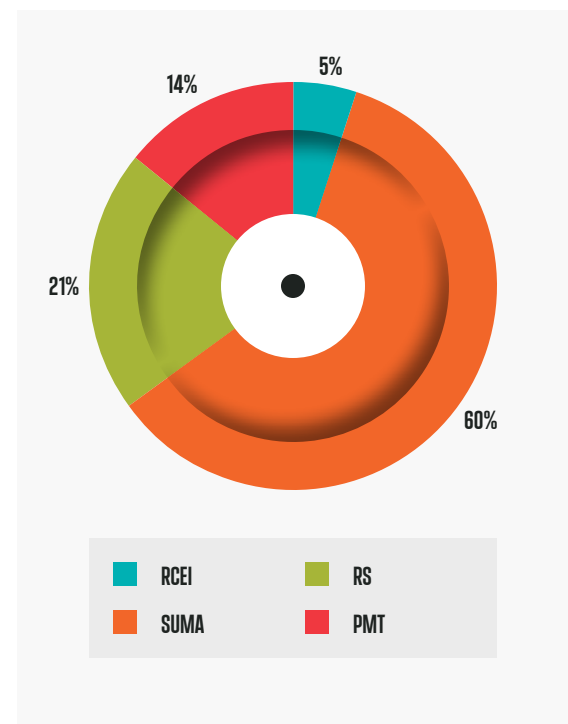
Another source of income and receipts for the DP4 MDTF is investment income. The World Bank invests the undisbursed amounts of the cash contributions received from SSATP's financing partners. By December 31, 2022, the total receipts from investment income of the DP4 MDTF amounted to US\$24,730.

## Statement of disbursements

The total disbursement of the DP4 MDTF included a twelve percent administration fee of US\$90,594. The administration fee is stipulated in the financing partners' administration agreement with the World Bank, and it is applied on all cash disbursed from the four financing partners. It represents the cost recovery of the World Bank applicable at the time the DP4 MDTF was established and consequently is stipulated in the legal agreement with all the financing partners.

The DP4 total disbursement position as of December 31, 2022, stood at US\$754,617 with most of the amount spent for launching the DP4 and initiating pillar activities and their implementation. Allocations are made from the MDTF to finance all pillar activities as well as program management and administration, communication and outreach initiatives, the organization of the SSATP-DP4 launch meeting and the Program Management Team's participation in relevant transport events. From September 2021 till December 31, 2022, the total receipts committed equaled US\$1,410,000. The RCEI pillar received US\$70,000 or 5% of funds, the SUMA pillar received US\$850,000 or 60%, and the RS pillar US\$290,000 or 21%. A total of US\$200,000 or 14% was allocated for program management, communication and outreach activities (PMT).

Figure 11. 2022 Disbursement per activity





## Co-financing mobilized by SSATP

To better leverage SSATP's limited resources, the Program Management team was able to mobilize around \$400K co-financing from key partners for activities where priority areas aligned. For the Regional Connectivity and Economic Integration (RCEI) thematic area, the team secured additional financing from the World Bank's Global Facility to Decarbonize Transport (GFDT) for conducting the port digitalization study. Similarly, for the Sustainable Urban Mobility and Accessibility (SUMA) thematic area, SSATP mobilized co-financing from the Public Private Infrastructure Advisory Facility (PPIAF) to develop the working paper on fleet renewal and the professionalization of the minibus transport industry. This activity capitalizes on the synergies between the professionalization of public transport (a core objective of the SUMA pillar) and the enhancement of the private sector (a core objective of PPIAF). The team also mobilized co-financing from the Mobility and Logistics Trust Fund (MOLO) to develop guidelines for paratransit reform and from SDG Partnership Trust Fund to carry out the Urban Mobility mentorship program. Last but not least, for the Road Safety pillar, SSATP succeeded in mobilizing GRSF co-financing for conducting the study on Road Safety Lead Agencies and disseminating its findings.

# Annex: Results Framework

## Thematic Area: Regional Connectivity and Economic Integration (RCEI)

Objective/Outcome/Outputs	Indicators	Means of verification
<p><b>Facilitate the development of a more efficient, low carbon, multi-modal, connected continental transport network to enhance Africa's economic activity and trade competitiveness.</b></p>	<ul style="list-style-type: none"> <li>Improved transit performance of 2 selected economic transport corridors' efficiencies.</li> </ul>	<ul style="list-style-type: none"> <li>Reports from RECs and Observatories.</li> <li>SSATP publications and progress reports.</li> </ul>
Outcome 1	Indicators	Means of verification
<ul style="list-style-type: none"> <li>Development of a long-term transport strategy for the continent, aligned with The Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063.</li> </ul>	<ul style="list-style-type: none"> <li>AUC long-term Strategy has been finalized and prepared by end of CY2024</li> </ul>	<ul style="list-style-type: none"> <li>AUC documents.</li> <li>SSATP publications and progress reports.</li> </ul>
Outputs	Indicators	Means of verification
<ol style="list-style-type: none"> <li>Support to AUC on policy initiatives geared towards promotion of completion of the missing links on the Trans-African Highway and Tran African rail networks.</li> <li>Support to AUC for common norms and standards for the African railway network defined.</li> <li>Support to developing the Dar es Salaam Action Plan on Trans-African Highways.</li> <li>Support to address the challenges, safety, access infrastructure, regulations. of the inland water transport.</li> <li>Develop a revised African Maritime Charter, promote its implementation.</li> </ol>	<ul style="list-style-type: none"> <li>Policy initiatives prepared and supported by AUC.</li> <li>AUC prepared common specifications and standards (e.g., such as axle loads and signaling) for African railway network by end of CY2025.</li> <li>Implementation of the Dar es Salaam Action Plan makes progress.</li> <li>Recommendations published by end of CY2023 for the safety, infrastructure and regulations of the inland water transport.</li> <li>Final draft by end of 2024 of a revised African Maritime Charter.</li> </ul>	<ul style="list-style-type: none"> <li>AUC documents.</li> <li>SSATP publications and progress reports.</li> </ul>

Outcome 2	Indicators	Means of verification
<ul style="list-style-type: none"> <li>Consensus achieved on the framework for functionality of an economic corridor development.</li> </ul>	<ul style="list-style-type: none"> <li>Framework for economic corridors finalized and submitted to RECs/countries by 2023.</li> </ul>	<ul style="list-style-type: none"> <li>RECs, countries and corridors decisions taken.</li> <li>SSATP publications and progress reports.</li> </ul>
Outputs	Indicators	Means of verification
<ol style="list-style-type: none"> <li>Implementation Guidelines for the Corridor Management Institutions.</li> <li>Development of a strategic framework for performance-based corridor development plans.</li> <li>Transformation of the existing transport corridor into a SMART economic corridor.</li> <li>Improved transit times and progress made towards more efficient trade facilitation at three key corridors</li> <li>Standardization of procedures and processes, such as border controls, vehicle standards and inspections, conformity to UN conventions and resolutions prepared by member States to deliver SMART corridor principles to enable an African Free Trade Area.</li> <li>Through REC TCC, strengthen the capacity of Institutions to work alongside SSATP and key stakeholders to implement policy and deliver governance for successful operating corridors.</li> </ol>	<ul style="list-style-type: none"> <li>Guidelines completed and promoted by end of 2023.</li> <li>RECs/countries having prepared by MTR, strategies to establish performance-based corridor development.</li> <li>RECs/countries having achieved by MTR, transformation of a transport corridor into a SMART economic corridor.</li> <li>Benchmarking on an annual basis of three key corridors (Northern Corridor, CEMAC Corridor, Maputo Corridor) to monitor the progress towards improving transit times on corridors.</li> <li>Recommendations by end of 2023 on more efficient working and influencing change for vehicle standards and inspections to conform to international conventions and recommendations taken forward.</li> <li>Structured participation at higher level transport and corridor meetings on economic and SMART corridors.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> <li>AUC, RECs, countries and corridors decisions.</li> <li>SSATP publications and progress reports.</li> </ul>
Outcome 3	Indicators	Means of verification
<ul style="list-style-type: none"> <li>Single African Air Transport market (SAATM) regulatory framework effective.</li> </ul>	<ul style="list-style-type: none"> <li>Level of implementation of concrete measures by end of CY2022 (at least 2/3 of member states and an average level of implementation of 80%).</li> </ul>	<ul style="list-style-type: none"> <li>AUC and/or AFCAC documents.</li> <li>SSATP publications and progress reports.</li> </ul>
Outputs	Indicators	Means of verification
<p><b>Air Transport</b></p> <ol style="list-style-type: none"> <li>Support to AFCAC in implementing the Single African Air Transport Market.</li> <li>Support to AFCAC to assist member States, RSOOs, NCAAs to meet Abuja safety targets and or Windhoek security targets.</li> </ol>	<ul style="list-style-type: none"> <li>Appropriate policy documents and regulations for the oversight of SAATM are available by end of CY2022.</li> <li>All SAATM member-countries meet the Abuja safety target (EI&gt;=60%).</li> </ul>	<ul style="list-style-type: none"> <li>AFCAC reports of Stakeholders platform meeting.</li> <li>SSATP publications and progress reports.</li> </ul>

## Thematic Area: Sustainable Urban Mobility and Accessibility (SUMA)

Overall goal	Overall goal Indicators	Means of Verification	
<b>Support the development of low-carbon and accessible urban mobility systems to create livable cities and foster sustainable economic development</b>	Progress measured under the Framework for Sustainable Urban Mobility Assessment (FSUMA), see outcome 1 below	<ul style="list-style-type: none"> <li>Report against the FSUMA monitoring tool</li> </ul>	
Outcome 1	Indicators	Means of verification	Assumptions (only for outcomes and outputs)
<b>Component 1:</b> Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies	<ul style="list-style-type: none"> <li>12 additional cities, including 5 secondary cities, apply a gender informed low-carbon transport policy framework for sustainable mobility and accessibility by MTR (linked to SI 1)</li> <li>At least 12 countries adopted the framework for financial and fiscal sustainability of BRTs by CY2025 (linked to SI 1)</li> </ul>	<ul style="list-style-type: none"> <li>National and local policy documents</li> </ul>	<ul style="list-style-type: none"> <li>Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support</li> </ul>
Outputs	Indicators	Means of verification	Assumptions (only for outcomes and outputs)
<ol style="list-style-type: none"> <li>1.1. Development of FSUMA framework for assessing urban mobility systems and countries' progress and guidelines on key priority topics for sustainable urban mobility and management</li> <li>1.2. 12 city urban mobility assessments on outputs 1.3 -1.10, in collaboration with MYC</li> <li>1.3. Working paper on African women in transport</li> <li>1.4. Position paper on urban air pollution and transport in African cities.</li> <li>1.5. Position paper on pedestrianization in African cities.</li> <li>1.6. Guidelines on policies for low carbon options.</li> <li>1.7. Policy note/guidelines to adopt smart mobility activities</li> <li>1.8. Technical note on fare collection for mass transit</li> <li>1.9. Guidance and assessment tool for financial and fiscal sustainability of BRTs in Africa</li> <li>1.10. Preparation of guidelines to develop integrated last mile transport services</li> </ol>	<ul style="list-style-type: none"> <li>Framework published and disseminated by end of CY2023 and guidelines developed and disseminated by MTR</li> <li>Inputs and city recommendations on outputs 1.3-1.10</li> <li>Working paper published and disseminated by MTR</li> <li>Position paper published and disseminated by MTR</li> <li>Position paper published and disseminated by MTR</li> <li>Guidelines published and disseminated by MTR</li> <li>Guidelines published and disseminated by MTR</li> <li>Technical note published and disseminated by end of CY2024</li> <li>Guidance and assessment developed and disseminated</li> <li>Guidelines on reforms promoting sustainable last mile transport published and disseminated by CY2025</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>	<ul style="list-style-type: none"> <li>SSATP diagnostics respond to the needs of member countries and cities in content and format</li> </ul>

Outcome 1	Indicators	Means of verification	Assumptions (only for outcomes and outputs)
<b>Component 2:</b> Improve the efficiency of the informal bus transport sector	<ul style="list-style-type: none"> <li>12 cities initiate the implementation of reforms of the informal bus transport sector for sustainable mobility and accessibility (linked to SI 7)</li> <li>12 urban transport projects designed and implemented based on SSATP knowledge products and policy support by 2025 (linked to SI 1 and SI 7)</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>	<ul style="list-style-type: none"> <li>Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support</li> </ul>
Outputs	Indicators	Means of verification	Assumptions (only for outcomes and outputs)
2.1. Development of guidelines for paratransit reforms based on best practice 2.2. Working paper on business models for bus terminals management 2.3. Working paper on leveraging bus owners and drivers' associations influence to undertake informal sector reforms 2.4. Working paper on fleet renewal and professionalization of the minibus transport industry: lessons and a way forward 2.5. Position paper on formal-informal bus transport network integration: challenges and opportunities	<ul style="list-style-type: none"> <li>Guidelines developed and disseminated by MTR</li> <li>Working paper developed and disseminated by MTR</li> <li>Working paper developed and disseminated by MTR</li> <li>Working paper developed and disseminated by 2024</li> <li>Position paper developed and disseminated by 2024</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>	<ul style="list-style-type: none"> <li>SSATP diagnostics respond to the needs of member countries and cities in content and format</li> </ul>
Outcome 3	Indicators	Means of verification	Assumptions (only for outcomes and outputs)
<b>Component 3:</b> Trainings and other capacity-building events strengthen the capacities of country/city transport planners	<ul style="list-style-type: none"> <li>200 decision makers, out of which 25% are women, in urban mobility planning attended SSATP capacity-building events by end of CY2025 (linked to SI 4)</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>	<ul style="list-style-type: none"> <li>Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support</li> </ul>
Outputs	Indicators	Means of verification	Assumptions (only for outcomes and outputs)
3.1. Organizing annually Leaders in Urban Transport Planning (LUTP) courses for anglophone & francophone countries 3.2. Leveraging the use of digital platforms, to develop an online version of LUTP 3.3. Revising current LUTP curriculum and initiating new trainings on urban mobility in collaboration with SSATP development partner, African institutions and local partners 3.4. Organizing a set of webinars and workshops on urban mobility 3.5. Developing capacity building program for informal private sector operators	<ul style="list-style-type: none"> <li>One LUTP session is organized for each group of countries (francophone and anglophone) every year (linked to SI 4). 25% of the beneficiaries will be women.</li> <li>An on-line version developed in collaboration with the World Bank</li> <li>New curricula designed (including LUTP 2.0) in partnership with other development partners African institutions and local partners (linked to SI 4)</li> <li>SSATP knowledge products discussed and disseminated with a wider audience and a set of relevant participatory workshop organized</li> <li>Training program developed and implemented in at least 2 countries (linked to SI 4)</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports</li> </ul>	<ul style="list-style-type: none"> <li>SSATP diagnostics respond to the needs of member countries and cities in content and format</li> </ul>



Cross-cutting themes	Indicators	Means of verification	Assumptions (only for outcomes and outputs)
<ul style="list-style-type: none"> <li>■ <b>Low carbon:</b> Developing an understanding of the benefits of mitigation and the appropriate levels of funding for adaptation in the transport sector</li> </ul>	<ul style="list-style-type: none"> <li>■ Disseminated good practice for low carbon transport supporting climate change mitigation and adaptation with uptake into policy from member States</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP diagnostics respond to the needs of member countries and cities in content and format</li> </ul>
<ul style="list-style-type: none"> <li>■ <b>Gender:</b> Promoting policies and plans that empower women in transport</li> </ul>	<ul style="list-style-type: none"> <li>■ A least 2 advocacy events organized or support by SSATP to ensure women's transport needs are considered in transport policies' design</li> </ul>		
<ul style="list-style-type: none"> <li>■ <b>Digital solutions:</b> Support use of digital technologies that are advancing the efficiency of transport</li> </ul>	<ul style="list-style-type: none"> <li>■ Report on reform of paratransit transport systems using digital solutions is completed and disseminated</li> </ul>		
<ul style="list-style-type: none"> <li>■ <b>Inclusiveness:</b> Promoting enhanced access of vulnerable groups to transport infrastructure and services.</li> </ul>	<ul style="list-style-type: none"> <li>■ Good practices policies on urban mobility that consider vulnerable groups' needs are disseminated</li> </ul>		
<ul style="list-style-type: none"> <li>■ <b>COVID-19 response:</b> support the continuity of lifeline transport and develop protocols with a focus on the "new normal"</li> </ul>	<ul style="list-style-type: none"> <li>■ Report outlining measures to keep essential transportation running safely</li> <li>■ Dissemination of good practices focusing on the situation post-crisis</li> </ul>		

## Activities in Ghana and Tunisia:

In Ghana, the tentative focus is on advising the city of Kumasi in creating an executive body to regulate public transport across multiple municipalities and on providing the city of Tamale with a policy to guide the modal shift from bicycles to two-wheelers it currently experiences. These interventions will supplement at policy level the public transport investments planned by the World Bank and the French Development Agency (AFD). In Tunisia, the tentative focus area is on supporting the implementation of the urban mobility plans in Sousse and Sfax by strengthening the capacities of the transport entities that have the mandate to implement those plans. This support shall be coordinated with SECO's bilateral project in Sousse as well as with the activities of the World Bank and Mobilize your city, an initiative led by the German GIZ and AFD. Additional studies shall be conducted to improve the quality of non-motorized modes of transport and to guide the introduction of digital fare collection systems in Tunisia's public transport.

## Thematic Area: Road Safety (RS)

Objective/outcome	Indicators	Means of verification
<b>Increased ownership of the Safe System Approach to improve road safety management in Africa.</b>	<ul style="list-style-type: none"> <li>8 - number of member countries that have prepared policies and strategies and design interventions based on the Safe system approach.</li> </ul>	<ul style="list-style-type: none"> <li>Documents on national policies and strategies.</li> </ul>
<b>Outcome 1</b>	<b>Indicators</b>	<b>Means of verification</b>
<ul style="list-style-type: none"> <li>Ownership by member States of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans.</li> </ul>	<ul style="list-style-type: none"> <li>8 - number of countries that have adopted strategies that include safe system principles.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> <li>Country documents.</li> <li>Review of existing strategies</li> </ul>
<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>
<ol style="list-style-type: none"> <li>Develop framework for road safety strategies and plans building on the safe system approach.</li> <li>Promote effective road safety policy and strategy formulation and implementation.</li> <li>Disseminate and publicize good practices in Road Safety Management aligned with the Africa Plan of Action.</li> <li>Disseminate and publicize the development of national frameworks for monitoring the implementation of the African Road Safety Action Plan.</li> </ol>	<ul style="list-style-type: none"> <li>Framework developed, disseminated, and implemented.</li> <li>3 regional workshops/ events organized by MTR to disseminate and promote implementation of road safety policies and strategies that are aligned to the safe systems approach UN targets and African Action Plan goals</li> <li>2 regional and sub regional events organized by MTR to promote good practices in road safety management.</li> <li>4 countries by MTR are monitoring and reporting on the implementation of the African Road safety Action Plan.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> <li>Country documents.</li> </ul>
<b>Outcome 2</b>	<b>Indicators</b>	<b>Means of verification</b>
<ul style="list-style-type: none"> <li>Effective road safety institutional arrangements and leadership in road safety management.</li> </ul>	<ul style="list-style-type: none"> <li>2 member countries by end of CY 2025 equipped with well-functioning road safety lead entities/institutions.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> <li>Country documents.</li> </ul>
<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>
<ol style="list-style-type: none"> <li>Strengthening the capacity of lead road safety entities/institutions in Road Safety management.</li> <li>Building a critical mass of skilled road safety experts in Africa.</li> <li>Create the conditions for civil society organizations, and the private sector, particularly insurance companies and companies connected to road transport to be actively involved in Road Safety Activities.</li> </ol>	<ul style="list-style-type: none"> <li>10 - number of heads of road safety lead entities that have attended leadership courses in road-safety by MTR.</li> <li>A standardized curriculum is developed and implemented by MTR, in collaboration with a university in Africa.</li> <li>Inclusion of private sector and civil society organizations in 3 road safety entities by end of CY2024.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> <li>Participating university reports.</li> <li>Country documents.</li> </ul>

Outcome 3	Indicators	Means of verification
<ul style="list-style-type: none"> <li>■ Harmonized road safety data collection and analysis to facilitate regional comparisons.</li> </ul>	<ul style="list-style-type: none"> <li>■ Guidelines/Framework on minimum data collection and analysis completed and disseminated by MTR.</li> <li>■ Curriculum developed and training undertaken on data management by MTR.</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>
Outputs	Indicators	Means of verification
<p>3.1. Establishing the African Road Safety Observatory (ARSO) as the platform for monitoring road safety performance in road safety in Africa.</p> <p>3.2. Harmonized road crash data collected, analysed and shared.</p> <p>3.3. Collaborate with universities/research institutes on Road Safety research, training and disseminating the knowledge on benefits and incentives for achieving a safer road network.</p>	<ul style="list-style-type: none"> <li>■ ARSO is established under AUC umbrella and SSATP coordinating role is formalized by end of 2022. ARSO website established by end of CY 2022 as a source of information for monitoring Africa's progress.</li> <li>■ 10 countries reporting on and sharing data based on the harmonized scheme system in-line with international good practice data systems.</li> <li>■ Knowledge products generated by universities/research institutes and disseminated.</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>

## Thematic Area: Resilient Road Asset Management (RRAM)

Objective/outcome	Indicators	Means of verification
<b>Sustainable road asset management through more effective road agencies, road funds and road management initiatives.</b>	<ul style="list-style-type: none"> <li>Evidence of improvement in road agencies efficiencies (based on staff costs vs maintenance budget).</li> <li>Evidence on increased viability of Road Funds (increased maintenance coverage funds).</li> </ul>	<ul style="list-style-type: none"> <li>Country reports.</li> <li>ARMFA (road funds) reports.</li> <li>AGEPAR (road agencies) reports.</li> </ul>
<b>Outcome 1</b>	<b>Indicators</b>	<b>Means of verification</b>
<ul style="list-style-type: none"> <li>Strengthening the 'Road Asset Management Initiative' in Africa.</li> </ul>	<ul style="list-style-type: none"> <li>An MoU to relaunch the 'Road Management Initiative' is signed between SSATP and Road Funds Association (ARMFA) and Road Agencies Association (AGEPAR) by MTR.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> <li>ARMFA reports.</li> <li>AGEPAR reports.</li> </ul>
<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>
1.1. Review of road management in Africa completed that reports on the alignment of current practice of road agencies, road funds and road management initiatives with current SSATP policy guidelines.	<ul style="list-style-type: none"> <li>Review completed and disseminated to ARMFA and AGEPAR by mid-CY2022.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publication and progress reports.</li> <li>ARMFA reports.</li> <li>AGEPAR reports.</li> </ul>
<b>Outcome 2</b>	<b>Indicators</b>	<b>Means of verification</b>
<ul style="list-style-type: none"> <li>More sustainable and resilient road assets through the use of life cycle costs and improved maintenance practices.</li> </ul>	<ul style="list-style-type: none"> <li>4 Road agencies which have prepared Resilient Road asset management plans.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publication and progress reports.</li> <li>ARMFA reports.</li> <li>AGEPAR reports.</li> </ul>
<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>
2.1. Use of more evidenced-based practices to improve the durability and serviceability of assets.	<ul style="list-style-type: none"> <li>Good practice on enhancing sustainability and resilience of road assets developed and disseminated to 20 number of Governments and sector agencies.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> </ul>
<b>Outcome 3</b>	<b>Indicators</b>	<b>Means of verification</b>
<ul style="list-style-type: none"> <li>Enhanced durability and serviceability of road infrastructure assets through the putting in place of 3<sup>rd</sup> generation road funds.</li> </ul>	<ul style="list-style-type: none"> <li>Use of principles of 3<sup>rd</sup> generation road funds in a form of a declaration signed by ARMFA and AGEPAR.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> <li>ARMFA reports.</li> <li>AGEPAR reports.</li> </ul>
<b>Outputs</b>	<b>Indicators</b>	<b>Means of verification</b>
3.1. Development of a framework and principles for a 3 <sup>rd</sup> generation road fund.	<ul style="list-style-type: none"> <li>Report on a 3<sup>rd</sup> generation road fund prepared by end of CY 2023.</li> </ul>	<ul style="list-style-type: none"> <li>SSATP publications and progress reports.</li> </ul>

## Cross-Cutting Themes

Cross Cutting Theme 1	Indicators	Means of verification
<b>Human Capital Development</b> <ul style="list-style-type: none"> <li>■ Association with the African University Association is formalized.</li> <li>■ Promoting transport sector research in the African Universities network.</li> <li>■ Developing capacity for young transport sector professionals.</li> </ul>	<ul style="list-style-type: none"> <li>■ MOU is signed by end of CY2022.</li> <li>■ At least 2 research-papers are completed every year under one or more of the SSATP thematic area/topics.</li> <li>■ 5 interns from African universities with engineering or economic profile are hosted by SSATP every year.</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publication and progress reports.</li> <li>■ Universities reports.</li> </ul>
Cross Cutting Theme 2	Indicators	Means of verification
<b>Low Carbon Transport</b> <ul style="list-style-type: none"> <li>■ Developing an understanding of the benefits of mitigation and the appropriate levels of funding for adaptation in the transport sector leading to successful climate reliance policy and implementation for member States.</li> </ul>	<ul style="list-style-type: none"> <li>■ Disseminated good practice for low carbon transport supporting climate change mitigation and adaptation with uptake into policy from member States.</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>
Cross Cutting Theme 3	Indicators	Means of verification
<b>Women in Transport</b> <ul style="list-style-type: none"> <li>■ Promoting policies and plans that empower women in transport.</li> </ul>	<ul style="list-style-type: none"> <li>■ At least 2 advocacy events organized or support by SSATP to ensure women's transport needs are considered in transport policies' design.</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>
Cross Cutting Theme 4	Indicators	Means of verification
<b>Digital Solutions and Disruptive Technologies</b> <ul style="list-style-type: none"> <li>■ Support use of digital solutions/technologies that are advancing the efficiency of transport.</li> <li>■ Monitor and disseminate the use of technologies in the transport sector in the African context and disseminate.</li> </ul>	<ul style="list-style-type: none"> <li>■ Report on reform of paratransit transport systems using digital solutions is completed and disseminated.</li> <li>■ A repository is kept and disseminated on examples of the use of technologies, i.e.: real time tracking and control of vehicles; autonomous vehicles; fare collection systems and policies' development</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>
Cross Cutting Theme 5	Indicators	Means of verification
<b>Inclusiveness</b> <ul style="list-style-type: none"> <li>■ Promoting enhanced access of vulnerable groups to transport infrastructure and services.</li> </ul>	<ul style="list-style-type: none"> <li>■ Good practices policies on urban mobility that consider vulnerable groups' needs are disseminated.</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>
Cross Cutting Theme 6	Indicators	Means of verification
<b>COVID19 Response and pandemic preparedness</b> <ul style="list-style-type: none"> <li>■ Support the continuity of lifeline transport to ensure urgent mobility needs during the health crisis.</li> <li>■ Address the financial sustainability in the short and long term.</li> <li>■ Develop protocols with a focus on the new normal. Early attention will be given to monitoring systems to track the spread of diseases and awareness campaigns along highly exposed corridors.</li> </ul>	<ul style="list-style-type: none"> <li>■ Report outlining measures to keep essential transportation running safely.</li> <li>■ New financial plans considering the new normal have been prepared.</li> <li>■ Dissemination of good practices focusing on the situation post-crisis</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>
Cross Cutting Theme 7	Indicators	Means of verification
<b>Donor Outreach</b> <ul style="list-style-type: none"> <li>■ Prospect for new development partners</li> </ul>	<ul style="list-style-type: none"> <li>■ 5 development partners reached out by MTR</li> </ul>	<ul style="list-style-type: none"> <li>■ SSATP publications and progress reports.</li> </ul>





