

# THIRD DEVELOPMENT PLAN (DP3)

PUBLICATIONS

# KNOWLEDGE IN PRACTICE



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## A WEALTH OF TRANSPORT KNOWLEDGE

Ensuring that all Africans have access to, and are served by, decarbonized, efficient, safe and reliable transport systems, is at the heart of SSATP's mission. To this end, SSATP actively partners with African member countries, development partners, regional economic communities, and private and public sector organizations to address the main policy and capacity issues hindering the region's transport sector.

With the aim of sharing knowledge, country experiences and best practices across the continent, and building the capacity of Africa's transport sector to pave the path to more

integrated, and sustainable transport systems, SSATP's program activities encompass knowledge creation, advocacy, capacity building and dissemination.

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. What follows is a compendium of knowledge products produced by the Program during the recently completed DP3 strategy cycle.





# URBAN MOBILITY

## SUMMARY REPORT: URBAN MOBILITY IN AFRICAN CITIES: DEVELOPING NATIONAL URBAN MOBILITY POLICY AND DELIVERING AT THE CITY LEVEL

With the goal of mainstreaming an integrated approach to sustainable urban transport and mobility management in African cities, leveraging the EASI (Enable, Avoid, Shift and Improve) framework, SSATP carried out diagnostic studies in the main urban areas of 12 pilot countries: Benin, Burkina Faso, Côte d'Ivoire,

Ethiopia, Ghana, Guinea, Kenya, Mali, Nigeria, Rwanda, Senegal, and Togo. This report provides a concise synthesis of Africa's key urban mobility issues as well as guidance and recommendations for developing urban mobility policies, which are detailed in the diagnostic studies and policy papers prepared for each country.



## TRAFFIC MANAGEMENT FOR SUB-SAHARAN AFRICAN CITIES: THE WAY FORWARD

This report explores how to establish important priorities in traffic management. It focuses on realistic options for traffic management policies and measures that can be used by local transport officials, international and national transport agencies, universities, and local entrepreneurs. Each theme

explored in this report provides a roadmap and guidelines for traffic authorities to follow. The report also provides African policymakers with tools to develop a stronger institutional foundation for sustainable, safe, and affordable urban traffic management in Sub-Saharan African cities.



## TRANSNATIONAL REPORTS: POLICIES FOR SUSTAINABLE ACCESSIBILITY AND MOBILITY IN AFRICA

The reports offer a transnational view of the urban mobility and accessibility context in Africa and focus on the conditions necessary for the implementation of urban mobility policies based on good practices and lessons learned from the 12 pilot countries and

globally. To accelerate improvements in governance effectiveness in both capital and secondary cities, the reports also summarize the main recommendations of the diagnostic studies carried out in the main urban areas of each pilot country.



## ENHANCING FINANCIAL SUSTAINABILITY AND COMMERCIAL VIABILITY OF BUS RAPID TRANSITS (BRTS) IN SUB SAHARAN AFRICA (SSA): THE FACTOR ANALYSIS REPORT

This study aims to assist both public and private sector stakeholders to enhance the financial sustainability and commercial viability of BRT systems in SSA by: (i) identifying, framing, and analyzing the key factors influencing their

financial sustainability and commercial viability; and (ii) developing a robust analytical tool to guide a high-level assessment of the factors influencing their financial sustainability and commercial viability.



## MARKET ANALYSIS ON FINANCIAL SUSTAINABILITY AND COMMERCIAL VIABILITY OF BRTS IN SUB-SAHARAN AFRICA



This study undertakes a systematic sector market analysis of BRT schemes in Sub-Saharan Africa from the perspective of the private sector. The aim is to understand the thinking and experience of private sector stakeholders participating in BRT schemes. The study also explores the reasons behind the hesitancy shown by private investors. The report comprises two main parts:

(1) a desktop overview of the current commercial and financial landscape of BRT and urban transport financing in SSA, identifying current financing schemes and investors present or with interest; and (2) a market assessment of investors' appetite for BRTs, and their risk analysis, based on responses to a survey questionnaire and interviews.

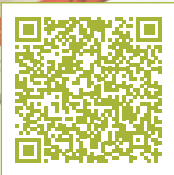
## ASSESSMENT TOOL ON FACTORS OF FINANCIAL SUSTAINABILITY AND COMMERCIAL VIABILITY OF BRTS IN SSA: INTRODUCTION AND USER GUIDE



This assessment tool accompanies the *Enhancing Financial Sustainability and Commercial Viability of BRTs in Sub-Saharan African (SSA)* report. The report provides the explanations and details of the terms, the analytical context, methodology, the overview of SSA BRT systems, the in-depth case studies, and

the factor identification and analysis as essential references for the application of this tool. Together with the report, this assessment tool provides guidance for users to assess the key factors affecting the financial sustainability and commercial viability of BRTs in SSA using a systematic framework.

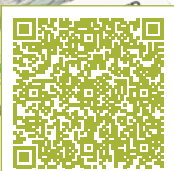
## INNOVATION IN FARE COLLECTION SYSTEMS FOR PUBLIC TRANSPORT IN AFRICAN CITIES



This study of African fare payment systems seeks to understand the emerging payment landscape in public transport in Sub-Saharan Africa, identifying key trends and their implications. The research draws on case studies undertaken in five African cities—Cape Town, Kigali, Lagos,

Maputo and Nairobi—selected to cover a variety of contexts, innovations and language regions. A sixth case is included from India, identified through a wider international scan and which embodies some significant innovations relevant to the African context.

## TRAFFIC IMPACT ASSESSMENT (TIA) GUIDELINE FOR CITIES IN AFRICA



In partnership with the AfDB, SSATP supported the development of a Traffic Impact Assessment Guideline. TIAs are crucial for determining the impact of new building and infrastructure developments on urban traffic, including the safety and efficiency of adjacent roads. This report is a concise, step by step, easy-to-use guide for undertaking TIAs in the continent's growing urban

centers. The study is based on widely adopted international practices that can be adapted fully or partially to the conditions experienced in any city. The main target group for these guidelines are: (i) local and national government agencies in Africa, (ii) private developers, (iii) planners, architects and engineers, and (iv) TIA consultants.

## KNOWLEDGE BRIEF: KEY INSIGHTS INTO TRANSFORMING THE INFORMAL TRANSPORT SECTOR

This knowledge brief consolidates the analysis and results of three webinars organized jointly by UITP, SSATP and the World Bank in the second half of 2020. The document highlights some characteristics, strengths, and weaknesses of the informal transport sector, and reinforces the case for transforming it. Case studies offer

insights into how authorities can practically integrate different providers with more ‘formalized’ transport and develop technological innovations for safer passenger experiences. The brief also outlines 10 key takeaway questions based on discussions with experts and practitioners which frame how to advance in the future.



## 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.



## URBAN MOBILITY AND COVID-19 IN AFRICA

The COVID-19 pandemic led to an unprecedented global economic recession and widespread social distress. Despite its late arrival in Sub-Saharan Africa, COVID-19 spread rapidly and measures to fight it caused severe economic and social impacts. This

assessment note was prepared by a team of SSATP and World Bank transport experts. It discusses COVID-19’s impact on formal and informal transport in Africa and presents strategies to mitigate its impact on the sector.



## POLICIES FOR SUSTAINABLE URBAN MOBILITY AND ACCESSIBILITY IN AFRICAN CITIES: POLICY/STRATEGY PAPERS AND DIAGNOSTIC STUDIES FOR 12 PILOT COUNTRIES

SSATP carried out diagnostic studies in the main urban areas of 12 pilot countries - Benin, Burkina Faso, Côte d’Ivoire, Ethiopia, Ghana, Guinea, Kenya, Mali, Nigeria, Rwanda, Senegal, and Togo - with the goal of mainstreaming an integrated approach to sustainable urban transport and mobility management in African cities, leveraging the EASI framework. To facilitate cross-country comparisons

and the exchange of good practices, a similar methodology was used for all the diagnostic studies, which consisted of field visits, interviews with key decision-makers and technical experts, and a deep dive analysis of documents stipulating the institutional setups and regulatory environment for urban transport management.



## ESTABLISHING A PUBLIC TRANSPORT AUTHORITY (PTA) IN AFRICAN CITIES



In partnership with UITP, SSATP published a policy brief on the establishment of Public Transport Authorities (PTAs) in African cities. This guidance document is based on best practice standards to support the establishment of an entity in charge of urban transport planning,

management, and coordination. It advocates for the establishment of PTAs in Africa and presents some principles to do so based on the experience of SSATP and UITP's Organizing Authorities Committee (OAC).



## ROAD SAFETY

### STUDY OF ROAD SAFETY LEAD AGENCIES IN AFRICA



This study reviews the road safety institutional set up in Africa. It seeks to better understand the challenges road safety institutions in Africa face and proposes potential steps to take in order to improve their institutional effectiveness. The study was commissioned by the AfDB

and GRSF and focuses on 16 African countries: Cameroon, Cote d'Ivoire, Democratic Republic of Congo, Egypt, Ethiopia, Ghana, Kenya, Mali, Morocco, Mozambique, Namibia, Nigeria, South Africa, Tunisia, Tchad, and Uganda. It is part of a global study of road safety lead agencies being undertaken by the WHO.

### ROAD SAFETY STRATEGIES FOR AFRICAN CITIES: A GUIDE TO DEVELOPMENT



This report serves as a guide for preparing city road safety strategies which are capable of significantly and sustainably improving road safety in African cities and building commitment amongst stakeholders for its implementation. The focus is on preparing a credible strategy which will lead to action, not on

preparing the perfect planning document or report which may or may not be implemented. By providing guidance which draws on good practices inside and outside of Africa, it is hoped that more African cities can develop effective road safety strategies suitable to the urban environment.

### AFRICA STATUS REPORT ON ROAD SAFETY 2020



The status report summarizes the findings of the first original data collection effort for road safety on the African continent, reporting on the harmonized set of road safety indicators for 26 African countries. More important than the actual figures reported or the evidenced gaps, the

report sets the baseline against which to measure progress in the coming years. This African Road Safety Observatory (ARSO) initiative was led by SSATP with additional contributions from the WB, AfDB, GRSF, FIA, ITF and WHO.

## ROAD SAFETY DATA IN AFRICA: DEVELOPING CAPACITY FOR DATA COLLECTION

The report outlines a process that began in 2017 to define a set of harmonized road safety indicators for African countries to collect, analyze and monitor as part of their efforts to improve road safety in the continent. This process ultimately led to the establishment of the African Road

Safety Observatory (ARSO). The report details road safety data systems on the continent and describes the process required to agree on a common set of police-reported, crash-related variables.



## ROAD SAFETY CULTURE IN AFRICA: RESULTS FROM THE ESRA2 SURVEY IN 12 AFRICAN COUNTRIES

In collaboration with Vias Institute and Groupe Renault, SSATP contributed to this report, which examines the road safety culture in 12 African countries. ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centers, public services, and private sponsors from all over the world.

The report collected and analyzed comparable data on road safety performance, in particular road safety culture and the behavior of road users. The ESRA data is used as a basis for a large set of road safety indicators that provide scientific evidence for policy making at national and international levels.



# REGIONAL INTEGRATION

## WEST AND CENTRAL AFRICA TRUCKING COMPETITIVENESS

This SSATP working paper sheds light on trucking sector inefficiencies in the region and identifies key political economy challenges that have thus far prevented meaningful reforms. It surveys past analytical work on trucking sector reforms in the region, describes the current challenges and the opportunities going

forward, presents an analytical framework to assess trucking sector reforms, with an emphasis on the political economy and feasibility of implementation, and offers practical recommendations for policy makers. In doing so, the paper aims to provide guidance for future engagement in the sector.



## CONTAINER TERMINALS CONCESSION GUIDELINES

Two African port associations, the PMAWCA and PMAESA, with the support of the SSATP developed guidelines on container terminal concessions for the region. The guidelines provide strategic and practical advice to high-level government decision-makers and general managers of port authorities in

their endeavor to attract professional private sector partners to invest in and operate container terminal facilities. The guidelines offer practical advice to better prepare for the concession process, review the contract provisions, and subsequently better manage the concession.



