

Sub-Saharan Africa Transport Policy Program

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SSATP Annual Report 2006



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The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Sub-Saharan 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

35 SSA countries

8 Regional Economic Communities

3 African institutions

UNECA, AU/NEPAD and AfDB

7 active donors

EC (main donor), Denmark, France, Ireland,

Norway, Sweden and The World Bank (host)

Numerous public and private State and regional organizations

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ACRONYMS

AfDB	African Development Bank
AGEPAR	<i>Association des Gestionnaires et Partenaires Africains de la Route</i>
AGM	Annual General Meeting
ALCO	Abidjan-Lagos Corridor Organization
ARMFA	African Road Maintenance Funds Association
ARTA	African Rural Transport Association
ASANRA	Association of Southern African National Road Agencies
ATS	Appropriate Transport Services
AU	African Union
BRT	Bus Rapid Transit
CA	Constituent Assembly
CEMAC	<i>Communauté économique et monétaire de l'Afrique centrale</i>
CICOS	<i>Centre Inter-associatif de Conseils et de Services</i>
DRC	Democratic Republic of Congo
EC	European Commission
ECOWAS	Economic Community of Western Africa States
EIA	Environmental Impact Assessment
ENPC	<i>École nationale des Ponts et chaussées</i>
EU	European Union
FESARTA	Federation of East and Southern Africa Transporters Association
GDP	Gross domestic product
GRTSA	Gambia Roads and Technical Services
IMT	Intermediate Means of Transport
IRF	International Road Federation
JICA	Japanese International Cooperation Agency
LTDP	Long Term Development Plan
LVSR	Low Volume Sealed Roads
MAG	Ministerial Advisory Group
MDG	Millennium Development Goals
NCTTA	Northern Corridor Transport and Transit Coordination Authority
NEPAD	New Partnership for Africa's Development
NMT	Non-Motorized Transport
NRFA	National Road Fund Agency
ODA	Official Development Assistance
OPR	Output to Purpose Review
OSBP	One-stop border post
PAM	Performance Assessment Model
PIARC	Permanent International Association of Road Congress
PMT	Program Management Team

PRS	Poverty reduction strategy
PRTSR	Poverty Reduction & Transport Strategy Review
REC	Regional Economic Community
RED	Roads Economic Decision Model
RIT	Regional Integration and Transport
RMF	Road Management and Financing
RTS	Responsive Transport Strategies
RTTP	Rural Travel and Transport Program
SADC	Southern Africa Development Community
SG	Steering Group
SGPRS	Second Generation Poverty Reduction Strategy
SIDA	Swedish International Development Cooperation Agency
SITRASS	<i>Solidarité Internationale sur les Transports et la Recherche en Afrique Sub-Saharienne</i>
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee
UNECA	United Nations Economic Commission for Africa
UNRA	Ugandan National Roads Authority
USAID	United States Agency for International Development

MESSAGE FROM THE CHAIRMAN OF THE SSATP BOARD

On behalf of the SSATP Board I would like to present the 2006 Annual Report of SSATP, a partnership committed to facilitating policies for safe, reliable and cost-effective transport, contributing to poverty reduction and trade competitiveness of Africa.

I am happy to announce that in 2006, the partnership gained momentum. Three new countries joined the Program and donors renewed their commitment. I would like to take this opportunity to welcome the new members—Liberia, Namibia and Sierra Leone, and extend my gratitude to DfID-UK for its renewed commitment, and to the African Development Bank and Islamic Development Bank for their expressed financial support.

The partnership is not only getting bigger and stronger, it is also delivering results. Member countries and Regional Economic Communities have intensified their effort to implement the Bamako Declaration by aligning transport strategies with second generation poverty reduction strategies, and by implementing trade facilitation measures supporting AU/NEPAD Africa's integration and trade competitiveness initiatives.

Midway into the Long Term Development Plan (LTDP 2004-2007), SSATP partners reviewed the progress towards achieving the LTDP objective—anchoring transport in poverty reduction. The prognosis was that the Program is on the right track to achieving its objective, despite the need to strengthen ownership and coordination at country and regional levels. The Board has taken into consideration the recommendations of the review and has initiated actions in areas where improvement is needed. In this regard, the functional decentralization, which started with the location of SSATP Regional Coordinators in Africa, will be completed through delegation of authority.

Also noteworthy is the consolidation of effort between the Board and Program partners to build sound country coordination functions and strong regional associations, which will enable them to lead the process towards transport policies and strategies contributing to regional integration, poverty reduction, and economic growth in Africa. Thanks to the increase of the RECs ownership, the impact of the Program in the corridor management will very soon yield the removal of non-physical barriers.

The year's achievements would have not been possible without the full commitment of all partners and the dedication and hard work of the SSATP staff. Therefore, I would like to express them my gratitude for their commitment to achieving the LTDP strategic objectives and turning 2006 into a year of success.



Hachim Koumaré
Chairman, SSATP Board

TRADE FACILITATION & INTERCONNECTIVITY OF LANDLOCKED COUNTRIES

THE CHALLENGE OF MARKET INTEGRATION FACING LANDLOCKED COUNTRIES

The challenges faced by developing landlocked countries are manifold. These countries experience high trade transaction costs, with logistics contributing a significant proportion of the GDP, which can be more than double that of other emerging economies and three times that of developed countries. Statistics show that the volume of trade of Africa's landlocked countries is about 60 percent less compared to that of the coastal countries. The majority of landlocked countries in the world are in Sub-Saharan Africa.

Policy initiatives to reduce the high transport costs faced by landlocked countries have primarily focused on improving infrastructure and cross-border cooperation. Co-operation between states, through corridor-based actions and improving dialogue, can lead to significant transit benefits for landlocked countries. International proposals support this approach as reflected in the Almaty Plan of Action and Target 14 of Goal 8 of the Millennium Development Goals.

The majority (14) of landlocked countries in Sub-Saharan Africa are members of the SSATP. These countries face several challenges including:

- High transport cost, which accounts for about 14 percent of value of goods on average, and higher than 50 percent in some landlocked countries such as Malawi
- Excessive delays at transit corridor check-points, sea ports and border posts that can reach 90 days
- Poor interoperability of infrastructure and equipment, inefficient institutional arrangements and regulatory provisions and procedures
- High prevalence rates of HIV/AIDS along regional transit corridors

As a response to these challenges, the SSATP has designed various activities to support trade facilitation in the region. Corridors are at the core of the SSATP's regional initiatives. The main corridors serving landlocked countries and which are the focus of SSATP activities are:

- i) Northern and Central corridors providing access to landlocked Uganda, Rwanda, Burundi and Eastern DRC
- ii) Djibouti-Ethiopia corridor serving Ethiopia
- iii) North-South corridor and Dar es Salaam Corridors serving Botswana, DRC, Zambia, Zimbabwe, and Malawi
- iv) Central Africa and Congo River corridors serving Central Africa Republic and Chad
- v) West African corridors serving Burkina Faso, Mali and Niger

The main objectives of the SSATP work are to:

- i) Provide reliable and pertinent information on transit transport issues and practices along main regional trade corridors
- ii) Establish a performance measurement systems for the major transport corridors and border crossings in Sub-Saharan Africa
- iii) Strengthen the capacity of regional associations to contribute to the design of feasible solutions for better trade facilitation
- iv) Support the RECs to develop and implement corridor-based transit facilitation measures

SSATP activities seek to buttress the continental ideals defined by the New Partnership for Africa's Development (NEPAD) and the African Union (AU). The NEPAD regional integration initiative has been the major driving force in improving Africa's trade competitiveness while the AU's integration goal requires functional and effective connectivity across the continent. NEPAD recognizes the SSATP as one of its main instruments for promoting sound transport policies and strategies on the continent. The SSATP activities therefore seek to respond to both national and continental imperatives on trade facilitation and enhanced interconnectivity.

SSATP TRADE FACILITATION STRATEGY

The SSATP strategy makes an obvious and deliberate link between regional integration and transport. The approach brings together the RECs, corridor institutions, national institutions, transporters, and international and regional organizations to define common objectives. The SSATP works actively with key regional economic communities (RECs), associations including the Federation of Eastern and Southern Africa Road Transport Association (FESARTA) and the Port Management Association of Eastern and Southern Africa (PMAESA). The main components of the strategy are summarized below.

i) Inter-regional coordination mechanism

Most of the problems in Africa's regional transit corridors serving landlocked countries tend to be similar and the lessons learned in one corridor can be relevant to others. Cognizant of this, the RECs, working through the SSATP, established a Regional Economic Communities Transport Coordination Committee (REC-TCC) to coordinate their activities. The REC-TCC provides a mechanism through which the RECs and private sector associations undertake joint programming of interventions and share knowledge on challenges, solutions and general experiences. Regional transport and trade facilitation matters are cross-regional and require the collaboration of the various RECs, hence the need for effective coordination of interventions so as to better utilize the available resources.

Since its establishment in 2005, the REC-TCC has actively engaged in developing the SSATP annual Work Program on regional integration and transport and in following the implementation of the plan through the member RECs.

Some of the notable achievements of the REC-TCC include:

- Cooperation between EAC, COMESA and SADC on the Eastern and Southern African corridors, especially the North-South Corridor. Working jointly, the RECs have implemented performance monitoring at two check-points, at Beit Bridge and at Chirundu
- Cooperation between ECOWAS and UEMOA on observatories in West Africa
- Replication of innovative approaches to corridor performance monitoring, which started on a few corridors but have since been replicated on other corridors

ii) Monitoring performance of transit traffic movement (observatories)

Sensitizing and influencing policy makers requires accurate and specific data on impediments to the smooth flow of traffic and possible changes that could alleviate them. Data can assist in pinpointing those components of the regional systems that are not working well so that infrastructure, regulatory or institutional reform interventions can be better targeted. In order to collect corridor data, SSATP partners have developed a methodology for monitoring transport performance along transit corridors.

SSATP-supported monitoring activities take two forms: corridor length-wise monitoring and detailed monitoring at specific check-points. Corridor wide monitoring and developing sustainable data generation systems have been executed on the Northern Corridor and along corridors in West and Central Africa. In Central Africa, the SSATP has collaborated with various partners, through CICOS, to support a groundbreaking monitoring exercise for inland water transport. Some initiatives to improve traffic flow along the Congo River have already been identified. Detailed microscopic-monitoring has been implemented at Beit Bridge (border between South Africa and Zimbabwe) and Chirundu (border between Zambia and Zimbabwe), border posts on the North-South Corridor. The monitoring has been able to establish causes of delays in transit time at both border posts. Some examples: border crossing time at Chirundu and time consumed by the key actors at the Beit Bridge are presented below.

**Figure 1. Trends in Border Crossing Times, Chirundu Border Post
November 2006 - March 2007**

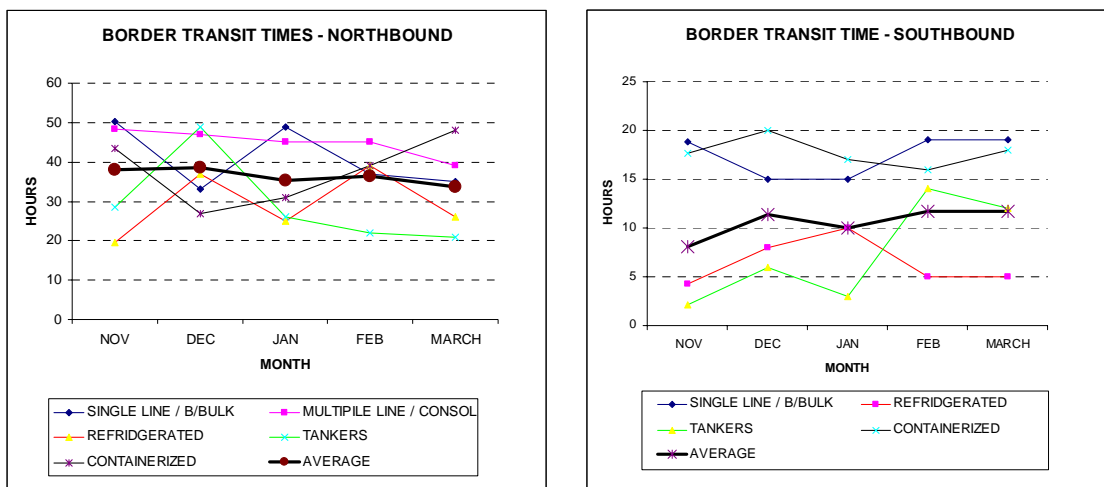


Table 1. Average Time Consumption in Hours-Beit Bridge

The monitoring also identifies the time consumed by the customs authorities on each side of the border and the time for paying duties. Table 1 (opposite) provides an example of time consumption by the South African customs (SAR), Zimbabwe customs (ZIMRA) and Duties.

	SARS	ZIMRA	Duties
North bound			
Consolidated	26.2	28.5	25.8
Break bulk		12.8	
Tankers		10.8	
South bound			
Break bulk	10.9		

The outcomes of the monitoring process are shared with the concerned institutions and serve as an input for designing measures to improve corridor performance. For instance, one of the issues that has been highlighted is the high number of check-points along some corridors. These check-points have a debilitating effect on the performance of the regional transport systems. Some practical steps have already been taken to remove some. For example, in Ghana the government has taken action to reduce the authorized check-points between the ports of Ghana and the neighboring landlocked countries. The regulation also applies to all highways in the country. In February 2006, regional and district police commanders were directed to remove all unauthorized barriers. Currently there are only four authorized check points between Accra and Paga (border between Ghana and Burkina Faso). The action was undertaken to support NEPAD's initiative to promote trade within the sub region.

SSATP is also supporting member countries to produce data on transport time and cost for goods from sea ports to major destinations, including capitals of land locked countries. The transport cost for a 20 ft container is as high as US\$6,000 in Cameroun while it costs less than US\$1,000 in Ethiopia. Likewise, the transport time for a 20 ft container is as high as 30 days in Senegal while it is less than 5 days in Gabon. Disseminating information on the excessive cost and time is sending a message to stakeholders to take actions to reduce the inefficiencies.

iii) Corridor management groups

It has been observed that corridors with formalized corridor management groups appear to be better able to respond to impediments to the smooth transit of traffic. Examples of corridors with management groups include the Northern, Central, Maputo, Trans-Kalahari, Dar es Salaam and Abidjan-Lagos Corridors. The REC-TCC is actively promoting the establishment of such groups in other corridors to serve as advisory bodies principally responsible for facilitating transit traffic movement. The groups can initiate policy and laws related to transit transport and trade facilitation.

Where corridor groups already exist, the SSATP has sought to modernize their operations and transit procedures. An example is the Northern Corridor Transit Transport Coordinating Authority where assistance has been provided to review the Corridor treaty and to undertake monitoring services and sensitization of stakeholders. The Northern Corridor partnership has started

delivering results. Truck turn around time between Mombasa and Kampala has been reduced from 10 to 6 days.

As a contribution to the efforts of the RECs and other corridor stakeholders, the SSATP developed a draft working paper on establishing public/private sector corridor groups. The paper is expected to facilitate the establishment of new corridor management groups for the North-South Corridor in Southern Africa and the Bamako-Ouagadougou-Tema Corridor in West Africa, and others. However, there remains the need and challenge of enhancing the effectiveness and sustainability of the existing corridor groups.

The SSATP has also deliberately sought to strengthen the private sector to provide some of the leadership that is critical to improving transit transport services. A typical example is the Beit Bridge Taskforce, which is made up of private and public sector stakeholders from South Africa and Zimbabwe, under the leadership of FESARTA. The Taskforce seeks to improve the performance of the Beit Bridge border post. For example, in 2003 the Taskforce was instrumental in clearing the logjam at the Beit Bridge border post after it came to a standstill in February 2003.

iv) Establishing one-stop border posts

One area where corridor management groups are having an impact is in the promotion of establishing one-stop border posts (OSBP), which would be helpful in potentially halving border delays. The SSATP contributes to the OSBP drive through carrying out baseline surveys on the performance of the existing two-stop systems. OSBP require the various stakeholders to work closely together, and the SSATP partnership brings to the table the perspective of the transport sector.

So far, an OSBP bilateral agreement has been signed between Kenya and Uganda while another one for Chirundu has been drafted. The draft agreement for Chirundu was prepared under the aegis of JICA, with DFID funding various other preparatory and complementary activities. The OSBPs at Cinkanse (Burkina Faso/Ghana) and Malaba, (Kenya/ Uganda) are under construction while OSBPs at Paga (Burkina Faso/Ghana), Heremakono (Mali/ Burkina) and Mousalé (Senegal/ Mali) are being considered.

THE WAY FORWARD

The ultimate objective of the SSATP's trade facilitation strategy is to reduce costs of trade for landlocked countries and to support intra-regional connectivity and external competitiveness. The approach places emphasis on the removal of physical and non-physical barriers along regional corridors. In this regard, corridor management groups can play a critical, catalytic role in promoting trade facilitation measures and NEPAD's Africa's integration initiatives through:

Enhancing the adoption of trade facilitation measures: Existing groups have been effective in pushing for modernizing customs, the removal of checkpoints/control posts and in establishing

one-stop border posts. Continuous dialogue among country stakeholders, corridor management groups and the RECS is fundamental to the general adoption of such measures.

Improving transport infrastructure management and harmonization/liberalization of transport operations: The adoption of measures to enhance the cross-border interoperability of infrastructure and services is an important area. It is necessary to harmonize road traffic regulations across countries, especially those that relate to axle load standards and market access, and to facilitate multimodal transport operations. In certain cases, transit traffic also intersects with urban traffic circulation and therefore it is important that transit cities be engaged in developing routes that could help divert heavy through-traffic. Furthermore, corridor management groups are well-placed to investigate options that might attract the involvement of the private sector in regional transport infrastructure development and management.

Supporting regional interconnectivity initiatives: Some landlocked countries have only one outlet to the sea, regardless of the efficiency of the services and the quality of the transport infrastructure. As a result, they may lack access to a port providing better service or the shortest route to sea ports. The need for increased interconnectivity is at the core of the NEPAD integration initiative and the recent initiatives of the African Union and Infrastructure Consortium for Africa. Continuous coordination of the development of new regional corridors is, therefore, important.

The REC-TCC has the capacity to promote an effective approach to corridor planning and management. This can be important in raising confidence and attracting investment for new developments. Some corridor management groups such, as Walvis Bay, have also been effective in facilitating interaction between countries and donors, and improving donor coordination.

Contributing to integrated spatial development along corridors: The benefits of regional transport corridors can be deepened when transport is an integral component of sub-regional development programs. Therefore, it is imperative that strategies are developed for enhanced coherence between the transport sector and spatial development programs. Corridor management groups can serve as fora for exchanging views on fostering development in corridor hinterlands and looking into innovative mechanisms for resource mobilization, including attracting private investment within the region and foreign direct investment.

SSATP POLICY DEVELOPMENT AND PROMOTION ACTIONS

OVERVIEW

Implementation of the 2006 Work plan enhanced progress towards achieving the objective of the long term development plan (LTDP) to anchor transport in poverty reduction. The SSATP partnership was strengthened, the implementation of the recommendations of the poverty reduction and transport strategy reviews (PRTSR) gained traction, and thematic works related to regional integration, road management and financing and transport services began to deliver results.

In 2006, the engagement of African policy makers and the Donors gained momentum. Member countries and RECs showed commitment to the implementation of program activities. During the report period three more countries: Liberia, Sierra Leone and Namibia joined the Program.

The level of donor participation was encouraging. Strong donor participation and better buy-in of SSATP policy products were achieved at the Dublin and the Maseru SSATP Annual Meeting. The United Kingdom, the Islamic Development Bank and the African Development Bank expressed their support to the Program.

The Output to Purpose Review (OPR) of the LTDP (2004-2007) was a major undertaking of the year. The OPR prognosis was that the LTDP is progressing on the right track to achieving its objectives. The highlights of the achievements so far, in relation to the anticipated results¹ by the end of the plan period (2007), were the following:

- The PRTS reviews, in 15 countries, have ensured coherence between PRSs and transport strategies and have indicated the gaps in the existing transport strategies. Following the reviews, some countries have initiated the process of formulating comprehensive pro-poor strategies informed by the recommendations of the PRTSR.
- Most member countries have established a national coordination function through the designation of national coordinators (in 25 countries) or the contact persons (in 4 countries).
- The institutional reforms in the road sector have facilitated the establishment of 18 road agencies and 27 road funds. These reforms were supported by the delivery of

¹ The LTDP anticipated that by the end of the plan period (2007) the following results will have been achieved: i) implementation of integrated sectoral policies in all member countries ii) adoption of program approach and establishment of SSATP coordination function iii) development of appropriate institutional arrangements, and the establishment of sustainable financing mechanisms iv) development and implementation of regional policies and strategies by RECs and v) posting SSATP managers to a number of regional bases.

tools and training to African professionals and institutions. SSATP has also developed strategies related to institutional, regulatory, financing and management frameworks for large African cities. SSATP activities have also created better understanding of issues related to rural and urban mobility.

- The Trade Facilitation initiatives of SSATP helped to crystallize the concepts of sound corridor management, mainly: participation of key stakeholders, monitoring of transit corridors, removal of non fiscal barriers, and modernization of customs and improvement of transport regulations. Further, the initiative has started producing results: new corridor management institutions and one-stop border posts have emerged. And some countries have initiated actions to reduce check-points along transit corridors.
- SSATP has posted two regional coordinators and a senior transport policy advisor in Africa.

The current report assesses the progress of the thematic activities based on the indicators developed during the OPR process, in relation to the LTDP outputs.² The highlights of the progress in 2006 were:

Through the **poverty reduction and transport strategy review (PRTSR)** member countries are ensuring coherence between transport and poverty reduction strategies (LTDP output No. 2). In 2006, five countries completed the PRTS reviews and the implementation of the recommendations of the PRTSR strengthened. Out of the 15 countries that had completed the process, four countries encapsulated the outcomes of the reviews in the development of the second generation poverty reduction strategies (SGPRS) while another four officially endorsed the recommendations. In five countries, the process of integrating the recommendation of the reviews with the national transport strategies or plans was initiated.

The PRTSR process is emerging as a tool for reviewing and developing transport policies and strategies in a participatory way. The process creates the opportunity for non-transport professionals to familiarize themselves with the sector.

Road Safety and Gender are often neglected although the issues related to them are increasingly becoming major concerns for member countries. Data to measure transport performance and impact on poverty is not adequately available. In response to partners' requests, the program was involved in mainstreaming crosscutting issues in transport strategies, focusing on identifying poverty-related transport indicators and engendering gender and road safety issues in transport.

² LTDP Outputs : i) promoting SSATP program approach ii) stakeholders engaged in ensuring coherence between transport and poverty reduction strategies iii) adoption of institutional development and financing strategies in the road sector iv) adoption of trade and transport facilitation measures v) increased Africa-based program management.

The **Transport Performance Indicator** initiative identified a common set of indicators which were then adopted by about 20 member countries. In 2006, SSATP supported the production of transport data in 16 countries. Further, SSATP commissioned a study on institutional arrangements for transport data management.

The **Women & Transport** initiative implemented its first practical action in 2006. A study on gender inclusion revealed that the involvement of women and consideration of their specific demands in transport projects are better achieved when women participate at all stages of project development and when the projects intentionally encapsulate gender issues. A workshop held in Maseru concluded that gender inclusion should be mandatory in transport projects. During the report period, a network of women and transport was also established.

The **Road Safety** group has completed a survey in 21 countries and identified key issues that need to be considered in the process of developing transport strategies. The group has started sensitizing stakeholders through regional workshops and has also initiated the process of establishing a road safety practitioners' network.

SSATP coordination and program approach was one of the outputs of the LTDP, which was designed to promote the development of integrated transport strategies and strengthen SSATP coordination. Thus far, 25 countries have designated national coordinators and 11 of them were nominated in 2006. Eight countries have gone further and established SSATP coordination teams consisting of thematic coordinators representing the various transport institutions. Further, about seven countries started to develop integrated transport sector programs.

The **Road Management and Financing (RMF)** and the **Appropriate Transport Services (ATS)** themes continued to deliver on the output related to institutional development and financing for road transport. The RMF theme, inter alia, provided support to the regional associations of road fund administrations and road agencies. The policy dialogue continued and the establishment of road agencies and road funds intensified. By the end of 2006, 27 road funds and 18 road agencies were established. The engagement of SSATP partners in building the capacity of African road agencies and road funds has started delivering results; in some countries, the road network condition has improved.

Under **Appropriate Transport Services (ATS)**, the rural transport services and urban mobility stakeholders agreed on a common set of objectives and priorities, in particular the need to scale up advocacy work to strengthen the institutional and regulatory frameworks. To support the promotion of sound policies and strategies in rural transport, the African Rural Transport Association (ARTA) was established.

The **Regional Integration and Transport** initiatives, led by the Regional Economic Communities Transport Coordination Committee (REC-TCC), focused on consolidating results on corridor management, observatories (monitoring of corridors) and establishing one-stop border posts. The monitoring (Observatory) works in Western Africa, Abidjan – Lagos, and Northern corridors and Beit Bridge have produced preliminary reports on the performance of transit traffic movement. Joint Border Post establishment at Cinkansé (Ghana/Burkina border) is in progress

while SSATP partners have secured funding for the posts at Paga (Ghana/Burkina), Heremakono (Mali/ Burkina) and Mousalé (Senegal/ Mali). All the RECs have adopted conventions limiting road check-points and are calling on all the states to remove control posts. Ghana is taking the lead in adopting pragmatic measures to reduce barriers.

In 2006 the Program made a significant move to strengthen the Africa-based **program management**. The posting of the two regional coordinators, in Nairobi and Yaoundé, was welcomed by SSATP partners and has improved communication with member countries and RECs. With the further devolution of responsibilities, decentralization is expected to enhance the implementation of SSATP program activities.

In 2006, difficulties related to procurement continued to cause delays in the implementation of program activities. In some countries the performance of the SSATP coordination function was a concern. Inter-REC communication was also weak. SSATP has re-issued an elaborate procurement procedure and the PMT will provide training to member countries and RECs.

Work Program disbursements in 2006 were about US\$4.8 million, showing an increase of about 50 percent compared to last year's expenditure, US\$3.2 million. This was an indication of enhanced implementation capacity. The EC's contribution, equivalent to 2.4 million Euros, provided a major source of financing for 2006 WP activities. The annual contributions of Sweden, Norway and Denmark, about US\$400,000 respectively, continued to be part of the core funding for WP activities. Ireland renewed its commitment by contributing 500,000 Euros to finance the PRTSR process. During the calendar year, finance flows to the trust fund met projections of US\$4.4 million. WB's contribution in staff time was equivalent to US\$373,000.

RESPONSIVE TRANSPORT STRATEGIES

In 2006, the **Responsive Transport Strategies (RTS)** made remarkable progress in promoting the recommendations of the PRTSR. Member countries that completed the process mainstreamed the outcomes of the PRTS reviews in SGPRS, ensuring that transport is conceived as a priority sector. The PRTSR has also emerged as a tool for policy review and development.

RTS continued to be the overarching theme of the program, involved in: i) reviewing poverty reduction and transport strategy (PRTSR) and implementing the recommendations of the reviews ii) promoting the program approach and SSATP coordination functions. The activities under the RTS are designed to deliver on Outputs 1 and 2 of the LTDP: i) SSATP program approach implemented at the country and regional level and ii) stakeholders engaged in ensuring coherence between transport and poverty reduction strategies. The activities also facilitate the delivery of results in the other outputs.

Poverty Reduction Transport Strategy Reviews

Implementation of PRTSR Recommendations

In the countries that had completed the review, the process did not end with the publication of reports and agreement on action plans, but continued with follow-up on the implementation of the recommendations. Some of the countries that have made tremendous progress on the implementation of the recommendations for the PRTSR action plans are as follows:

- In **Senegal** and **Zambia** the recommendations were submitted to the Government for approval, the steering committee being part of the group developing the second generation PRS.
- In **Uganda**, recommendations have been made both on Transport Policy and for the Poverty Eradication Action Plan to the relevant Ministries. These await approval.
- In **Lesotho**, recommendations were included in the recently completed Transport Sector Policy.
- In **Malawi**, the outcome of the PRTSR has been included in the development of the Growth and Development Strategy, the second generation PRS.
- In **Mali**, the outcome of the PRTSR has been included in the review of the Poverty Reduction Strategy and Transport Plan.
- **Rwanda** was one of the pilot countries that undertook the review in 2004. The recommendations have been included in the new PRS.
- Recommendations from the PRTSR in **Swaziland** have been submitted to the Government. However, it is already agreed that where new legislation is not required for the changes proposed these changes will be made.
- **Tanzania** was also one of the pilot countries. The recommendations of the PRTSR have not been formally approved. However, members of the steering committee were involved in the redrafting of the National Transport Policy and the broader discussions in relation to the development of the 10-year transport investment plan.
- In **DRC**, the PRTSR coincided with the drafting of the SGPRS and the review of transport strategy documents which facilitated the integration of the recommendations and the action plan of the PRTSR analysis into the two documents.

Based on the above, more than half of the countries that have completed reviews are actively working on the action plans. In the other countries, more efforts are required to obtain systematic consideration of the recommendations of the review process. While some countries have started acting on their plans, the integration of the transport sector-related recommendations in transport strategies and programs appears to be weak and requiring country-specific strategies.

The PRTSR Approach as a Tool for Transport Policy Development

The OPR carried out in 2006 showed the participatory approach used in the PRTSR to be a real SSATP innovation. The approach brought together both transport and non-transport professionals to assess the function of transport and the demand for transport as expressed in national development plans and poverty reduction strategies.

Box 1. Use of a participatory approach in developing a road safety action plan in Zimbabwe

Realizing the huge losses Zimbabwe is facing due to road traffic accidents, in July 2005 various parties, led by the Ministry of Transport and Communications, decided to obtain as much active stakeholder participation as possible in designing appropriate interventions.

The different stakeholders from various sectors were identified: government ministries, research organizations, private sector, and civil society. 33 different players were identified of whom 25 were prioritized. A total of 55 stakeholders took part in a workshop that used in the PRTSR-type techniques to obtain contributions and the buy-in of the participants.

As a result, it became clear that road safety was not an issue for the transport sector only but required various players to contribute to the development and success of measures to address it. The workshops yielded a strategic plan identifying the roles the various stakeholders could all play.



There is great potential for using the participatory approach in several other areas of policy review and development. The approach engages the stakeholders in a continuous process with a defined end result and within a defined timeframe. It generates a dialogue between the transport and non-transport sectors, raising issues for both parties generally not considered previously. An example within transport where the approach has been tested is with respect to road safety, a subject that requires the intervention of diverse agencies and stakeholders.

The experience of Zimbabwe was shared at the Road Safety workshop held in Addis Ababa, September 2006, and the participants were keen to adopt the methodology in future Road Safety policy reviews and development.

The SSATP proposes to continue building capacity in employing participatory approaches to on-going debates on various aspects of transport policy by applying the PRTSR principles. If

well-designed, such approaches enhance the voices of poor communities in the design of interventions that impact on their lives.

Progress of the PRTSR Process

The momentum to complete the reviews remained strong in 2006. Five new countries (DRC, Kenya, Swaziland, Uganda and Zambia) completed their reviews. This brought the number of countries having completed the process to 15. Another three (Cape Verde, Ethiopia, and the Gambia) were already holding workshops or were about to start. Five others made tremendous progress and managed to go through several preparatory steps. The status of the reviews in the various countries is presented in Box 2 below.

Box 2. Progress of the PRTSR review– as of December 2006

As in previous years, most of the countries about to undertake the PRTS review process encountered some difficulties with the procurement of support services and in establishing sound bases for the review processes and communications. The procurement process has been fraught with delays such that steering and stakeholder groups have had to be re-composed after some members have changed positions or lost interest. Communication between national

coordinators and members has also been a challenge, compromising the level of participation at meetings and workshops. In order to overcome these challenges, the PMT has designed appropriate measures such as the circulation of a guideline on procurement and the training of Steering Group members in the procurement requirements. It is anticipated that once fully implemented these measures will contribute to minimizing some of the challenges.

Notable achievements related to the PRTSR, in 2006, are summarized in Table 2.

Countries that had completed reviews in 2006 (5)
DRC, Kenya, Swaziland, Uganda and Zambia
Countries that had completed reviews by the end of 2005 (10)
Cameroun, Cote d'Ivoire, Guinea, Lesotho, Malawi, Mali, Rwanda, Senegal, Tanzania, Zimbabwe
Countries executing reviews or about to start reviews (3)
Cape Verde, Ethiopia, Gambia (The)
Countries undertaking preparatory steps (5)
Burundi, Burkina Faso, Central African Republic, Ghana, Niger
Countries yet to start preparatory steps for reviews (6)
Angola, Mozambique, Chad, Nigeria, Gabon, Togo

Table 2. Summary of Main Achievements- PRTSR

LTDP Output Indicators	Planned Activities	Achievements 2006	Challenges and the Way Forward
Completion of the PRTSR	<p>11 “2004/05 countries” complete reviews; produce action plans</p> <p>6 “2006 countries” commence reviews; complete reviews; produce action plans</p>	<p>- Five more countries completed PRTSR reviews in 2006: DRC, Kenya Swaziland, Uganda and Zambia</p> <p>- Eight countries that have initiated the process: Burundi, Burkina Faso, Cape Verde, Central African Republic, Ethiopia, Ghana, and Niger</p>	<p>- Strengthen official support for the review process especially from the Ministries responsible for transport and poverty reduction</p> <p>- Improve the quality of the process, particularly stakeholder representation and participation</p> <p>- Speed up the procurement of support services and the payment of service providers</p> <p>- Facilitate more sharing of experiences between countries, focusing on processes for transport sector policy development in the context of PRS</p>
Adoption of the PRTSR recommendations	<p>Support action plan implementation</p> <p>Develop methods & indicators to monitor and assess the impact of transport on poverty reduction</p>	<p>Several countries, including Mali, Senegal, Uganda, Lesotho, Malawi, Rwanda, Swaziland and Tanzania, reported that processes to implement recommendations from the PRTSR had started</p> <p>This activity was being pursued more comprehensively under Indicators theme. However, during the 2006 Annual Meeting a process was started for the two themes to work more closely in developing appropriate indicators for assessing the impact of the PRTSR review process and on poverty reduction</p>	<p>- A particular challenge appears to be influencing the development of transport strategy</p> <p>-The timing of the review process is very critical to the ability of countries to take up the recommendations</p> <p>- Fine-tuning the expected output to what would be particularly relevant to each country and making efforts to fit into the national policy development cycle</p> <p>- Ensuring that donors engage fully with the implementation of action plans on a country-by-country basis, and that their assistance strategies take full account of PRTSR review outcomes</p>
Participation of transport operators and key beneficiaries in the PRTSR	<p>Establish balanced steering and stakeholders group</p> <p>Link development partners to PRTSR process</p> <p>Support Governments in structuring cross-sectorial dialogue mechanisms</p>	<p>Identifying and mainstreaming the key factors of success including:</p> <ul style="list-style-type: none"> - Political engagement from both transport and poverty reduction actors. In Swaziland some MPs took part in the review - Recognizing the strategic role of civil society and the private sector in transport strategy - Assembling representative stakeholder groups, of people who are knowledgeable in the issues and able to influence national strategies <p>The lessons learned have been mainstreamed in the new countries joining the process where there is still an opportunity to improve the design of the approach.</p>	<p>Strengthen participation of member main line technical ministries in PRTSR and implementation of the recommendations</p>

SSATP coordination and Programmatic approach

SSATP Coordination

Establishing an effective SSATP coordination function at the country and regional level is one of the outputs of the LTDP. The coordination function is an essential instrument for implementing the SSATP program activities at the country level.

In 2006, the national coordinators made notable progress in facilitating the development of national-level policy development plans and developing indicators to measure the performance of SSATP coordination.

In July 2006, the SSATP national coordinators met in Nairobi to review the national-level policy development plans and to develop indicators for SSATP coordination. During the workshop, a logframe for SSATP coordination function encapsulating strategic results and verifiable indicators was developed. The outcomes of this workshop are fully captured by the SSATP coordination function concept note intended to provide the framework for the establishment and operationalization of the coordination functions.

19 countries (Burkina Faso, Burundi, Cameroon, DRC, Côte d'Ivoire, Gabon, The Gambia, Guinea, Kenya, Lesotho, Malawi, Mali, Niger, Rwanda, Senegal, Swaziland, Uganda, Zambia and Zimbabwe) have prepared a transport policy development plan for 2006. The plans provided the priority areas and specific targets to be achieved by the end of the year. The plans were, in general, comprehensive and consistent with the main activities of the SSATP. And they were helpful for encapsulating SSATP activities in national transport policy development programs.

Establishing SSATP coordination functions. Since the LTDP launching, 25 countries have designated coordinators operating alone or as individuals supported by a group composed of key stakeholders and/or co-coordinators. Out of the 25 coordinators 11 of them (Angola, Burundi, Cape Verde, Central African Republic, CAR, Chad, DRC, Ghana, Mozambique, Niger and Senegal) were designated or recognized as national coordinators in 2006. The countries having coordinators before 2005 were: Burkina Faso, Cameroon, Ethiopia, Gabon, The Gambia, Guinea, Lesotho, Malawi, Mali, Nigeria, Swaziland, Tanzania, Uganda, and Zambia. Côte d'Ivoire, Kenya and Zimbabwe have de facto coordinators while Togo has a contact person. Three new member countries, Liberia, Namibia and Sierra Leone and one existing member Madagascar have yet to designate their coordinators.

SSATP Programmatic Approach

During the Nairobi OPR training workshop, the participants defined the program approach as follows:

“An integrated approach that involves a broad-based consultative process, which provides coherence between the various themes of the SSATP and integrates the cross-cutting issues. It contributes to the formulation, implementation and evaluation of integrated transport policies and

programs aiming at economic growth and poverty reduction.” Basically this is addressed at two levels:

- Putting in place a broadly based consultative process, through the establishment of an SSATP national coordination team and transport advisory group, and continuous sensitization of stakeholders.
- Ensuring coherence of the various transport activities by developing and implementing an integrated transport policy and program that includes cross cutting issues, through participatory process.

Establishing SSATP coordination teams. In 2006, eight member countries: Niger, Malawi, the Gambia, Chad, Nigeria, Senegal, Mali and Uganda have established a SSATP coordination team consisting of representatives from key transport institutions or themes, civil society and the private sector. For example, the coordination team of Malawi is composed of the following thematic coordinators: RMF, PRTSR, Rural Roads, Indicators, Urban Mobility, Gender & Transport, Regional Transport, and Road Safety.

Transport Policy Advisory Group (TPAG). To create a sustainable mechanism for policy dialogue, ministries responsible for transport policy are encouraged to establish a Transport Policy Advisory Group, consisting of key stakeholders: Civil Society, Private sector, Permanent secretaries of key ministries and Associations of Local Governments. The group primarily consults/advises the ministry on core policy development and implementation issues by bringing the views of the public into the process.

This approach builds on the experience of the PRTSR, developing transport strategies as a multi-sectoral resource, through the participatory approach. Moreover, there is an existing good practice in member countries, which could be developed to meet the purpose of the policy advisory group, by reviewing the functions and composition. Some countries are pursuing different models, with functions basically similar to those of the proposed TPAG. These models/groups are known as PRTSR Steering Group Advisory Council, and Transport Planning Forum. Nigeria, Malawi and Tanzania have already put in place such a mechanism.

Developing integrated Transport sector Strategies and Programs. Some member countries have succeeded in influencing the way the second generation poverty strategies (SGPRSs) perceive transport. However, transport strategies in many member countries are not yet responsive to the SGPRSs. Recently, changes have been observed in this regard; some countries—Niger, Malawi, Gambia, Chad, Nigeria, Zambia and Uganda—have started the process of formulating an integrated transport sector strategy and program, but making them pro-poor and pro-growth is a matter that requires continued consultation.

On the other hand, SSATP began consulting the PRTSR stakeholders during the Maseru Annual Meeting on the approach for developing a comprehensive pro-poor and pro-growth strategy and program.

Performance of the SSATP Coordination Functions

The progress in terms of designating national coordinators is encouraging. Some countries have succeeded in mainstreaming the recommendations of the PRTSR in SGPRSs. Some are engaged in policy dialogue and sector reforms. However, the success stories are limited to a few coordination functions (five to 10 countries). Thus, SSATP needs to engage in a dialogue with member countries to improve the performance of the coordinators.

As it was reported in the OPR, the coordination functions do not yet possess sufficient influence to bring about changes. Therefore, additional effort is necessary to ensure the presence of a functional and visible SSATP coordination at the country level.

After the OPR, most coordinators have started to communicate on the achievements at the country level and substantial progress has been observed in terms of implementing program activities. SSATP should use this positive reaction to the OPR to uplift at least the coordination functions that have the potential for better achievement. SSATP coordination and program approach in 2006 are summarized in table 3.

Table 3. Summary of Main Achievements- SSATP Coordination and Program Approach

LTDP Output Indicators	Planned Activities	Achievements 2006	Challenges and the Way Forward
Nomination of SSATP coordinator and the setting up of thematic groups	All member Countries establish coordinators/coordination function	<ul style="list-style-type: none"> -11 countries have designated national coordinators -8 countries (Chad, Gambia, Mali, Malawi, Niger, Nigeria, Senegal & Uganda) have designated thematic coordinators and established coordinating team -Nigeria ,Cameroon & Malawi have established Transport Policy Advisory Group of high level experts 	<ul style="list-style-type: none"> -Strengthening visibility of national coordinator -Avoiding complexity of procurement procedures -Ensuring permanent feedback from thematic leaders -Need to mainstream SSATP activities in Government programs -Government should provide financial and material support to national coordinator
Participation of coordinators in key policy and strategy discussions	Regular function of coordinators	<ul style="list-style-type: none"> -The national coordinators have facilitated the PRTSR process - In some countries the coordinators have participated in high level policy dialogue to influence the preparation of PRSs and transport strategies 	<ul style="list-style-type: none"> -National coordinator should be able to inform government of SSATP activities -Promotion and buy-into SSATP activities by government and Development Partners. - Organizing sensitization workshop and annual transport events to strengthen networking
Adoption of the program approach	<p>National level action plan, Increased awareness of stakeholders</p> <p>PRTSR steering group concept Institutionalized; SG's integrated with or performing SSATP coordination role</p>	<p>Niger, Malawi, Gambia, Chad, Nigeria, Zambia and Uganda are engaged in the preparation of national transport plans</p> <ul style="list-style-type: none"> - Malawi, Nigeria and Tanzania have in place a mechanism for broader policy consultation -Côte d'Ivoire & Niger established National Transport Indicator committee 	<ul style="list-style-type: none"> -Need for countries to develop an integrated transport sector program responsive to SGPRS -Encourage broad-based consultative process which provides coherence between the various themes <p>The national coordinators have to initiate a dialogue on the establishment of TPAG</p> <ul style="list-style-type: none"> - Countries could promote the PRTSR (SG) model as transport Policy Advisory Group

Achievements and Impacts of the RTS Theme (2004-2006)

The RTS theme is the initiative of the LTDP and all the activities undertaken by the sub-themes are contributing towards the achievement of two of the outputs: i) SSATP program approach implemented at country and regional levels and ii) stakeholders engaged in ensuring coherence between transport and poverty reduction strategies.

The LTDP anticipates that by the end of the plan period (2007) all member countries will have started implementing pro-poor strategies. On the other hand, the output that relates to this target focuses on ensuring the engagement of stakeholders in sustaining the development of pro-poor transport strategies. To deliver on this output, SSATP program partners have initiated the PRTSR process to analyze poverty reduction and transport strategies with the objective of creating coherence between the two strategies, “anchoring transport in poverty reduction.” The process has also suggested a mechanism, the establishment of a transport advisory group, to sustainably engage stakeholders in the dialogue on policy development.

In the process of anchoring transport in poverty reduction, SSATP partners, through their ministers responsible for transport, have adopted MDG-related targets and indicators. This process has amplified the recognition of the contribution of transport to achieving the MDGs and poverty reduction in general.

The OPR process has identified indicators associate with this output and the assessment has shown that the PRTS reviews have created awareness and laid the ground for a participatory policy development process. The details concerning achievements in relation to the indicators were described in the previous sections while the notable achievements are presented in Box 3.

Box 3. Notable achievements and impact of the PRTSR

- The PRTSR has emerged as a tool for participatory policy development
- 15 countries have completed the PRTSR
- Four countries, DRC, Malawi, Mali, Rwanda, have formulated SGPRSs well-informed by the recommendation of the PRTSR. The PRSs of these countries have conceived transport as a priority sector and this shall influence budgetary allocation to transport
- Further, DRC, Malawi, Mali, Lesotho and Tanzania have integrated or started integrating the PRTSR recommendations in the national transport policies and strategies. This shall allow better allocation of the meager resources to transport activities impacting on poverty reduce transport products demanded by the priority economic and social sectors of the PRSs
- *African heads of states and governments have endorsed the MDGs related transport targets and indicators, adopted by African ministers responsible for transport*
- The MDG related indicators are guiding the development of transport strategies and programs. For example, Ethiopia and Nigeria have defined the investment demand to meet the MDGs related transport indicators and are using the findings of this exercise to influence budget allocation.

Over the course of the review process and implementation of the recommendations, the partners have noted the need to:

- Strengthen the implementation of the recommendations and the action plans emanating from the reviews as well as monitoring the impact of the recommendations.
- Harmonize the timing of the PRTSR and updating of the PRSs and the national transport strategies.
- Respond to the emerging demand to use the PRTSR broad-based participatory approach, in designing other policies, notably on road safety. In this regard, Zimbabwe has already experimented with the approach with impressive results.
- Ensure that countries consider the MDG-related transport indicators as bench marks in their transport strategies and sector programs.

The **promotion of the program approach and SSATP coordination** is indicated as one of the outputs of the LTDP and an essential element for the achievement of all other outputs. In relation to the establishment of SSATP coordination and promotion of the program approach, the notable achievements were:

Box 4. Achievements in promoting the program approach and SSATP coordination

- 25 countries have designated national coordinators and three more countries have strong contact persons
- Eight countries have established SSATP coordination team
- SSATP with the intensive participation of the national coordinators has prepared a SSATP coordination function concept note that provides the framework for establishing and strengthening the coordination function
- Three countries have in place a transport policy dialogue forum
- SSATP national coordinators facilitated the PRTSR process and in many countries they served as the chairpersons of the PRTSR steering groups
- The national coordinators in some countries are networking well and take part in the transport policy dialogue
- Seven countries have started to develop integrated transport sector strategies and programs

MAINSTREAMING CROSS-CUTTING ISSUES

SSATP's engagement in mainstreaming cross-cutting issues in transport strategies is helpful in creating a better understanding of the issues related to Gender and Road Safety, and identifying strategies on how these issues could be mainstreamed in transport programs. SSATP's Transport performance monitoring (Indicators) initiative represents ground breaking work in developing a common set of transport indicators adopted by about 20 African countries. These countries have also taken the initiative further by producing transport data, and in the informing, plan-

ning and decision making processes. The interventions in these areas are carried out in a coherent manner with the PRTSR and the program approach.

Women and Transport

The Women & Transport group, which met on November 10 and 11, 2005, as part of the Annual Meeting in Bamako, suggested undertaking an analysis of gender inclusion in transport projects and programs, tasks taken as the main activity of the 2006 Work Program.

Following this, a study on gender inclusion in transport projects and programs was carried out in three pilot countries, and the findings were presented to the women and transport workshop held in Maseru, in October 2006. The study noted that the involvement of women and consideration of their specific demands in transport projects are better achieved when women participate in all stages of project development and when the projects intentionally encapsulate gender issues. The workshop also concluded that gender inclusion should be mandatory. The outcomes of the workshop were fed into the 2006 SSATP Annual Meeting.

The women & transport group made impressive progress in Maseru by establishing a virtual women and transport network. The network would be an advocate for mainstreaming the specific interests and demands of women in transport.

Table 4. Summary of Main Achievements in 2006 – Women and Transport

Planned Activities 2006	Achievements 2006	Challenges and the Way Forward
Survey of Gender Inclusion in transport projects and programs	A survey of gender inclusion in transport was carried out in three countries: Guinea, Malawi and Uganda. The main findings suggest that gender inclusion in road transport projects can be considerably high if the project is designed with a mandatory inclusion of gender policy and practices. The best engendered project, which was in Uganda, had inclusion rates of up to 32% compared to 3-5% in the other projects.	Proceed with the additional 3-4 country surveys agreed with at the Maseru Annual meeting, given the budgetary constraints for 2007.
Women & Transport network	A virtual women and transport group established during the 2006 SSATP Annual Meeting.	Diversify the group to incorporate other professional women, e.g., the transport sector, to match the predominance of the civil society (NGO) sector.

Road Safety

SSATP has been recognized as having a comparative advantage and expertise in policy development processes and knowledge sharing which should be utilized, in collaboration with a number of global and regional partners, to strengthen the emphasis on Road Safety (RS). The objective for the 2006 Work Program included: RS baseline survey in SSATP partner countries; working towards piloting a stand-alone road safety policy in three countries; seeking consensus and/or a

way forward for an African Road Safety Practitioners Network; and disseminating/facilitating road safety knowledge.

Baseline Survey. In 2006, the last road safety questionnaires were collected, bringing the total to 20 countries, in order to establish a road safety baseline data in SSA. Initial analysis was presented and discussed at the Addis road safety workshop. The full report will be an SSATP discussion paper for 2007.

Policy development. In Uganda and Cameroon the concept for proceeding with the development of a national road safety policy has been agreed upon, and SSATP, together with country stakeholders, has worked out a concept for developing a stand-alone RS policy using a participatory approach. The policy development in Uganda and Cameroon can probably begin during 2007. ToR for the process needs to be drawn up based on the agreed concept. In Mozambique, the government has included the development of a stand alone road safety policy using a participatory approach as one of its road safety activities for the PRISE covering 2007-2009. The PRISE will be financed by the government, bi- and multilateral donors. PRISE includes road safety investments of US\$ 3.7 million. RS policy development in Mozambique can start in the second half of 2007 and an agreement on ToR for the process needs to be reached.

Workshop. The Addis workshop focused on understanding participatory policy development principles as prepared by SSATP; reviewing and making recommendations for implementing the Make Roads Safe report; moving towards establishing an African RS Practitioners Network which, among other things, would greatly enhance dissemination of relevant RS information; and outlining concrete messages to be delivered at the 2006 SSATP AGM. The Addis workshop also brought out some key messages for the coming RS conference in Accra 2007.

The thematic area of road safety is gradually building a number of promising policy interventions and the results will be delivered in the forthcoming years.

Table 5. Summary of Main Achievements – Road Safety

Planned activities 2006	Achievements 2006	Challenges and the way forward
Support road safety knowledge sharing, dissemination and advocacy for Road Safety.	Collecting baseline survey questionnaires from previously non-responding countries. RS workshop in Addis gathering some 50+ participants. RS workshop in Maseru (AGM).	SSATP discussion paper on the RS baseline survey. Consensus and implementation of an African RS Practitioners Network. RS workshop focusing on hands-on training in country capacity reviews. Looking into sustainable financing.
Road Safety Policy Review and support piloting of review methodology in willing countries. Promote preparation of appropriate design and safety standards.	Participation and facilitation of RS dialogue In Mozambique, Uganda, and Cameroon. Facilitated discussion having RS features being included when Mozambique's new design guidelines are being developed.	RS policy development can start in second half of 2007 for all three countries. Get sound RS features included with continued efforts to facilitate this discussion.
Harmonization of safety standards and regulations across regional groups.	ToR for a regional study and subsequent workshop has been developed in partnership with UEMOA.	To carry out the study and anchor good recommendations in UEMOA's plan of action.

Monitoring Transport Performance (Indicators)

The Transport Performance initiative of the SSATP aims at coordinating and promoting efforts to establish a common set of key transport sector performance indicators, and at supporting capacity building to collect the necessary data on a sustainable basis.

Transport data production. In 2006, the second cycle allowed the centralization of data from 16 countries, not necessarily the same as during the first cycle. The quality and format of data improved significantly over the first cycle because of the creation of a better, yet somewhat more cumbersome, Excel-based form.

The findings on data are similar to those of the first cycle: for high-level indicators, the definition of road conditions is not explicit which makes comparisons between countries difficult. Likewise, knowledge of traffic levels on the road network is very sparse, and at best limited to the main network. The Rural Access Index as well as the Urban Transport Effectiveness indicator are still difficult to establish and major investments will be needed to get a useful set of data. Among the secondary indicators, generally, elements constituting inventory are relatively accessible (road infrastructures, vehicles including urban transport). In addition, railway, maritime and air transport data are usually very good. On the other hand, High-variability data are problematic: financial data are difficult to obtain and often incomplete; road safety is still problematic. Urban transport data collection also proves globally difficult.

Transport data management systems and institutional framework. The second cycle of data collection witnessed an improvement in data quality and quantity, thus proving that the flow of information at the national level is easier now that connections with data producing agencies are more or less established. This proves in turn that consistent and permanent data management systems are essential for data availability. Yet, this second cycle did not lead to any major change in the national institutional framework in any participating country except in Ghana and Lesotho. In these countries, donors are currently financing the implementation of a new Transport Sector Data Management System (TSDMS), along the line of what the SSATP is promoting. This good practice unfortunately remains the exception and other participating countries, well aware of the current limitations of their systems as stressed by the SSATP initiative, are not able to initiate on their own major changes as they do not receive the internal support they need.

The SSATP therefore initiated in 2006 an activity aimed at gathering the support needed to set institutional changes in motion. It received a US\$100,000 budget from the World Bank's Trust Fund for Statistical Capacity Building to conduct an institutional assessment of national TSDMS in four countries with recommendations to be implemented by donor-funded projects. Niger, Cameroon, Uganda and Ethiopia have been selected, as pilot countries. Fieldwork started in October 2006 in those countries and final reports are scheduled to be available by the end of April 2007. This work will also deliver a general report on strategy leading to a better national TSDMS.

In the same spirit, SSATP has initiated the production of Guidelines for an Appropriate Transport Sector Data management System, to be available for dissemination by mid 2007.

The team is indeed pro-active in various activities, in the Africa Transport Unit (monitoring of the Africa Action Plan), Africa Infrastructure Unit (Africa Infrastructure Country Diagnostic) and in the World Bank Transport Anchor (transport monitoring for result.) This strong involvement in these various activities decidedly multiplies the impact of the SSATP initiative on transport performance indicators.

Partnership. SSATP is collaborating with the World Bank Development Data Platform Program, which aims at supporting and streamlining all data storage and dissemination in the World Bank. This collaboration should lead to a standardized, internet-based transport data system easily managed and disseminated by the SSATP. Indeed, the uneasy access to all data collected since the beginning of the initiative is detrimental to its visibility and, as a consequence, to its overall impact.

This lack of visibility was raised during the technical preparatory meetings at the Maseru SSATP Annual Meeting. More generally, in Maseru, the SSATP indicator correspondents expressed the need for the initiative to take stock of its achievements thus far in order to bring the new participating countries up to speed and to give new momentum to early joiners. Indeed, some lassitude was observed among correspondents, as they perceive very little support coming from either their governments or the donor community despite their own commitments. This opinion was relayed consistently to various SSATP interlocutors during 2006.

The second Annual Workshop held in Dakar in June 2006 was an opportunity to once again improve the data collection exercise with better-defined indicators and also to present and discuss the Moroccan success story for its road transport data management system. This workshop was also an opportunity to welcome guests from World Bank-supported projects. 2006 also witnessed the joining of new countries such as Swaziland or Lesotho.

Achievements and Impacts Related to Mainstreaming Cross-cutting Issues (2004-2006)

Mainstreaming cross-cutting issues: In the process of anchoring transport in poverty reduction, program partners recognized the need to mainstream cross-cutting issues in transport strategies such as focusing on identifying poverty-related transport indicators and engendering gender and road safety issues in transport. In relation to transport performance monitoring and mainstreaming cross-cutting issues, the RTS group has made some progress.

Sustaining the results achieved so far, in particular the process of building the transport data base in African countries, has emerged as a major concern. There is also a strong demand for developing a practicable methodology for monitoring the impact of transport investment on poverty reduction. SSATP would continue developing methodologies for impact monitoring and systems for better data management, and sharing knowledge. There is an assumption that the data production process would continue with the support of donors or domestic resources.

Regarding mainstreaming of cross-cutting issues, SSATP would continue promoting Road Safety and Women & Transport. It would also continue with knowledge sharing and partnering with regional and international institutions having unique expertise in these domains.

Table 6. Summary of Main Achievements – Transport Performance Monitoring

Planned Activities 2006	Achievements 2006	Challenges and the Way Forward
Data Production	Second cycle of data produced in 16 countries with some improvement in terms of quality and quantity.	Some new momentum is needed as newcomers arrive to actually change the national landscape for TSDMS. The SSATP will initiate new activities to mobilize external resources to this end.
Data and methodology definition adoption	The SSATP list of indicators is refined as well as indicator definition and collection methodology. Some of them are used in the World Bank to monitor the transport sector evolution and impact.	In the absence of significant resources, data are still collected on an ad hoc basis, following methodologies of their own. A wider acceptance of these indicators among the donor community will be necessary to establish the list as base reference. The SSATP is pushing in this direction in the World Bank. Wider dissemination of data collected so far will help establishing the list of indicators.
Country specific data management Institutional analysis	The SSATP secured additional funding for the institutional assessment in 4 SSA countries. Reference documents production has started.	Recommendations from those studies will need to be implemented indeed for the benefit of the respective countries. Lessons learned from this first effort will need to be translated to future studies for other countries, to be implemented with active donor support.

Box 5. Notable achievements in mainstreaming cross-cutting issues

Women and Transport

- Gender survey revealed the need for mandatory inclusion of the interest of women and participation of women at all stages of transport project development
- A Women and Transport network, leading on advocacy for the inclusion of women's interest in transport sector, is established

Road Safety

- The Road safety baseline survey has created better understanding of the key Road Safety issues in Africa; Ownership (absence or weakness of lead institutions) and enforcement appeared to be main concerns for the improvement of the scaring Road Safety situation in Africa
- SSATP continued the sensitization of Road safety stakeholders and initiated the establishment of African Road Safety practitioners
- Road Safety policy reviews applying the PRTSR approach initiated. Zimbabwe completed such a review and obtained good results. The approach shall be further tested in Cameroon, Uganda and Mozambique

Transport performance monitoring-Indicators

- A list of transport-related indicators established along with their definition and collection methodology
- Two cycles of national data have been collated in 16 SSA countries (first cycle is completed in 20 countries) and a third cycle has started
- Problems faced by national TSDMS have been identified and SSATP is promoting involvement of all parties in seeking solutions. New activities have been initiated to address this central issue.

ROAD MANAGEMENT AND FINANCING (RMF)

All the RMF results feed directly into the LTDP logical framework output #3: sound institutional and financing strategies. In many cases, the activity arrangements require the participation of key stakeholders to clearly focus on establishing sustainable mechanisms for financing road maintenance and on improving the efficiency of road management.

Road Financing

Sub-Saharan Africa (SSA) countries are making significant progress towards securing road maintenance financing. According to a recent review of the status of road sector policy reforms in SSA (RMF Matrix 2006), at least 27 countries in SSA have a road fund in place and three were established in 2006, in Senegal, DRC and Burkina Faso, while the road funds in Swaziland and Uganda are in preparation. The establishment of road funds has shown a substantial growth since 2000 and is likely to increase in the coming years as a result of ongoing reforms in West and Central Africa. Uganda, for many years the only country in East Africa without a road fund, has recently decided to establish one. For comparison, the number of road funds in SSA is significantly greater than the total number of road funds in Asia, Latin America and Eastern Europe combined, where there is no partnership program similar to SSATP. A recent assessment of the performance of these road funds shows that significant progress has been made in securing a stable flow of funding for road maintenance (Box 6).

Box 6. SSATP contribution to sustaining road maintenance financing in SSA

Road funds have secured a more stable and predictable flow of funds for road maintenance. The results of the survey on road funds performance indicators show that, on average, road funds contain the equivalent of **two months** of road maintenance works as a minimum amount of cash available in their bank accounts. This does not imply that they raise enough revenues to meet maintenance needs.

The results of financial audits indicate that, in general, funding arrangements are more transparent than in the past and an increasing number of road funds now have considerable financial autonomy. These road funds raise most of their revenues from road user charges and most of the proceeds are channeled directly to their bank account.

The time period for paying undisputed contractors' bills varies from 5 to 90 days with an average time of **32 days**. Road funds provide a basis for the development of local small-scale contractors (e.g. around **2,000** local contractors have been promoted in rural Tanzania). For comparison, the time difference between the budget and road maintenance cycles in Burkina Faso, which has not established a road fund as yet, is currently around nine months and delays for paying contractors bills have reached one year.

Overall, road maintenance needs are becoming more visible. The creation of road funds has sustained a stable flow of funds for road maintenance. This does not mean that they raise sufficient revenues to meet all the assessed demands for maintenance, but the reported fact that about **one third** of countries meet routine maintenance needs on regular basis is a large improvement on the situation of 10, or even 5, years ago.

Road Management

Following the establishment of the Gambia Roads and Technical Services Authority (GRTSA) in 2006, the approval of a bill establishing the Uganda National Roads Authority (UNRA), and the Road agencies in Madagascar and Zambia, the number of road agencies/authorities in SSA has now reached 18, including South Africa and Namibia. Institutional reforms are also progressing in other countries, and Swaziland and Kenya are in the process of creating such institutions.

Box 7. SSATP contribution to improving road management in SSA

The creation of road agencies has lagged behind that of road funds, but the pace of change has recently started to increase, such that 18 countries have a road agency in place (including South Africa). The capacity and effectiveness of implementing agencies have developed least rapidly, though there are signs of progress resulting from an increased security in finance on a multi-annual basis to maintain continuous Work Programs and particularly in respect of governments and private sector contracting capacity.

It is worth noting that most road agencies and departments contract out **80 percent** or more of maintenance works.

Output-based maintenance contracts in SSA are gaining pace since the first pilot project was put into place in Chad in 2004. Currently, a **dozen** countries are experiencing, or are about to engage in, these innovative contracts; this number is likely to increase in the coming years with the enhancement of the managerial capacity of local contractors.

Despite limitations and the inadequate capacity of maintenance providers, maintenance costs have been reduced. Long-term declines in road quality have been arrested and in some countries significantly reversed.

Road management capacity is very important, and there are very clear indications that low-income countries that have had both a road fund and a roads agency/authority in place over some years like Ghana, Ethiopia and Tanzania have substantially better road conditions than other countries in the region. This was revealed in an assessment carried out to compare road condition improvement in selected countries (Table 7).

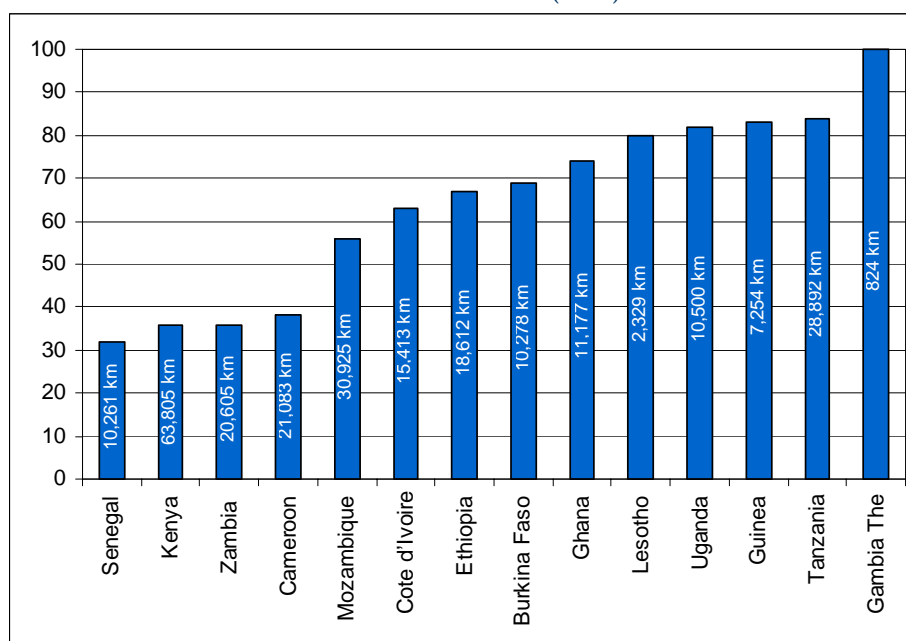
Table 7. Road Network Condition in Selected Countries

	Overall Road Condition 1989			Overall Road Condition 1997			Overall Road Condition 2005		
	Good	Poor	Network (Km)	Good	Poor	Network (Km)	Good	Poor	Network (Km)
Ethiopia	47	19	14,020	16	47	15,769	38	36	39,162
Tanzania	13	55	28,011	33	25	10,300	51	16	28,892
Zambia	33	33	20,756	20	42	17,051	16	64	20,605
Kenya	61	20	63,324	23	37	6,554	19	64	63,805

Note: For Zambia 2003 figures instead of 2005

The condition of the Main road networks is generally emerging as adequate in most countries, although currently there is no assessment as to how reforms in financing and management may have contributed. The table below gives an overview of road conditions in terms of percentage of kilometers in good and fair condition on the national/main network in a few selected countries in 2005. The data for many other countries are unreliable or non-existent. Less data are available for the classified rural road network, but countries like Ethiopia, Lesotho, Uganda and Tanzania have more than 50% of their network in Good and Fair condition.

Figure 2. Percentage of Main Road Network in Good & Fair Condition in Selected Countries (2005)



Note: Zambia figures are from 2003 instead of 2005

At the national level, RMF continues to provide support for reforms in a number of countries through country visits, workshops and discussion dialogue. Such contributions can clarify details important for key stakeholders, and as such be instrumental for furthering the intended reforms.

RMF has contributed to the formulation and review of legislation and participated in country processes for road funds and agencies in Burkina Faso, DRC, Gabon, Kenya, Mozambique, Sierra Leone, Senegal, Swaziland, Togo and Uganda. Madagascar is establishing a Road Agency while Kenya is restructuring the sub-sector by creating three separate road authorities for national, urban, and rural roads, limiting the road fund to funding, all under the same umbrella of the Ministry of Roads and Public Works. Mozambique is restructuring, re-staffing and empowering ANE (*Administração Nacional de Estradas*) while taking up management of the Provincial roads as well. Sierra Leone is restructuring its Roads Authority and establishing the fund as a separate institution with its own board. Swaziland is creating a road authority and a road fund under separate ministries, while Uganda has legislated the roads authority and is preparing for a

road fund under separate ministries. In most of these countries, the issue of how to deal with the in-house works capacity has been difficult to address administratively and politically.

The institutional arrangements are different from country to country, and the funding level from domestic and external sources varies. To identify good practices supported by empirical data has proven difficult. It is possible to see that network conditions are developing differently, but it is not yet possible empirically to identify the modalities and complementarities of reforms showing the best efficiency in terms of improving road network conditions. The institutional and legal review of the performance of road funds and agencies that have been undertaken encountered the same limitations in terms of providing sufficient empirical data for drawing valid conclusions in terms of good practices. In order to evaluate the contributions from the reforms that have taken place in most of the countries, the contributions from investment programs on network conditions will also have to be looked at. The current emphasis on improving the collection of data should be able to correct the current situation of good and reliable data.

The Road Management and Financing Matrix

The RMF Matrix is a summary presentation of transport sector performance indicators which are particularly relevant for measuring progress in the implementation of road management and financing reforms. The Matrix is part of the SSATP/ARMFA Partnership work program. It has been compiled based on a survey conducted regularly among the 26 members of the African Road Maintenance Funds Association, ARMFA. The intention is to periodically update the Matrix and to improve its form and content in response to demand. Since the first version developed in 2003 (RMI-Matrix), which focused more on the performance of road funds, the last version has been expanded to include more information to measure the performance of road management (road maintenance programming).

The RMF Matrix 2006 (Page 1)

RMF MATRIX: Policy Reform Status by Country

Aug 2006		RMF MATRIX: Policy Reform Status by Country																													
Countries/RFs	Transport Policy (1)		Long term road Investment Program			Road Fund												Allocation of RMF resources %					Audits			RF effectiveness					
	Cabinet adopted	Adoption date	Adopted	Period covered	Reporting Ministry (ies)	Established? By what act?	Date Creation	Has a Board?	No. of Board Members	Board with Private Majority?	% Share of Road Fund resources from user charges (2)	% Share of road user charges from fuel levy	% Coverage of routine maintenance needs	% Coverage of total maintenance needs (3)	Fuel Levy (5) US Cents/litre Petrol Diesel	% Direct channelling of Road user charges	Total RF resources (US\$ Million)	Main Roads	Rural roads	Urban roads	RMF Overheads	Other???	Staff size (no.)	Tech.	Fin.	Frequency	Time period to pay bills (days)	% bill rejected	Availability of funds (months costs equ)		
Benin	yes	1993	yes	1996-00	PW	yes	decree	1996	yes	11	no	24	52	100	59	5	5	10	27	96	1.3	0.3	2	0.0	12	yes	yes	annually			
Burundi	no	-	no	-	PW	yes	decree	2001	yes	9	yes	85	60	40	28	4	4	100	2	65	30	0	6	-0.7	14	yes	yes	annually			
Cameroon	yes	1996	no(4)	-	PW+F	yes	law	1998	yes	15	no	99	93	60	37	8	10	94	70	65	12	10	4	9.5	13	yes	yes	bi-annual	8	33	3
CAR	yes	1990	yes	1990-05	PW	yes	law	2000	yes	7	yes	91	90	75	20	10	10	100	3	75		5	10	10.0	21	no	no	n.a.	30		
Chad	yes	1999	yes	1999-09	PW	yes	law	2000	yes	13	yes	100	59	65	-	15	8	100	11	82	0	15	3	0.0	13	yes	yes	annually	7		
Congo Rep.	no(4)	-	no(4)	-	-	yes	law	2004	yes	24	no	-	-	95	60	-	-	0	-	20	15	10	5	50.0	20	yes	yes	bi-annual			
Cote d'Ivoire	yes	1998	no	-	PW+F	yes	decree	2001	yes	12	no	25	100	80	80	8	2	25	-	90	0	10	-	0.0	15	no	yes	bi-annual	30		
Djibouti	no	-	yes	2006-11	-	yes	decree	1999	yes	6	no	95	0	70	20	-	-	0	3	50	0	20	30	0.0	76	no	yes	3 times/yr			1
Ethiopia	yes	1997	yes	1997-12	Finance	yes	law	1997	yes	16	no	7.3	99	100	65	9	7	100	61	65	25	10	0	0.0	35	yes	yes	annually			
Gabon	yes	1997	no	-	PW	yes	law	1997	yes	21	no	0	0	100	70	-	-	0	60	62		30	2	6.0	15	yes	yes	annually			
Ghana	yes	1996	yes	2001-06	PW	yes	decree	1985	yes	13	yes	97	87	100	70	6	6	100	114	37	30	25	2	6.5	12	yes	yes	annually	90		1
Guinea	yes	1999	yes	2003-13	PW	yes	decree	2000	yes	11	no	54	100	67	41	2	2	59	7	49	24	22	9	-4.0	21	yes	yes	annually	15	5	1
Kenya	no	-	no	-	-	yes	law	1999	yes	13	yes	99	96	50	50	8	8	95	133	57	28	10	3	2.0	48	yes	yes	annually	90		1
Lesotho	yes	1995	yes	1995-15	Finance	yes	law	1995	yes	8	no	92	67	50	35	3	3	93	6	-	-	-	4	96.5	10	yes	yes	annually			
Madagascar	no(4)	-	no	-	PW+F	yes	law	1997	yes	9	no	76	100	80	30	4	3	75	17	72	14	12	2	0.0	23	yes	yes	bi-annual	7	10	
Malawi	yes	2001	no(4)	-	-	yes	law	1997	no	13	no	100	90	40	50	8	6	100	15	45	25	10	5	15.0	-	yes	yes	annually	5	2	2
Mali	yes	1998	yes	2002-12	PW	yes	law	2000	yes	11	yes	33	75	67	40	3	3	0	12	70	20	10	3	-2.5	11	yes	yes	annually	7	20	3
Mozambique	yes	2002	yes	2002-11	-	yes	decree	2003	yes	5	yes	99	87	100	60	12	10	13	51	35	25	10	1	29.0	30	yes	yes	annually			
Namibia	yes	1995	yes	2003-23	Finance	yes	law	1999	yes	5	yes	75	75	80	65	15	15	100	103	55	33	4.5	2	6.0	16	yes	yes	annually	30	5	1
Niger	yes	2004	yes	2005-10	PW+F	yes	law	1999	yes	12	yes	96	92	88	38	6	6	0	8	64	-	12	5	19.3	6	yes	yes	annually		2	1
Rwanda	yes	2005	yes	2005-15	-	yes	law	1998	yes	7	yes	65	67	21	25	4	4	100	11	26	10	61	3	0.0	10	no	yes	annually	5	1	3
Tanzania	yes	2003	yes	2001-2011	PW	yes	law	1998	yes	9	yes	85	94	100	-	8	8	100	77	70	30	-	1	-1.0	10	yes	yes	annually			1
Togo	yes	1996	no	-	PW	yes	law	1997	yes	15	yes	100	100	56	56	7	7	100	18	74	12	10	4	0.0	10	yes	yes	annually	15	5	1
Zanzibar	no	-	yes	2000-20	-	yes	law	2001	yes	no	no	100	100	20	90	4	4		1				10	-		no	yes	annually			2
Zambia	yes	2000	yes	2003-13	Finance	yes	law	1994	yes	11	no	100	100	100	30	5	5	0	40	50	25	25	-	0.0	11	yes	yes	quarterly	5	1	3
Zimbabwe	yes	2005	no	-	PW?	yes	law	2001	no	12	no	98	98	70	30	3	3	100	10	28	28	14	6	24.0	15	yes	yes	annually			

(1) This may be for roads alone or of a broader transport policy document
(2) Road User Charges = Fuel levy + road tolls + transit +overloading fees
(3) Total maintenance denotes all maintenance works (routine and periodic) excluding rehabilitation
(4) In preparation
(5) This is the Fuel levy actually collected (not amount legislated)

The RMF Matrix 2006 (Page 2)

Countries	Road Agency						Road Network Conditions(2)			
	Established	Date Creation	Has a Board?	Private Majority?	Use of road management system	% value of maint. work contracted out	% in good	% in bad	Primary network (km)	Total network (km)
Benin	no	-	-	-	yes	90	41	7	6,000	
Burundi	no	-	-	-	no		10	60		
Cameroon	no	-	-	-	yes	80	23	35	16,000	51,257
CAR	no	-	-	-	no	60			4,400	25,600
Chad	no	-	-	-		100	48	-		
Congo Rep.	no	-	-	-						
Cote d'Ivoire	yes	2001	yes	no	yes		20	50		
Djibouti	no(1)	-	-	-	no	80	30	10	215	1,193
Ethiopia	yes	1997	yes	no	yes	40	37	35		
Gabon	no	-	-	-						
Ghana	yes	1974	yes	no	yes		34	40		
Guinea	no	-	-	-	yes	90	22	38	8,000	15,800
Kenya	no	-	-	-	no	50	18	33	63,000	130,000
Lesotho	no	-	-	-			20	20		
Madagascar	no(1)	-	-	-	no	83	25	25	11,726	25,296
Malawi	yes	1998	yes	yes	no	100	30	35	8,000	15,500
Mali	yes	2004	yes	no	yes	90	50	20	9,400	15,000
Mozambique	yes	2003	yes	yes			55	28		
Namibia	yes	1999	yes	yes	yes	100	13	12	21,000	42,000
Niger	no	-	-	-	no		30	28	6,264	10,186
Rwanda	no(1)	-	-	-			20	40		
Tanzania	yes	1999	yes	yes	yes	90	48	17	10,300	85,000
Togo	no	-	-	-	yes	100	5	32	4,000	9,000
Zanzibar	no	-	-	-					400	1,161
Zambia	yes	2004	yes	no	yes	99	57	22	40,113	67,000
Zimbabwe	yes	2002	yes	no			50	45		
Average						83	31	30	13,921	35,285

(1) En préparation

(2) Denotes public road networks as a whole

Capacity Building

Activity in capacity building and training has been comprehensive. In addition to the traditional international courses at the University of Birmingham and ENPC in Paris through which SSATP has contributed to the training of some 70 participants from various countries in road management and financing, a new regional course for French speaking countries was set up in Ouagadougou in Burkina Faso in December together with CEFOC Institute in Burkina Faso in which 33 delegates from 7 countries participated over 2 weeks.

Training and dissemination of appropriate pavement technologies for low-volume roads have taken place in three regional workshops in Bamako, Nairobi and Accra attended by some 75 professionals from public and private sector in 11 countries, and some 100 professionals from 13 countries participated to the RED (Road Economic Decision) Model workshops.

Many more roads in SSA could be paved for the same costs if the design of pavements was better tailored to available local materials, climate and traffic conditions. The tables show how pavement at less than half the cost can have the same lifespan as asphalt pavement.

Box 8. Typical lives of various surfacing types in years

Surfacing type	Typical surfacing life
Single chip seal	3 to 6
Double chip seal	6 to 10
Otta seal + sand	8 to 10
Double Otta seal	10 to 14
Slurry seal	2 to 6
Single sand seal	2 to 4
Double sand seal	4 to 9
Asphalt	8 to 14

Dr. Paige-Green, CSIR-Built Environment 2005

Box 9. Approximate relative costs of various seals

Seal Type	Relative Cost*	
	With Prime	Without Prime
Sand	0.56	N/A
Slurry	0.85	N/A
Single Otta & Sand	1.00	0.75
Double Sand	0.90	0.70
Double Otta	1	0.90
Single Chip Seal	0.56	0.58
Double Chip Seal agg/agg	1	N/A
Single Chip + Sand seal	0.90	0.70
Cape Seal	1.20	0.60
Asphalt	2.21	0.89

* Cost of double 13.2/6.7 mm chip seal with prime is taken as unity
 N/A – the use of these seals without prime is not recommended
 agg – crushed stone aggregate

Dr. Paige-Green, CSIR-Built Environment 2005

It would, however, require that optional pavement technologies be understood and applied well. Using locally occurring materials would have large impacts on the environment by reducing the pressure on scarce and over-utilized high quality building materials in many places. Each kilometer of gravel road typically loses more than 70 cubic meters of gravel every year, and it has been estimated that about 175 million cubic meters are

“consumed” annually for gravelling purposes in the SADC region alone. Much of the gravel loss creates unhealthy and environmentally damaging dust pollution.

The Program has, together with the World Bank, developed further the former PAM model (Performance Assessment Model) into a tool called Road Network Evaluation Tools (RONET), which will fill an important gap in capturing and processing road network data into a results framework for sector monitoring and for generating road program needs. When released in July 2007, the new model will consist of two modules, the *Current Condition Assessment Module* will summarize network data like condition, utilization, asset values, and monitoring indicators, while the *Performance Assessment Model II* (PAM II) will calculate road works distribution, benefits to road users and to society, asset values, network condition and roughness, as well as the corresponding budgets for different scenarios. Four pilot countries, Ghana, Mozambique, Tanzania and Uganda, are involved in the calibration and test running of the model, and a case study report will be prepared summarizing the pilot countries' experiences with the model.

Strengthening regional associations

SSATP/RMF continued providing support to the African Road Maintenance Funds Association, ARMFA, for the implementation of the SSATP/ARMFA Partnership Work Program. ARMFA continues to grow, and has reached 26 road fund members since its establishment in 2003 (Box 15). The Association has recently joined PIARC and is expected to play a substantial role in improving the performance of road funds in SSA. SSATP has provided support to ARMFA's workshop and its General Assembly held in Accra on October 2006. The Association is making a major progress towards sustainability. A permanent Secretariat jointly funded by ARMFA and the Road Fund of Cameroun is being established and a long-term strategic plan developed.

Box 10. SSATP contribution to building capacity of regional associations in SSA

SSATP is a demand-driven transport policy program and its effectiveness depends very much on the level of involvement of its partners in identifying priority activities. SSATP provided support in 2003 for the establishment of ARMFA whose main objective is to promote second generation road funds. ARMFA provides the African Road Maintenance Funds with their own platform for consultation and knowledge sharing and includes 26 members out of the 27 active road funds in SSA. The Association is recognized as a vital partner by PIARC and IRF.



The move towards full commercialization of road management is gradual and requires technical support to sensitize country partners in order to overcome obstacles to effective implementation of road sector reforms. SSATP is increasingly engaged in supporting the development of sound road sector reforms in SSA. SSATP provides support to help build the capacity of road sector practitioners through regional associations, notably ARMFA (www.armfa.org) and the Association of Southern African National Roads Agencies, ASANRA (www.asanra.int.mw). These associations are seen as providing the most promising agents for change and knowledge sharing with regard to driving forward institutional development in the roads sub-sector in SSA.

A Memorandum of Understanding between SSATP and ASANRA has been signed and the next step is to develop a partner Work Program to strengthen the capacity of the newly established

road agencies. The association is very active and, to minimize duplication and maximize efforts in knowledge creation and sharing, a database has recently been established for all research and development projects undertaken in the region. ASANRA is also undertaking a review of the regional trunk road network, is developing a GIS-based regional road map, and is preparing guidelines for the harmonization of road condition reporting within the SADC region.

Learning and Knowledge

In addition to CD-ROMs containing legislations of road funds and road agencies, an SSATP discussion paper on performance assessment of road funds in SSA was published and disseminated at the ARMFA Annual Meeting in Accra (October 2006). The objective of the paper is to deepen the understanding of best practice in order to provide guidance to countries setting up or restructuring their road funds.

This Discussion paper was also presented at the Transport Research Board Annual Meeting at a poster session in (Washington D.C.), at SITRASS Annual Meeting (Ouagadougou) and recently at one of the learning sessions of the World Bank Transport Forum.

Workshop reports of the LVSR training have been prepared and included on a CD-ROM with the SADC Guidelines, all the presentations made, and some other relevant case studies and documentation.

The Table 8 below shows the main achievements of RMF theme for 2006.

Table 8. Summary of 2006 Achievements– Road Management and Financing (RMF)			
LTDP Output Indicators	Planned Activities 2006	Achievements 2006	Challenges and the Way Forward
Road Financing	<ul style="list-style-type: none"> - Support to Regional associations for road funds and road agencies - Support to country policy formulation and implementation on road management and road funds 	<ul style="list-style-type: none"> - New road funds established in Senegal, DRC, and Burkina Faso. New road funds under preparation in Swaziland and Uganda. - Restructuring of road funds of Gabon, Benin, Madagascar, Niger, RCA, Malawi, Zambia and Sierra Leone. - Sustainability of ARMFA on progress: ARMFA has 26 road funds as members, and is steadily moving towards a sustainable association. Permanent secretariat established in Cameroun, and a secretary is under recruitment. 	The challenge is to sustain ARMFA, support new funds that are in the pipeline to become established or undergoing changes, widening the collection base for the funds in order to reduce the funding gap for road maintenance, and to ensure clear distribution of roles between the funds and other sector institutions.
Road Management		<ul style="list-style-type: none"> - New road agencies established in Madagascar, Gambia, Uganda and Zambia - Restructuring of road agencies of Senegal, Zambia, Malawi and Sierra Leone - New road agencies under preparation in Ghana, Kenya and Swaziland. - A MoU is signed with ASANRA and SSATP/ASANRA partnership Work Program under preparation. - Technical support provided to AGEPAR by participating and presenting cutting edge knowledge in transport at their workshop 	<ul style="list-style-type: none"> -The challenge is to support new road agencies that are in the pipeline to become established or undergoing changes, to tailor the institutional design to the national context, and to ensure clear distribution of roles between management institutions and other stakeholders -At regional level, the challenge is to strengthen our partnership with ASANRA
Existence and implementation of legal instruments for institutional reform promoted by the SSATP	Collection and dissemination of good practices	A Discussion Paper on the Performance of Road Funds was published and disseminated in various national and international workshops and seminars	Produce more knowledge products on improving road management practices and performance indicators
	Capacity building and training	Contributed to the training of some 70 participants from various countries in road management and financing through international courses at the University of Birmingham and ENPC in Paris. New regional course over 2 weeks arranged in Ouagadougou, Burkina Faso together with CEFOC institute in Burkina Faso with some 33 participants from 7 countries. Training in innovative pavement technologies for low-volume roads in three regional workshops in Bamako, Nairobi and Accra with about 75 professionals from 11 countries.	To sustain RMF training in Paris and Ouagadougou and to identify training hubs for East and Southern Africa.
	Updating and disseminating RMF tools and guidelines	<ul style="list-style-type: none"> RED (Road Economic Decision Model) Train the trainers courses with about 100 professionals from 13 countries in Nairobi and Accra. Development of RNET (Road Network Evaluation Tools) continued, and Beta version ready in December for calibration and testing by four pilot countries. 	<ul style="list-style-type: none"> Create a network and forum for keeping country contacts and trainers updated and where experiences can be shared. Complete and disseminate RNET to other SSA countries, and to collect comparable country data.

Notable Achievements and impacts of the RMF theme (2004-2006)

All the RMF outputs feed directly into the LTDP logical framework output #3: sound institutional and financing strategies. In many cases, the activity arrangements require the participation of key stakeholders to clearly focus on establishing sustainable mechanisms for financing road maintenance and on improving the efficiency of road management. The notable achievements leading to meeting the LTDP goal are presented as follows.

Box 11. Summary of RMF achievement over the LTDP period (2004-2006)**Operational Second Generation Road Funds**

- Three new road funds established: Senegal, DRC, and Burkina Faso
- Eight countries restructured road funds: Gabon, Benin, Madagascar, Niger, RCA, Malawi, Zambia and Sierra Leone
- New road funds being established in Uganda and Swaziland

Autonomous Road Agencies/Authorities

- Five new road agencies established: Mali, Madagascar, Gambia, Uganda and Zambia
- Four countries restructured road agencies: Senegal, Zambia, Malawi and Sierra Leone
- New road agencies being established in Ghana, Kenya and Swaziland

Capacity Building and Training

- RMF courses run for 4 consecutive years in Paris and Birmingham benefiting over 300 participants
- African-based RMF courses launched in Nairobi and Ouagadougou benefited 70 participants
- Workshops on LVSR and RED held in Mali, Nairobi and Accra for about 175 participants
- SSATP module introduced to a transport postgraduate course at the University of Yaoundé

Strengthening Road Sector Regional Associations

- The membership of the African Road Maintenance Funds Association (ARMFA) has increased from 16 to 26 members
- ARMFA is recognized by major road sector organizations (AIPCR and IRF) and its Permanent Secretariat is being established and sustained
- Partnership entered with ASANRA and joint Work program under discussion
- Support to AGEPAR provided through knowledge sharing
- Partnership with AFRICATIP is planned

Policy Development Activities at National Level

- RMF provided direct support to enhance road sector reforms to more than 30 countries establishing or restructuring road funds and agencies

Publications

- CD-ROMs on the legislations of road funds and road agencies produced and widely disseminated
- CD-ROMs on LVSR and RED disseminated
- Two Discussion Papers on road financing and management published and widely disseminated at national and international transport events
- Development of RNET (Road Network Evaluation Tools)
- RMF-Matrix upgraded and updated
- Road management tools guide is being finalized and will be published by end of 2007

The Program since its inception has made significant progress in establishing road funds and road agencies. Some countries have reported improvement of road conditions. In many others it is not yet possible to assess the changes, and the benefits of the reforms based on empirical evidences have yet to be proved.

How many of the road funds generate sufficient funds to meet maintenance requirements? Do the road funds withstand economic shocks? How many of the road agencies are autonomous, effective and founded on good systems and procedure? Do the road agencies withstand waves from political and institutional reform? These are the questions that have yet to be answered.

APPROPRIATE TRANSPORT SERVICES (ATS)

In 2006 the ATS theme focused on i) the identification of a common set of objectives for future works ii) consolidating the outcomes of previous studies iii) review of the Rural Travel and Transport Program (RTTP) and iv) initiating the establishment of an Urban Mobility Discussion Group and the African Rural Transport Association.

Common set of objectives for Rural Transport Services and Urban Mobility

The ATS group embarked on the process of the development of the common set of objectives in a participatory way. At a workshop organized from March 23 to 25, 2006, in Addis Ababa, key stakeholders of rural transport services and urban mobility reviewed the challenges and outlined some strategic objectives to the ATS theme. The workshop was attended by transport regulators and women's groups. The participants intensively discussed the challenges related to rural and urban transport and identified practicable policy initiatives to improve linkages of poverty reduction strategies and transport services. The discussion at the workshop was based on the various studies undertaken by SSATP and other partners, which were presented at the event.

The participants decided upon the following set of common objectives:

- Enhance the effort of establishing data bases for both urban and rural transport services.
- Develop and implement appropriate policy and regulatory frameworks for rural and urban transport services so that the private sector can provide better services.
- Undertake studies on the impact of motorization in African cities, particularly with a view to the expected massive influx of low cost motorcycles; and in general on public transport services improvement.
- Promote Africa-based exchange of information.
- Establish the Urban Mobility Discussion Group and the African Rural Transport Association (ARTA) as a successor to the RTTP.

These objectives were further discussed at the Maseru SSATP Annual Meeting and fed into the formulation of the successor plan of SSATP. At the Annual Meeting, the discussion of the urban and rural transport group reaffirmed the need to focus on the above mentioned objectives.

Consolidating the outcomes of studies related to rural and urban transport

The consolidation of the outcomes of previous works by the ATS theme was begun at the March 2006 workshop, which led to developing the common set of objectives. This process was also strengthened by the rural and urban working group at the Maseru SSATP Annual Meeting that identified the main challenges so far and shed light on the way forward. The group also shared its views at the plenary session of the Annual Meeting and created better understanding of the key issues related to rural and urban transport.

The main findings of the group were:

- Freight transport costs in SSA are 3 to 5 times higher as compared to Asia and Latin America rendering agricultural production uncompetitive
- Lack of access: about 60 percent of the rural population in Sub-Saharan Africa (SSA) lives more than 2 km from an all-season access road
- Density of IMT ownership is low and due to the high cost and unavailability of motorized transport; IMTs often need to be used beyond their economic radius
- With rapid urbanization (in the next 20 years, 50 percent of SSA population will be living in cities) and motorization (growing at a rate of 8-10 percent) traffic congestion in large African cities is rapidly increasing and is now threatening further economic growth
- Regulatory capacity for urban transport is weak and virtually absent in rural areas
- Declining public transport services
- Inadequate attention to the mobility needs of the poor/women, disabled, etc
- Transport services in SSA rely on a system characterized by a weak financial base and fragile institutions with weak planning, regulatory and implementation capacity
- Affordability (transport consumes high share of household expenditures)
- Lack of capacity in urban transport planning

The Establishment of an African Rural Transport Association (ARTA)

After the phasing out of the Rural Travel and Transport Program (RTTP), the RTTP Coordinators did not have a forum to voice their rural transport issues under the Sub-Saharan Africa Transport Policy Program (SSATP). During the SSATP Annual Meeting, held in Addis Ababa on 24th September 2004, the Coordinators met and discussed how to sustain the rural transport initiatives at the country level, hence the idea of an Africa Rural Transport Association (ARTA) for Sub Saharan Africa (SSA) countries was conceived.

In response to the partners' demand for the creation of a strong driving force for advocacy and networking on Rural Transport issues, a pressure group consisting mainly of representatives from institutions responsible for rural roads management took the initiative to draft a constitution for the establishment of the African Rural Transport Association (ARTA). Finally, the endorsement of the constitution and the inauguration of the association took place at a workshop organized by SSATP on July 25, 2006, in Nairobi. The workshop was attended by 17 delegates from SSATP member countries.

The Association was created to achieve the following objectives:

- i. to foster the development, operation and maintenance of rural transportation systems in member countries
- ii. to cooperate with member countries in considering matters of mutual interest in serving Africa's rural transport needs
- iii. to develop and improve methods of administration, planning, research, design, construction, maintenance and operation of facilities to provide the efficient, safe and effective

- tive transportation of persons and goods in support of regional as well as national goals and objectives in an environmentally and economically sustainable manner
- iv. to study all problems connected with national rural transport
 - v. to advise SSATP member countries on regional rural transport policy
 - vi. to develop technical, administrative and operational appropriate standards and policies

ARTA's ownership is anchored in African institutions responsible for rural transport. However, membership is open to non-governmental organizations (international and national), civil society and other parties with an active interest in rural transport.

What value does ARTA add? And would it be sustainable? These remain the concerns of some partners and ARTA needs to prove the rationale for its existence to its constituencies.

Outcomes of the Evaluation of the Rural Travel and Transport Program (RTTP)

At the end of 2005 SSATP commissioned an evaluation of the Rural Travel and Transport Program (RTTP), former component of SSATP, to take stock of the outcomes of the program.

RTTP was launched in 1992 with the objective of assisting African countries to establish appropriate rural transport policies with an overall goal *“to better the livelihood of rural people by improving access to basic goods and services.”* The policy building process was carried out in three stages: i) Diagnostic and Analysis ii) Policy Formulation and Adoption iii) Facilitating Policy Implementation.

RTTP was in full activity until 2000, the time when funds started declining. Shown below are the program's achievements as of the end of 2000, for which comprehensive and consolidated information is provided in the evaluation report. To note: the evaluation did assess the progress until 2003 and several countries continued with RT activities after the RTTP ceased and some of the information in this section touches upon the activities undertaken after 2000.

Achievements of RTTP as of the end of 2000 (as presented in the evaluation report)

- Ethiopia and Malawi have approved strategies
- Village Travel and Transport Program (VTTP) or rural roads programs of similar nature were implemented in: Cameroon, Cote d'Ivoire, Ethiopia, Ghana, Malawi, Mozambique, Tanzania, Uganda, Zambia, Zimbabwe
- Ethiopia prepared “Source Book on Rural Transport” to guide design and implementation of rural transport projects
- IMT promotion pilot projects carried out in Guinea, Senegal, Zambia
- 15 SSATP Working papers and Technical Notes related to Rural Transport Planning, Maintenance, Labor based methods , etc. were published
- The program leveraged additional donor (World Bank) funding for specialized projects such as the Gender and Rural Transport Initiative (GRTI) that was aimed at mainstreaming gender in rural transport policies, programs and projects

Impacts of RTTP

In regards to knowledge generation, RTTP had a significant impact. The publications were often breaking new ground and exploring new fields of research.

The impact of the program on facilitation and implementation of policy at the country level was ambiguous. Out of the 19 countries that participated in RTTP, by the cessation of the program in 2003, only seven had reached stage 3. In 2006, the number of stage 3 countries increased to 10: Burkina Faso, Cote d'Ivoire, Ethiopia, Ghana, Malawi, Nigeria, Senegal, Tanzania, Uganda and Zambia. Thus, in these countries, RTTP facilitated the adoption of strategies and policies, which laid the foundation for the improvement of rural transport. In the other nine countries: Cameroon, Chad, Guinea, Kenya, Madagascar, Mali, Mozambique, South Africa and Zimbabwe, which reached stage 2 or for which sufficient information was not available, a better understanding of RTT issues, among policy makers, has been established.

Some of the RTTP countries are transforming their rural transport policies into investment programs, planning rural transport projects as big as US\$130 Million (in Nigeria).

Challenges of the Program

Factors such as slow bureaucratic procedures, political interventions, lack of champions and low implementation capacities at district level delayed progress.

RTTP was criticized as being donor driven, a top-down approach which took little account of local demands. This might be true for the countries where little progress was achieved, but the critique was not relevant for the ten countries that reached stage 3.

Sustainability

The evaluation noted that good progress was made in knowledge generation. It could be assumed that the documents have added value. RTTP's knowledge, even if the issues have yet to be mainstreamed and updated, provides the basis to sustainably promote good practices.

However, at the country level, there are serious doubts whether RTT issues have been sufficiently anchored in the regular transport policy development process. In nine of 19 RTTP countries, rural transport policies have not been officially adopted and thus the sustainability is in question. However, in the ten countries, which reached stage 3, sustainability may not be a major issue as long as the programs deliver results.

But, even in stage 3 countries, a critical mass to promote RTT issues is missing. Thus, to ensure sustainability, there is a need to continue to support RTT activities at the country level.

Overall Assessment

The relevance of RTTP is high. The low significance of the outputs is partly related to its cessation at a stage of infancy. The impacts and the sustainability in relation to knowledge generation is positive, while the results of the facilitation and implementation efforts were ambiguous, differing from county to country. The evaluation noted the need for the continuation of support to countries in stage 3, to ensure sustainability of the outcomes of the Program.

Notable achievements of the ATS theme, in 2006, are summarized in the table 9 below.

Table 9. Summary of Achievements - Appropriate Transport Services

LTDP Output Indicators	Planned Activities	Achievements 2006	Challenges and the Way Forward
Existence and implementation of legal instruments for institutional reform promoted by the SSATP	-Support the establishment of rural and urban transport associations ; Identify a common set of objectives for future works; Promote recommendations of studies on transport services -Establish Observatory of urban mobility data	- ARTA established - Common set of objectives for rural transport services and urban mobility established	Ensuring sustainability of ARTA
	Evaluation of RTTP	Final draft report produced	

The achievements and impacts of the ATS theme (2004-06)

Over the last three years of the LTDP the ATS theme focused on undertaking studies in selected areas of rural and urban transport:

- Urban mobility
- Rapid assessment of rural transport services
- Institutional, regulatory, management and financing strategies for large cities
- IMT audit
- Evaluation of RTTP

These studies were helpful in creating a better understanding of the key issues of rural and urban transport and identifying focus areas for the future. The studies were strengthened by stakeholders' consultative workshops organized by theme which resulted in adopting a common set of objectives for rural and urban transport, mainly anchored in furthering the knowledge creation efforts in regards to institutional, regulatory and financing frameworks for rural transport and public transport services provision in urban areas, and strengthening advocacy work targeting policy and decision makers in city administrations and institutions responsible for transport service regulation.

The creation of the ARTA and the inception of the establishment of the Urban Mobility Discussion Group are broadening the network of SSATP and improving country stakeholders' ownership. Moreover, the networking has increased the awareness of practitioners.

Given the importance of the rural access and the mobility of the rural and the urban poor in poverty reduction, the ATS theme has to play a central role in the policy development process. The knowledge creation process needs to lead to the identification of good practices in areas where there is a gap. And SSATP needs to reach out to policy makers and ensure that changes happen on the ground. Further, the ATS partners should set a clear time-bound target and quality standard in the priority areas and strive to achieve them.

Box 12. Notable achievements of the ATS theme over the LTDP period (2004-06)

- The African large cities institutional, regulatory and financing study provided the ground for institution and financing reform. The study identified a phased program of improvements required in urban transport systems: short term measures dealing with traffic and vehicle management; medium term measures focused on a gradual reform of informal bus sector; and long term measures aimed at institutional restructuring.
- The rural Transport Services study has delivered a methodology for rapid rural transport services assessment. The study has also identified the key issue related to rural transport services.
- The Urban Mobility study in Douala and Conakry has created better understanding on the impact of urban mobility on urban poverty.
- The review (audit) of Non-Motorized Transport in African Cities has drawn lessons from experiences in Kenya and Tanzania and identified areas of improvement. The review report was published as SSATP Working Paper No. 80.
- The Rural transport and Travel Program (RTTP) evaluation has identified the weaknesses and strengths of the program and proposed future actions.
- Establishment of an advocacy group (ARTA) to promote institutional reforms in rural transport.
- The workshops organized by the ATS group have increased awareness among rural transport and urban mobility practitioners.

REGIONAL INTEGRATION AND TRANSPORT (RIT)

2006 saw concrete results in the adoption of trade facilitation measures. Burkina Faso and Ghana started construction of one-stop border posts while others were soliciting funds or developing bilateral agreements to establish joint border posts. Some member countries have moved from sensitization on removal of physical and non physical barriers to reducing check points and modernizing custom procedure. 2006 also saw the creation of a new corridor management institution.

Further, the RIT theme continued with the development and promotion of trade facilitation initiatives: improving institutional and regulatory aspects of regional transport operations, and creating better understanding of the effect of multiple road barriers on transport costs (the strat-

egy is to establish observatories to denounce bad practices along transit corridors) in a cluster of priority transport corridors. It also promotes initiatives helping African countries to better function as a regional entity.

The RIT theme delivers on one of the outputs of LTDP, adoption of trade and transport facilitation measures, which is increasingly becoming the main thrust of SSATP.

The Regional Economic Communities Transport Coordination Committee (REC-TCC) is SSATP's arm for playing an overall coordination role for implementing regional integration and trade facilitation activities, known as the REC-TCC/SSATP action plan. The RECs are on the forefront of implementing the action plan. They deliver results through:

- engaging in policy dialogue at country and RECs level
- preparing, with countries, priority infrastructure development projects and seeking funding for regional inter-connectivity
- promoting regional conventions on the harmonization of transport regulations
- involving stakeholders in the preparation and implementation of programs and helping to build capacity through workshops and information dissemination

2006 was a turning point for the RIT theme to move from sensitization to delivery of results. With this objective the 2006 REC-TCC/SSATP action plan incorporated a package of trade facilitation activities to be implemented in three clusters of priority corridors. The action plan includes activities to be undertaken in collaboration with other donors.

The major achievements were:

The West African cluster-UEMOA and ECOWAS corridors extending from the ports of Abidjan, Tema and Lomé north to Ouagadougou, Niamey and Bamako and the Abidjan-Lagos corridor: The RECs were busy sensitizing stakeholders, operationalizing observatories and promoting the establishment of one-stop border posts.

The RECS (UEMOA and ECOWAS) concluded the year by adopting the agreement/MoU on corridor management.

In 2006, the establishment of one-stop border posts gained momentum. The one-stop border post at the Cinkasse border between Burkina Faso and Ghana, which is under construction, is the flagship of trade facilitation initiatives in the region. SSATP partners secured funding for the posts at Paga (Ghana/Burkina), Heremakono (Mali/ Burkina) and Mousalé (Senegal/ Mali).

The Government of Ghana has taken action to reduce the authorized check-points on all highways in the country. In February 2006, regional and district police commanders were directed to remove all unauthorized barriers. For example, check-points between Accra and Page, on the border of Burkina Faso, have been reduced to four.

SSATP is supporting the establishment of observatories along the Tema-Ouagadougou-Bamako and Ouagadougou-Niger corridors. The project is managed by the West African Trade Hub/USAID based in Accra under the supervision of UEMOA and ECOWAS.

Part of the cluster, the Abidjan-Lagos corridor (ALCO) is exemplary for regional interconnectivity and championing the outstanding good practice of its HIV/AIDS initiative. The Lagos-Abidjan Corridor HIV/AIDS Project (ALCO) has similarly established observatories along its corridor. ALCO presented the preliminary findings of the observatory at the Nairobi, REC-TCC meeting, in July 2006. ALCO, UEMOA, ECOWAS and WATH/USAID agreed to adopt ALCO's observatory/monitoring methodologies for the entire West Africa corridors. The commendable collaboration of ADB, EC, USAID, WB, SSATP and the RECs is an emerging good practice of partnership in trade facilitation and regional integration.

The Central African Cluster- CEMAC and ECCAS corridors extending from the Ports of Douala and Point Noire towards Bangui and Ndjamena: Identifying trade facilitation problems and sensitization of stakeholders were the main engagement of the corridor partners during the year.

SSATP supported the workshop that took place at the end of October, 2006, for the stakeholders and administrations of the three countries along the Congo River basin, to propose remedial measures to remove the impediments to the free flow of goods and persons. CICOS's initiative—improving water transport service along the Congo basin—is the only emerging initiative of river transport in Africa. Experience from this interesting initiative will help to develop river transport systems in other navigable rivers of the continent. The initiative of developing priority transport corridors is at the center of revitalizing the economy of the region. Moreover, connecting the South Eastern part of DRC to Central Africa represents a breakthrough in boosting trade within Africa. CICOS and ECCAS will need to harmonize their efforts in implementing their trade facilitation program.

The corridors in the Eastern and Southern Africa connecting a number of landlocked countries to the ports of Durban, Dar es Salaam, Mombasa, and Djibouti. These corridors also serve the South Eastern and the Eastern parts of DRC.

The establishment of the Central Corridor Transit Transport Facilitation Agency (CCTTFA), serving Tanzania, Uganda, Rwanda, Burundi and DRC, is the biggest achievement of the year. The Agency is currently supported by the African Development Bank.

This year, some corridors and border posts in this cluster have reported good progress in monitoring transit traffic performance. The Northern Corridor monitoring consultant has presented its findings at a validation workshop held in Entebbe, Uganda, March 2006. Following this, a data base for the Northern Corridor was initiated.

The Beit Bridge monitoring has produced a draft report that pinpoints the critical procedures and actors causing delays. The Federation of East and Southern Africa Transporters Association (FESARTA), which is managing the monitoring service, presented the results of the survey at the Maseru SSATP Annual Meeting. The Beit Bridge task force, leading the advocacy work to im-

prove transiting at this border post, is using the outcomes of the monitoring to sensitize the key stakeholders in both countries. The Beit Bridge monitoring work is currently being replicated at the Chirundu border post.

The other initiative at the Chirundu border post was the drafting of an agreement for the establishment of a one-stop border post. The draft bilateral agreement is financed by JICA.

The partners of the North-South corridors, COMESA, SADC, UNECA and SSATP, facilitated the establishment of the CCTTFA and the monitoring services of the Northern Corridor and the Beit Bridge. In 2006, these partners also completed the procurement process of the study on the development of guidelines for harmonized axle load control in Eastern and Southern Africa.

The REC-TCC overviewed the implementation on the RIT Work Program activities (the REC-TCC action plan). The committee held its mid-year review workshop in Nairobi, July 2006. The workshop assessed the progress of work and adopted a preliminary Work Program for 2007. Specific lessons drawn from implementation of the 2006 Work Program indicated the need for capacity building, particularly on procurement, improved communication (information flow among the RECs) and matching Work Programs with available resources. During the Nairobi workshop, the REC-TCC appointed Ms. Hélène Guissou of UEMOA as a chairperson to replace the outgoing Chairman Mr. Amos Marawa of COMESA.

Table 10. Summary of Main Achievements Regional Integration and Transport

LTDP Output Indicators	Planned Activities	Achievements 2006	Challenges and the Way Forward
Establishment of corridor management committees	Support for establishing corridor management groups: Dar es Salaam, North-South(N-S), Djibouti-Addis & Tema-ouaga-Bamako corridors	<ul style="list-style-type: none"> -CEMAC has made amendments to the existing Decision on Corridor Mgt. Committee -Northern Corridor Transit Agreement is reviewed and the amended Treaty has been adopted by NCTTCA. A time-table is set up for ratification of the Treaty -Agreement to establish Central Corridor Transit Transport facilitation Agency was signed September 02,2006 by Governments of Burundi ,DRC, Rwanda, Tanzania and Uganda with Headquarters in Dar es Salam during interim period; AfDB is will provide US\$1.8m for the running of the office for first three years -UEMOA intends to undertake study on setting up of Corridor Mgt. Committee 	<ul style="list-style-type: none"> RECs have recognized importance of capacity building/re-enforcement of RECS to enable them implement the regional transport and transit facilitation programs -RECS need to mainstream gender, road safety and accident prevention into their regional programs
Establishment of observatories	Support to observatories: Northern, Dar es Salaam, N-S, Djibouti-Addis, Point Noir- Bangui & UEMOA corridors	<ul style="list-style-type: none"> -For UEMOA corridors, activities such as identification and training of drivers has taken place, software developed, first surveys in progress with joint assistance from SSATP and USAID /WATH -ALCO observatories in progress along Lagos – Abidjan corridor -Northern Corridor first phase of observatories completed with technical assistance from SSATP and first results validated in March 2006 -CICOS is encouraged to emulate the activities and process of RMI to use the grass-root to eliminate barriers inhibiting river transportation along the Congo river -SSATP supported CICOS and CEMAC to organize a regional workshop on facilitation of river transportation in October, 2006 	<ul style="list-style-type: none"> -RECs need to press upon their countries to remove all non-physical barriers from the transit corridors -From the onset, it is necessary to establish a viable system for collection, analysis and dissemination of the corridor indicators -First phase of observatories undertaken at Beit Bridge between Zimbabwe and South Africa
Number of one-stop border posts	Support for establishment of one-stop border posts: Beit Bridge, Chirundu, Cinkanse,& Malaba	<ul style="list-style-type: none"> -UEMOA pilot joint border post at Cinkasse is being finalized -Financing has been obtained for 3 other posts at Paga (Ghana/Burkina Faso); Heremakono (Mali/Burkina Faso and Mousale (Senegal/Mali) 	<ul style="list-style-type: none"> -It is fundamentally necessary to establish legal status and MOU for the operations of joint border posts -Acquisition of equipments at the joint border posts will accelerate control -RECs need to quickly simplify and implement transit procedures and establish a guarantee mechanism to discourage dumping of transit goods along corridors
Existence of national & regional transport facilitation committees	<ul style="list-style-type: none"> -Support to REC-TCC; -National committees established as part of the corridor group 	<ul style="list-style-type: none"> -West Africa has a Regional facilitation Committee and 8 national facilitation committees in place 	<ul style="list-style-type: none"> -The committees must be effectively functional

Achievements and Impacts of the RIT theme (2004-06)

The LTDP has set a broader objective/target for the RIT stakeholders. By the end of the plan period the stakeholders are expected to be engaged in development and implementation of trade

facilitation measures. The OPR process has also identified key indicators to measure the progress towards achieving the corresponding LTDP output. The indicators are: i) existence of national & regional transport facilitation committees ii) establishment of corridor management committees iii) establishment of observatories-monitoring iv) number of one- stop border posts.

The RIT group placed its emphasis over the last three years on: i) development of methodologies for transit corridor monitoring ii) identification of appropriate legal, institutional and financing arrangement iii) crystallizing the concept of one-stop border posts and common customs procedures, iv) consultations and testing of the concepts and methodologies v) sensitization of stakeholders to create awareness and achieve buy-in. In addition, while developing the strategies and the methodologies, some effort was also exerted to deliver results. Notable achievements are presented in Box 13.

The process of developing the strategies and the initial testing has clearly shown that the process of putting in place a sustainable corridor management system is time consuming. The process requires careful design and above all it involves continuous dialogue that engages multiple institutions from all corridor states.

The next challenge that the SSATP and the REC-TCC are addressing is the development of harmonized performance indicators to benchmark corridor performance. For example, most countries have at least two options for access to the sea; defined truck turn-around time between sea ports and major cargo destinations so benchmarks will contribute to informed decision making.

Success in the adoption of trade facilitation measures and in sustaining results depends on the strength of the RECs, the corridor institutions and the national trade facilitation committee. These institutions, at the moment, are striving to strengthen their capacity, but there remains a challenge in the need to adopt the right capacity development strategy and financing.

Box 13. Achievements and impacts related to adoption of trade facilitation measures

- Establishment of the REC-TCC has improved cooperation between RECs and facilitated the replication of good practices, in particular innovative approaches to corridor performance monitoring.
- Monitoring and sensitization works on the Northern Corridor, with the intensive engagement of the key stakeholders, has helped to reduce the truck turn around time from Mombasa to Kampala from 10 to 6 days.
- Sensitization work on the removal of physical and non physical barriers is showing results, for example, the Government of Ghana has reduced the authorized check-points between the port of Tema and the border of Burkina Faso to 4, while interconnected computerized customs document management system are also been installed.
- All RECs have adopted conventions limiting road check-points are calling on all the States to remove such posts.

Corridor Management

- Central Corridor Transit Transport Facilitation Agency (5 countries, Tanzania, Uganda, Rwanda, Burundi and DRC) is established
- UEMOA and ECOWAS member States have adopted a common declaration for the establishment of corridor management groups
- Northern Corridor Treaty is updated
- Engagement of private sector in corridor management is promoted. A typical example is the Beit Bridge Taskforce, which is a PPP arrangement advocating for smooth transiting at the Beit Bridge border post.
- SSATP, with the intensive participation of the REC-TCC, has prepared a Technical Note on institutional arrangements for transport corridor management groups (the note will be published in 2007).

Monitoring (Observatory)

- SSATP partners have developed a methodology for monitoring transport performance along transit corridors. The monitoring system is participatory involving drivers, truck owners and multiple government and private institutions.
- The Northern Corridor monitoring work has delivered preliminary findings and stakeholders have validated the outcomes. Following this, a database establishment for the Northern Corridor was initiated.
- The monitoring of the Beit Bridge border post has pinpointed the critical procedures and actors causing delays. The monitoring methodologies are replicated at the Chirundu border post.
- The monitoring work on the West African corridors has been carried out with the collaboration of USAID while the Abidjan-Lagos monitoring has undertaken the first round survey.
- CICOS has made groundbreaking monitoring exercise for inland water transport and some initiatives to improve traffic flow along the Congo River have been identified.

One stop border post

- Joint border post establishment at Cinkansé is in progress while funding is secured for the posts at Paga, Heremakono and Mousalé
- The establishment of a one stop border post at Malaba (Kenya)/Uganda) is in progress
- A Chirundu draft bilateral agreement has been prepared

DISSEMINATION AND NETWORKING

One of the SSATP's strengths is its competence in disseminating transport policy knowledge and good practices. SSATP has produced several publications and disseminated them at workshops and through its website library.

SSATP is a unique network of African transport and non-transport institutions, the private sector and civil society. This network has continued to play a catalytic role in dissemination and policy dialogue. As in the previous years, the workshops and the annual meeting held in 2006 were instrumental for exchanging views on current development environment and sharing experiences among countries and RECs.

SSATP has also organized targeted workshops to share good practices and technological innovations. In 2006, the knowledge dissemination and the workshops organized by the SSATP have played an important role in building the capacity of African transport institutions and professionals.

Dissemination

Although dissemination has remained a major activity during 2006, fewer publications were issued mainly due to delays in delivery and the introduction of stricter peer review rules for quality purposes. Two discussion papers were produced under the RMF and the ATS themes:

- *Financing of Road Maintenance in Sub-Saharan Africa*, which assesses reforms and progress towards second generation road funds
- *Strengthening Urban Transport Institutions*, which presents the case study of Lagos State. The former document is also available in French and the latter will soon be published in French.

Apart from these publications, SSATP has produced several workshops and meeting proceedings which are available from the SSATP website, in addition to the yearly annual meeting proceedings and annual report.

To widen the dissemination of information on the use of innovative technologies for low volume roads, the CD-ROM shown opposite was prepared. It was distributed during the SSATP Annual Meeting and at various major events such as the World Bank Transport Forum. The

Box 14. Why Low Volume Sealed Roads?



To promote LVSR technologies three training workshops were held in 2006 in Accra, Bamako and Nairobi. The workshop reports are now captured on a CD-ROM which also presents in a nutshell the rationale of the technology as well as the most relevant documentation available on the subject, including the SADC Guideline.

SADC Guideline on low volume sealed roads, posted on the SSATP website, has attracted many readers: in 2006 the Guideline was consulted 890 times.

To facilitate access to the information and transport knowledge resources on line, some further improvements were undertaken on the SSATP's new website which was launched in late 2005. The statistics show that over 55,000 hits were registered during the year 2006.

Below is a listing of major papers published over the first three years of the LTDP.

Box 15. Major publications over the LTDP period (2004-2006)

- *A Review of International Legal Instruments for the Facilitation of Transport and Trade in Sub-Saharan Africa*, available in English and in French, with a CD-ROM, 2004
- *The Roads Economic Decision Model*, available in both English and French, with a CD-ROM, 2004
- *Training of small scale contractors for rural road maintenance in Lesotho*, 2004
- *Building Capacity in Management and Financing in the Road Sector*, also available in French, 2004
- *Construction Industry Development and the Road Sector*, also available in French, 2005
- *Poverty and Urban Mobility in Conakry and Douala*, a translation from the French, 2005
- *Non-Motorized Transport in African Cities, Lessons from Experience in Kenya and Tanzania*, 2005
- *A Study of Institutional, Financial and Regulatory Frameworks of Urban Transport in Large Cities*, 2005
- *Management and Financing of Road Transport Infrastructure in Africa*, published in English and French, 2005
- *Strengthening Urban Transport Institutions*, a Case Study of Lagos State, 2006
- *Financing of Road Maintenance in Sub-Saharan Africa, Reforms and Progress towards Second Generation Road Funds*, also available in French, 2006

Workshops

Table 11. Summary of workshops organized by SSATP

Events	When, Where and Participants	Objectives	Outcomes
1. Urban and rural transport services workshop	March 23-25, 2006, Addis Ababa; 70 participants representing transport regulators, women, and urban and rural transport professionals	Discuss studies on urban mobility and rural transport Agree on strategic direction to promote urban mobility and rural transport policies	- Common understanding of the key rural and urban mobility issues created Common set of objectives for rural transport and urban mobility adopted Basis for sharing knowledge developed
2. REC-TCC* mid-term review workshop	July 19-21, 2006, Nairobi; 27 participants representing the RECs, corridor institutions and USAID Trade Hubs	- Review WP progress - Outline WP for 2007 - Strengthen REC-TCC network	- Revised WP for 2006 & preliminary WP for 2007 - adopted a template for managing observatories - Working paper on Institutional arrangements for corridor management endorsed
3. African Rural Transport Association (ARTA)* establishment workshop	July 24 & 25, 2006, Nairobi; 25 participants representing institution responsible for rural transport from SSATP member countries	- Establish ARTA	ARTA inaugurated
4. SSATP coordinators mid year workshop	July 26&27,2006, Nairobi; 23 national coordinators participated in the workshop	- Review WP progress - Discuss country policy development plans -develop indicators for SSATP coordination	- Better understanding of country policy development plans -Indicators to measure the performance of coordination function
5. Meeting on Road Safety	September 19- 21, 2006, Addis Ababa; 52 participants representing economic communities; Road Safety partner institutions, public and parapublic sectors, the private sector, civil society and donor institutions	- Discuss preliminary results of the SSATP Road Safety survey - Exchange views on strengthening SSATP's engagement with Road safety - Exchange good practices - Discus on participatory approach for RS policy development	- Better understanding of the principles of participatory policy development approach -Plan of action for road safety in Africa - Better understanding of the implementation modalities for the "Make Roads Safe "report
6. LVSR* workshop & field trip	January 14-19, Bamako, Mali; 29 public and private sector participants from Mali, Burkina Faso and Senegal; February 24- March 1, Nairobi, Kenya; 26 public and private sector participants from Kenya, Uganda, North and South Sudan; September 27-29, Accra, Ghana; 45 public and private sec-tor participants from Ghana, Burkina Faso, Sierra Leone and Tanzania	Disseminate knowledge and promote the use of appropriate technologies in the construction of pavements and bituminous surface treatments for low-volume; roads in SSATP countries	Through field visits to inspect relevant projects and material sources, in combination with interactive workshops the participants were introduced to the concept and philosophy behind the SADC LVSR Guideline, including case studies. Participants would be aware of the potential for utilizing more appropriate technologies in the provision of low-volume sealed road applications. Participants expressed their appreciation of the initiative in holding the workshop, and expressed that they stated that they had benefited very much in terms of insight into new ways of sealing roads.
7. RNET/PAM* Work in progress workshop	September 21-22, Accra, Ghana 8 participants from Ghana, Mozambique, Tanzania, Uganda, Denmark, World Bank and SSATP	To hand-over software and introduce pilot countries to the new model for review, prepare for collection of calibration data. Discuss current stage of model preparation to get more feed-back for completing Beta-version.	Thorough review of model, identified problems and discussed adjustments in the current model design. Model changed name from RMAT to RNET. Workshop made it possible to complete Beta-version by the end of 2006 and for test-running by pilot countries early 2007.
8. RED training for the trainers	March 1 to 3, Nairobi, Kenya 37 participants from road agencies/departments, universities and other higher learning institutions from Ethiopia, Kenya, Lesotho, Malawi, Mozambique, Uganda, Zambia, Zimbabwe, Rwanda, Swaziland, and Tanzania September 18-20, Accra, Ghana 23 participants from Ghana, Nigeria and The Gambia	Train the trainers in the Road Economic Decision Model (RED) by combining participants from the roads agency/department and the respective university/higher learning institution, with the intention that they create country teams that can give training at country level, and to which training and follow-up can be provided later.	Participants got extensive introduction and hands-on computer training in RED and its advantages and limitations. Another outcome is that the Academia has been introduced to the model and will include this in their curriculums of their respective institution.
9. RED* training for consultants	September 25-26, Accra, Ghana 27 participants from Ghana, Nigeria and Zambia	Introduce the RED Model to the consulting industry	Participating consultants know how to use the RED model for project ranking and justification as required in many investment programs

The 2006 SSATP Annual Meeting, Maseru, Lesotho



The SSATP 2006 Annual Meeting was hosted by the Government of the Kingdom of Lesotho in Maseru. It was held from October 28 to November 3, 2006. Preparations for the meeting included two strategic planning meetings, one with representatives of stakeholders and Donors held in Dublin in June 2006 and the second a planning retreat held in Belgium in September 2006. A total of 291 people participated in the Annual

Meeting, including 251 delegates from 36 SSA countries. Representatives of donors from the EC, AfDB, Development Aid Ireland, DfID, SIDA and the World Bank attended the meeting. In addition, the African Union, the UNECA and a number of other African institutions and regional associations were represented.

As part of the preparatory sessions, a meeting of the *Women and Transport Group* was held on October 28 and 29, 2006. The conclusions and recommendations of the Group were subsequently considered and incorporated into the work plans of the various themes developed during the Annual Meeting.

The strategic objective of the Annual Meeting was “*How to enhance the LTDP achievements for better SSATP contribution to poverty reduction and growth in Africa.*” Stakeholders reviewed progress over the past year and chartered the way forward for SSATP beyond 2007. Critically, the Meeting took into account the findings and recommendations of the LTDP-Output to Purpose Review (OPR) and the changing infrastructure development climate, in particular, the opportunities for Africa’s infrastructure development. The OPR findings were taken into account when the work plans for the 2007 and the proposals for SSATP beyond 2007 were developed.

The meeting also raised some key challenges to be address by the SSATP:

- How to mobilize and strengthen the partnership
- How to reposition the SSATP partnerships so as to become promoters and catalysts rather than players
- How to be accountable for the results and impacts of the partnership, given the available resources
- In the face of the challenges, how to consolidate what has been achieved without dispersing efforts and expanding

It was suggested that these challenges be addressed during the preparations for the successor plan.

The overall stakeholder assessment of the Annual Meeting was that it was a great success in meeting its stated objectives.

On November 2, a Ministerial Advisory Group (MAG), composed of Ministers of Transport and Principal Secretaries of finance (or their representatives) from seven countries met in a closed session chaired by the host Minister of Public Works and Transport of Lesotho, Mr. Popane Lebesa, MP. At the conclusion of their session, the MAG produced a communiqué which was presented to the AGM on Friday November 3. Key in the communiqué was the MAG's reaffirmation of their support for the implementation of the Bamako Declaration and their vision for SSATP beyond 2007. In general, the MAG, stakeholders and the SSATP donors reaffirmed their commitment to supporting the cause of the SSATP as an instrument for policy improvements in SSA so as to enable transport to play its crucial role in poverty reduction and growth in a visible and tangible manner. Some of the key recommendations from the MAG are summarized in Box 16.

Box 16. Recommendations of the MAG

The MAG underscored the importance for the SSATP activities to be aligned with those of African Union and NEPAD. The MAG also made several recommendations, including that the SSATP should:

- strengthen its relationship with the RECs and facilitate the monitoring and evaluation of transport policies at the regional and sub-regional levels
- facilitate the development of regional and national transport programs, based on the conclusions of the Poverty Reduction and Transport Strategy Action Plans
- strengthen transport policy advice to achieve external competitiveness and promotion of intra-African trade
- contribute to the harmonization of donor programs
- promote the implementation of transport policies and strategies that recognize the importance of rural and urban access and mobility in poverty reduction
- strengthen measures that promote policies or legislation on road safety, women and transport, HIV/AIDS and environment into the future plan

The MAG also recommended that the SSATP continue working on a plan based on stakeholder demands and its comparative advantages.

PROGRAM GOVERNANCE

The governance structure of SSATP includes the Constituent Assembly, the SSATP Board and the Program Management Team (PMT). Over all strategic issues are addressed at the annual general meeting (AGM). This section also reflects on the output of the LTDP related to African based program management.

ANNUAL GENERAL MEETING (AGM)

The 2006 AGM was held on November 3, 2006, after the Maseru SSATP Annual Meeting. The AGM endorsed the 2005 report of the SSATP Board and also adopted the 2005 Annual Report. The AGM agreed to a proposal to release annual reports upon approval by the SSATP Board. The meeting provided strategic directions for 2007 and beyond and looked into admission of new members and program financing. The outcomes of the meeting are highlighted as follows:

Strategic direction

The AGM in principle agreed to the proposals of the Ministerial Advisory Group (MAG) to develop a successor LTDP that takes into account stakeholders' demands and which is focused on areas where SSATP has comparative advantages. The Communiqué of the MAG was presented to the AGM by the Honorable Minister of Public Works and Transport of the Kingdom of Lesotho, Mr. Popane Lebesa.

The AGM endorsed the framework of the 2007 Work Program (WP), proposed by thematic working groups. The framework of the WP provided the focus areas for the year and timetable for the development of the successor LTDP.

New members

The AGM endorsed the membership of Liberia, Sierra Leone and Namibia.

Program Financing

DfID-UK expressed its interest in providing new support to the SSATP. The amount would be £1.25 million over five years. DfID had funded the former Rural Travel and Transport Program (RTTP).

The EC provides funding to the LTDP, about 50 percent of the Program's cost, and would look into continuing its support favorably.

The World Bank indicated strong support for the Program and also for continuing hosting the PMT. The WB would also explore possibilities of increasing resources.

The AfDB has been an active partner in terms of the dialogue on the SSATP and it is exploring possibilities for providing financial support.

CONSTITUENT ASSEMBLY (CA)

The current active financiers of the Program that form the constituent assembly are: European Union, Sweden, Denmark, Norway, France, Ireland, UK and the World Bank.

In 2006, the CA met twice. During its first meeting, in Brussels, January 2006, in conjunction with the EC-EU transport experts meeting, the CA approved the preliminary progress report of 2005 and 2006 Work Program. The CA also endorsed the nomination of the new Board member, Mr. Kaba Diakite Hamalla, representative of the private sector and reappointed Hachim Koumare, Maryvonne Plessis-Fraissard, and John Bruce Thompson as the SSATP Board for a further 12 month period, until January 2006. During this meeting, the CA called for a high level strategic meeting to set the framework for the 2006 annual meeting and to discuss strategic directions of the successor LTDP.

The second CA meeting was held in Maseru, November 3, 2006, during the SSATP Annual Meeting. At this meeting the CA discussed on the widening of the SSATP Board and development of the successor LTDP and:

- endorsed the nomination of Ms Helene Guissou, the incoming Regional Economic Communities Transport Coordination Committee (REC-TCC) chairperson, as a member of the SSATP Board, representing the RECs.
- provided guidance on the preparation of the successor plan. The new plan should learn from the drawbacks of the current LTDP; it should be focused and coherent.
- endorsed the replacement of the representative of multilateral donors, the replacement of Maryvonne Plessis-Fraissard by Sanjivi Rajasingham.

SSATP HIGH LEVEL STRATEGY MEETING

The Program solicits advice on high level strategic issues through ad hoc advisory groups and targeted consultation forums. To strengthen the engagement of donors with SSATP and set the framework for the 2006 SSATP Annual Meeting, an SSATP high level strategy meeting was convened in Dublin, in June 2006. The meeting was held within the framework of the EU-EC transport experts meeting and attended by key African Ministers responsible for transport, senior staff from government and Regional Economic Community, representatives of SSATP donor partners, SSATP Board members and few national SSATP coordinators. To strengthen the engagement of donors with SSATP the meeting proposed:

- Engaging donors early in policy development processes
- Donors to ensure that SSATP policy products are taken into account in their development support programs and policy dialogues
- SSATP to support its member states in donor coordination and harmonization
- Supporting capacity building initiatives of member countries
- Increasing the visibility of the program at all levels, building on its ability to bring together different stakeholders
- Addressing the needs of landlocked countries and developing solutions to transport service challenges in rural and urban area

SSATP BOARD

In 2006, the SSATP Board underwent some changes. A representative of the RECs was inducted and one prominent member was replaced due to a change of responsibility. In 2006, the SSATP Board consisted of:

- Hachim Koumare, Director, UNECA, Sub-Regional Office, Yaoundé (Cameroun), representing African member states and partners, SSATP Board Chairman
- Bruce Thompson, Head of Transport Sector, Directorate General Development, European Commission, Brussels (Belgium), representing bilateral donors
- Maryvonne Plessis-Fraissard, Director, Transport and Urban Development Department, The World Bank, Washington D.C (USA), representing multilateral donors (until June 2006)
- Sanjivi Rajasingham, Sector Manager, Africa Transport Unit (AFTTR), The World Bank, Washington D.C (USA), representing multilateral donors (since June 2006)
- Hamallah Kaba Diakite, Chairman, Enterprise Network, Abidjan (Côte d'Ivoire), representing the private sector
- Héléne Guissou, Director, Land and Maritime Transport Division, UEMOA, representing the Regional Economic Communities

The SSATP Board was intensively engaged with its governance role, recruiting the new program manager, guiding the production of informative annual report for 2005, over viewing the output to purpose review and improving the effectiveness of program delivery. The main activities and achievements of the Board are as follows:

- In 2006 the Board held three physical meetings and two virtual meetings, in addition to several virtual meetings held when recruiting the new Program Manager.
- The Board encouraged donors to participate at the Dublin high level strategic meeting and the Maseru SSATP Annual Meeting.

- The Board supported the program management in the process of increasing African ownership. High level policy makers' involvement in setting strategic direction continued to be strong. The country membership of the SSATP has grown to 35.
- The Board encouraged the strengthening of collaboration between SSATP policy development activities and donor operations and the AU-NEPAD Infrastructure development initiative.
- The Board intensified its effort in mobilizing support from traditional and non-traditional donors:
 - The UK renewed its support to the Program.
 - The Islamic Development Bank announced its support by committing US\$ 268,000 to finance the PRTS reviews in five countries.
 - The African Development Bank expressed its intention to provide financial support to the Program.
- The Board also assumed an additional task by sitting on the OPR Steering Committee. The participation of the Board in the OPR was helpful in better identifying the key challenges and strategic directions for the future long term plan.
- Following its commitment to improve the reporting instruments of the Program, the Board guided the production of an informative annual report for 2005.

Box 17. Thanks to Maryvonne and welcome to Sanjivi and Hélène

After many years of dedicated service, Maryvonne Plessis-Fraissard left her position as SSATP Board Member and was replaced by Sanjivi Rajasingham, Sector Manager, Africa Transport Unit, to realign Board Membership more closely with regional responsibilities.

Ms Plessis-Fraissard made remarkable contributions during the difficult transition period. She was appreciated for her role in building trust and good working relationships among Board members. Ms Plessis-Fraissard was a true believer of the sound policies promoted by SSATP and she has tirelessly championed SSATP's principles, in her position as Sector Director, Transport and Urban Development, at all forums. The Board has expressed its sincere appreciation to Ms Plessis-Fraissard's contribution and all SSATP partners and the PMT are expressing their gratitude for her strong leadership.

Following the promotion of Ms Plessis-Fraissard in 2003, Mr. Rajasingham was appointed as a Sector Manager, Africa Transport Unit (host of SSATP) to replace her. Since then he has been over viewing the program's operational, administrative and financial performance.

Hélène Guissou was an active member of the REC-TCC, since its establishment in February 2005, until she was nominated as a chairperson of the committee in November 2006. Hélène Guissou is currently working for the UEMOA as a Director of Land and Marine Transport Division, a post that allows her to contribute to the improvement of trade and integration of West African States.

PROGRAM MANAGEMENT (PM)

The PMT has coordinated thematic activities contained in the 2006 Work Program. The PMT intensified its engagement in country and REC transport policy dialogue. The output to purpose review (OPR) was one of the major tasks of the PMT this reporting year.

The program management activities were carried out by a small, full-time team located in Washington and Africa (Nairobi and Yaoundé) with the support of The World Bank staff who dedicated part of their time. In 2006 the PMT had the following structure.

Box 18. Program management team members – 2006

<i>Full time team members (TF financed)</i>		<i>Part time team members (TF financed)</i>	
Nigel Ings	PM (until March 06)	Arnaud Desmarchelier	Indicators
Zaza Ramandimbarison	PM (starting Aug 06)	Antoine Lema	Gender
Tesfamichael Nahusenay	DPM	<i>Part time team members (Bank financed)</i>	
Charles Kunaka	Regional Coord. (East & Southern)	Gylfi Palsson	Administrator
Yao Adzigbey	Regional Coord, (West & Central)	Tekie Sium	Finance
Olav Elleveset	RMF	Knigson Apara	RMF-thematic leader
Mustapha Benmaamar	RMF	Dieter Schelling	ATS-co-thematic leader
Jonas Hermanson	Road Safety	Ajay Kumar	ATS-co-thematic leader
Monique Desthuis-Francis	Publications	George Banjo	Rural transport
Fanny Barrett	Procurement	Siele Silue	Rural transport & Gender
Mark Njore	Administration	Tawia Addo-Ashong	Road Safety
		Marc Juhel	RIT
		Jean-Francois Marteau	RIT-thematic leader

The program management team underwent several changes. The former Program Manager left upon his retirement and a new Program Manager was recruited.

2006 witnessed increased movement in terms of strengthening African-based program management. The posting of the two regional coordinators, in Nairobi and Yaoundé, has improved support to, and coordination between, countries and RECs. However, there are issues that need to be addressed to further improve the effectiveness of the Regional Coordinators. Mandate and authority of the regional coordinators require improvement: the Regional Coordinators need to have a clearly defined budget, within the annual programs; in order to support country policy dialogue, their roles and responsibilities need be fully understood by all SSATP staff.

The procurement guidelines issued in 2005 partially addressed the problem, but did not provide a lasting solution. RECs and member countries are requesting simplified, comprehensive and informative guidelines that would be used by people with varying levels of procurement exposure. New guidelines are being prepared and training on the procedure will be done to provide better understanding on their use, all of which will be given due consideration in 2007. The communication issue, which was also raised as a concern, is expected to improve in 2007 with the decentralization of responsibilities, now in progress.

THE OUTPUT TO PURPOSE REVIEW

The Output to purpose Review (OPR) was intended to assess the progress of the LTDP (2004-2007) and provide proposals for the successor plan. The review was carried out between May and December 2006 in a participatory manner, involving 23 member countries, 7 Regional Economic Communities, partner institutions and donor agencies.

The Review highlighted both the strengths and weaknesses of the Program. The overall conclusion was that the SSATP has adapted to the changing environment, is providing effective support towards developing coherent transport policies, is contributing to the development of a professional capacity and is succeeding in providing advice and knowledge to develop transport policies and strategies that deliver safe, reliable, and cost-effective transport.

The OPR commented on areas for improvement and provided strategic direction for the successor program. In regards to the areas for improvement during the completion of the LTDP, the OPR suggested, inter alia:

- continuing with the facilitation of pro-poor transport strategies development
- strengthening the regional coordinators
- completing the ongoing SSATP road management and financing initiatives impact assessment and act upon the results
- promoting strategies to improve rural access and mobility
- developing guidelines on corridor management, border posts, and corridor performance monitoring

Box 19. Thanks to Nigel!!! And welcome to Zaza

Nigel Ings, the former Program Manager, left the SSATP in March 2006 in order to retire. In his five years of dedicated service, Nigel placed the program on a solid footing by broadening the partnership and bringing together transport and non-transport actors. Nigel demonstrated strong leadership during the transition period, notably through his remarkable contributions to the promotion of the programmatic approach, to anchoring transport in poverty reduction and to increasing African-based program management. SSATP team would like to reiterate the appreciations of the program partners at the Bamako SSATP AGM concerning Nigel's contribution and wish him all the best.

Zaza Ramandimbarison was selected for the post of SSATP Program Manager through a process of international competition. Mr. Ramandimbarison joined the SSATP in mid-August 2006. He previously held the post of Deputy Prime Minister and Minister of Transport and Public Works of Madagascar.

In relation to the successor Program the OPR recommended to:

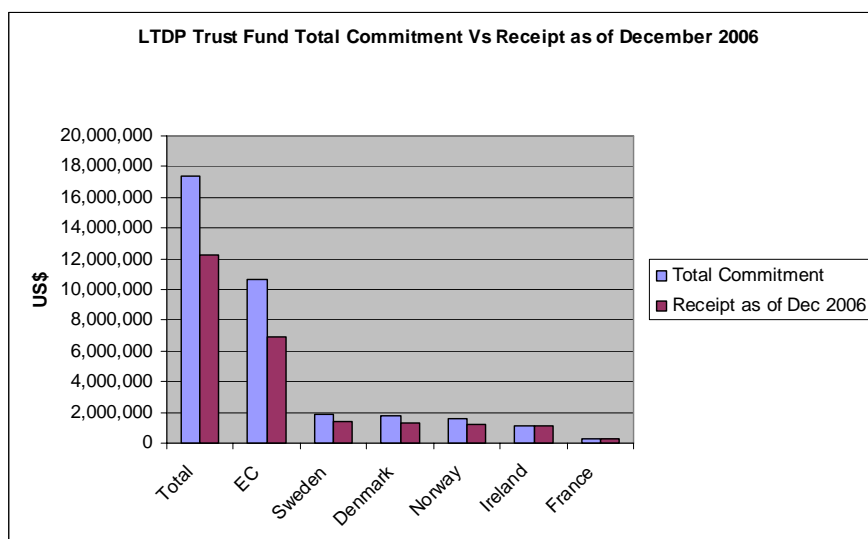
- develop a coherent long term plan, and focus on economic growth and poverty reduction, through a participatory process
- support NEPAD's objectives for bridging the Infrastructure gap
- serve as a centre of knowledge and good practices for transport policy
- intensify dialogue with government and donors on sector policies
- assess the comparative advantage of SSATP and focus on areas of potential major impact, and consider piloting policy development in a few countries
- Strengthen SSATP national coordination function

FINANCIAL REPORT

LTDP FINANCING

The overall commitment to LTDP, including pledges in 2006, is about US\$ 17 million. Cumulative trust fund receipts during the first three years of the LTDP (2004-2006) reached US\$ 12.4 million, equivalent to expected collection. All of the LTDP financiers—European Commission (the main donors), Sweden, Denmark, France and Ireland—paid their contributions as per their commitment/disbursement schedule to the Multi Donor Trust Fund (MDTF) or Stand Alone Trust Fund (IBTF). The remaining balance to commitment is expected to be disbursed in 2007. Figure 3, below, shows the LTDP commitment and disbursement as of December 2006.

Figure 3. LTDP Commitment and Disbursement



New Commitments

The UK refreshed its commitment to the program by pledging a support of GPP 1.25 million over five years, at the Maseru 2006 SSATP Annual meeting. Disbursement is expected to start in 2007 with an equivalent amount of GPP 250,000.

Islamic Development Bank has confirmed its support by committing US\$ 268,000 to finance the PRTSR process in five countries. SSATP Board and PMT have continued consultation with the Bank on future areas of cooperation.

African Development Bank is a potential financier of the SSATP. In 2003, a process to sign a MOU was initiated but it has not yet been concluded. In 2006, AfDB has shown interest in financing SSATP program activities.

In-Kind Contributions

UNECA is contributing to the program in-kind through the provision of workshop venues for events organized by the SSATP, free of charge. UNECA provides the chairman of the SSATP Board and its transport professionals are providing technical advice.

The cash equivalent of the **World Bank's** in-kind contribution in 2006 was US\$ 373,176. This money was utilized to cover World Bank's staff time and travel costs and this allowed for Bank operational staff to contribute about 118 staff weeks.

In addition to the direct financial support to the Program, both **Sweden** and **Norway** are providing much needed technical assistance to the PMT in the form of full-time specialists.

2006 RECEIPTS AND EXPENDITURES

The expenditure for the 2006 WP stands at US\$ 4.8 million (not including World Bank in-kind contribution) compared to US\$ 3.2 million in 2005, an increase of about 50 percent. The cash balance at end-2005 was US\$ 900,000 million. The 2006 WP activities were mainly financed by the receipts during the year amounting to US\$ 4.4 million. EC's contribution, equivalent to € 2.4 million provided major source of financing for 2006 WP activities. The contribution from Sweden, Denmark, Norway and Ireland were extremely important to the stabilization of funding in 2006. The following tables provide a detailed account of expenditure and trust fund receipts.

INCOME RECEIPT AND EXPENDITURE FOR 2006

Income/Receipts and Expenditure as of Dec. 31, 2006 in USD										
Item	Source	Receipt	Receipt	Disbursement	Balance as of	Receipt	Disbursement	Admin Fee*	Committed as	Cash Balance
No.		2004	2005	2005 WP	12/31/05	2006	2006		of 12/31/06	as at 12/31/06
1	MDTF		821,944	2,750,092	531,359	3,846,352	4,261,270	209,722	395,138	
1.1	EU	4,889,800				2,454,408				
1.2	Sweden	548,621	348,769			348,769				
1.3	Denmark	443,175	443,175			443,175				
1.4	Ireland	466,127	-			600,000				
2	NTF (Norway)	200,000	400,000	326,628	206,401	560,000	610,458			
3	FTF (French)	300,000	0	142,674	162,077					
	Sub Total TF	6,847,723	1,221,944	3,219,394	899,837	4,406,352	4,871,728	209,722	395,138	829,599
4	WB**	340,000	342,000	335,000		342,000	373,176			
	Grand Total	7,187,723	1,563,944	3,554,394		4,748,352	5,244,904	209,000	837,677	835,800
	**WB contribution reserved for Staff Time									
	*Admin Fees are the basic administration charges made by the World bank and set in the Trust Fund agreement									

2006 WORK PROGRAM BUDGET & EXPENDITURE

Table 12. 2006 Expenditure by Cost Element

Cost Element	ATS	IND	OPR	PGM	PMT	PUB	RIT	RMF	RS	RTS	GRAND TOTAL
Advisory Management			11,800.00				11,800.00			4,356.72	27,956.72
Agency Temporaries					18,711.20						18,711.20
Client Training Svcs					2,781.85			12,197.24			14,979.09
Consultants Contract	159,948.90			1,677.82	8,840.00		122,480.00	28,210.00		124,636.70	445,793.42
Copier Serv-UserCB						852.70					852.70
Cour/Freight - UserCB						22,469.25					22,469.25
ETT Ben TFI:TRS*					5,429.20						5,429.20
ETT Fees TFI:TRS**					18,100.60						18,100.60
Ext Participant Cost	949.25										949.25
Food Services-UserCB					1,996.00						1,996.00
Freight						48.54					48.54
General Supplies						47.59				924.92	972.51
Honorarium & Royalty										5,421.77	5,421.77
Interpretation		3,884.67		4,153.30			4,872.07				12,910.04
Lump Sum Consultant										7,624.34	7,624.34
Market Information								567.45			567.45
Miscellaneous Svc							5,280.00				5,280.00
Office Equip Purch										4,800.00	4,800.00
OH Charged to TFI***					179,351.16						179,351.16
Other Benefits to TF					431,459.31						431,459.31
Other Equip Rent		1,032.61									1,032.61
Overtime to TFI							54.88	97.20			152.09
Press Conf/Meetings	31,580.44		4,790.00	259,160.73	2,286.20		51,287.09	2,745.48	32,345.29	30,093.73	414,288.96
Printing Serv-UserCB							19,875.10				19,875.10
Representation						(55.56)					(55.56)
Salary Chg TFI:TRS	1,954.56				662,840.91						664,795.47
Short Term Consultnt	21,169.67	82,455.29	137,389.10	30,270.00	86,178.41	21,346.00	77,980.00	72,109.50	7,856.67	168,373.83	705,128.47
Short Term Temp.Fees					17,108.00	1,100.00					18,208.00
Staff Retreats				5,732.60							5,732.60
Telephone			181.20	48.03	2,778.25		31.33	94.49		270.22	3,403.52
Training External	14,971.57	13,696.26	36,233.38	32,641.86			37,968.89		4,490.67		140,002.63
Transl Serv-UserCB						45,364.99					45,364.99
Travel Airfare	67,639.54	38,403.68	137,128.01	393,469.44	386,266.91		106,771.91	61,289.10	39,137.18	14,075.24	1,244,181.01
Travel Other	2,714.01	396.21	2,636.42	9,394.77	21,789.22		9,799.59	4,740.73	60.64	6,471.73	58,003.32
Travel Subsistence	16,221.89	10,290.77	43,260.65	102,032.76	150,183.42		58,069.80	23,592.63	8,800.39	4,626.21	417,078.52
Travel/Airfare Rebate		(634.21)	(149.75)		(64,727.86)		(3,440.24)	(2,688.32)			(71,840.38)
Video Confmc-UserCB					705.00						705.00
Grand Total	317,149.83	149,325.28	373,269.01	838,581.31	1,932,077.78	111,048.61	482,955.33	202,955.50	92,690.84	371,675.41	4,871,728.90
* ETT Ben TFI: TRS= Extended Term Temporary Staff Benefit Trust Fund: Time Recording System											
** ETT Fees TFI: TRS+ Extended Term Temporary Staff Fees Trust Fund: Time Recording System											
*** OH Charges to TFI - Overhead charge to Trust Fund (Cotermious) Staff (office space, computer, etc).											
TFI is a terminology used in the SAP system., when a staff enters his/her time to charge against Trust Fund											
PGM = Program Meetings; SSATP Annual Meeting, Dublin and Brl St. Gerard AM planning meeting											

Table 13. 2006 WP Budget Estimate vs Actual Expenditure and 2004 & 2005 Expenditure

Work Program Budget & Expenditure (US\$)	RTS	RMF	ATS	RIT	PM	Total
2006 Budget Estimate	1,675,000	1,000,000	335,000	1,250,000	2,655,000	7,010,000
2006 Actual Expenditure	613,692	202,955	317,150	482,955	3,254,976	4,871,728
2005 Actual Expenditure	496,917	426,552	150,946	212,030	1,980,602	3,267,047
2004 Actual Expenditure	298,337	235,893	347,905	194,361	2,093,625	3,170,121
2004-06 Actual Expenditure	1,408,946	865,400	816,001	889,346	7,329,203	11,308,896

COUNTRY AND REGIONAL ECONOMIC COMMUNITY PAGES

This section portrays major policy development activities and notable achievements in the sector of member countries, in particular, those supporting growth and poverty reduction.

Table 14. Snapshot of Policy Development Activities and Results in 2006

Thematic activity	Activities and Results
Transport Strategies	
1.1. Poverty reduction and transport strategy reviews (PRTSR)	<ol style="list-style-type: none"> 1. Review completed in 15 countries including 5 new countries in 2006 (DRC, Kenya, Swaziland, Uganda, Zambia) 2. Lobbying for implementation of recommendations and action plan in 8 countries (Mali, Senegal, Uganda, Lesotho, Malawi, Rwanda, Swaziland and Tanzania) 3. Reviews ongoing in Burkina Faso, Cape Verde, Central African Republic and Niger 4. Burundi, Ethiopia and Benin are undertaking preparatory steps
1.2. Indicators	<ol style="list-style-type: none"> 1. Transport indicator Initiative Interim Review for 3-cycle data collection undertaken in 16 countries 2. Data collection in progress in Douala, Yaoundé, Malawi, Niger
1.3. Transport sector policy development	<ol style="list-style-type: none"> 1. Transport sector policy document completed through participatory approach in Mali, Malawi, DRC. Only Lesotho did it last year 2. Niger, Benin, Central Africa, Senegal Uganda, Tanzania, Burkina Faso & Cameroon undertaking preparatory steps to draft policy document
1.4. Transport master plan	<ol style="list-style-type: none"> 1. Malawi, DRC & Mali drafting transport investment plan or National Transport Policy implementation strategy
Road management & financing	
2.1. Management	<ol style="list-style-type: none"> 1. New road agencies established in Madagascar, Gambia, Uganda and Zambia 2. Restructuring of road agencies of Senegal, Zambia, Malawi and Sierra Leone 3. New road agencies under preparation in Ghana, Kenya and Swaziland 4. PAM & RED in preparing estimates of road maintenance requirements
2.2. Financing	<ol style="list-style-type: none"> 1. New road funds established in Senegal, DRC, and Burkina 2. Restructuring of road funds of Gabon, Benin, Madagascar, Niger, RCA, Malawi, Zambia and Sierra Leone
Transport Services	
3.1 Urban mobility	<ol style="list-style-type: none"> 1. Follow up large cities institutional, financing and normalization study (Cameroon) 2. Planning exercise to address the issues of urban mobility is underway (Swaziland) 3. Providing suitable road infrastructure, foot paths, bridges and crossings and influencing the provision of services by the private sector to routes that cut down walking distances (Tanzania)
3.2. Rural mobility	<ol style="list-style-type: none"> 1. Preparation of National Rural Transport Strategy (Côte d'Ivoire) 2. Development of rural transport services strategy (Cameroon) 3. Preparation and approval of strategy(Uganda) 4. Improvement of community access roads (Swaziland) 5. Enhancing the capacity of local governments at village, ward, and district levels to effectively coordinate rural transport infrastructure and services (Tanzania) 6. Use of IMT (bicycles, ambulances and ox-cart created in Uganda)

Thematic activity	Activities and Results
Regional transport	
4.1. Interstate corridors	1. Kenya-Uganda railways concessioning commenced March 2006 2. Setting up efficient baseline monitoring Tool in selected corridors (UEMOA Observatories established)
4.2. Transit corridors	1. NCTTA Agreement reviewed & performance monitoring database developed 2. Follow up transit corridor activities (Cameroon and Central African Republic)
Cross-cutting issues	
5.1. Gender	1. All countries mainstreaming gender into the road transport & addressing gender issues in transport through the PRTSR
5.2. Employment generation	1. Labor-based methods application in Uganda, Ghana, Zambia. Labor & Employment Act in Zambia
5.3. Road Safety	1. Road Safety units established in Senegal, Mali, Ghana, Nigeria, Burkina Faso, Benin, Togo, Uganda, Zambia & Malawi 2. An international road safety congress held in Accra in February 2007 attended by participants from 20 SSATP member countries 3. Road safety survey was undertaken in 15 countries in 2006 4. Detailed surveys and studies are ongoing in Cameroon, Uganda and Kenya
5.4. HIV/AIDS	1. HIV policies developed in 10 countries 2. HIV/AIDS Transport strategy was developed with support from ILO and NERCHA focusing on haulers along transit corridors 3. PRTSR reviews have included actions and recommendations to limit the spread
5.5. Information dissemination	1. Website created in Niger and transport bulletin printed annually in Tanzania 2. SSATP coordination Newsletter (Malawi)

ECOWAS TRANSPORT AND TRANSIT PROGRAMS AND ACTIVITIES

ECOWAS is very active in developing a Regional Road Transport & Transit Facilitation Program, which aims to facilitate movement of people, capital, goods and services and to reduce transport costs. The specific objectives of this program are to:

- Enhance the efficiency and effectiveness of the inter-state road transport
- Promote intra-regional trade and increase the competitiveness of the economies of West Africa with the world market
- Promote employment and mitigate poverty and road accidents
- Ensure systematic monitoring of bad practices on inter-State roads
- Improve regional transport system and build up a reliable information system on regional transport
- Harmonize ECOWAS programs with those of NEPAD and other RECs
- Simplify and harmonize transport/inter-state transit procedures and regulations
- Combat spread of the HIV/AIDS pandemic on inter-state roads and at borders
- Sensitize the general public, stakeholders and civil society on transport issues

Components in ECOWAS Regional Road Transport & Transit Facilitation Program:

- Road infrastructure improvements on priority corridors (Trans-Coastal, Trans-Sahelian) and interconnecting roads
- Identification of unique sites for joint/adjacent border posts. Construction of joint border posts and provision of modern equipment including weighing bridges to regulate axle load.
- Creation of observatories to monitor and audit bad practices. Member States that fail to modify behavior will enter the “Name and Shame List”
- Establishment of Corridor Management Committees, National Facilitation Committees and Regional Facilitation Committee
- Combating HIV/AIDS pandemic (ALCO: Abidjan-Lagos Corridor Organization is financed by the World Bank to work on this).
- Gender sensitization and awareness campaigns to educate all stakeholders in the road transport sector
- Establishment of Inter-State Road Transit (ISRT) Guarantee Mechanism/Convention so as to harmonize procedures, regulations and standards.

The main achievements in the implementation of this program are as follows:

1. Studies launched under Japanese Grant

- Road infrastructure improvement on priority corridors (Trans-Coastal/Trans-Sahelian) and interconnecting roads
- Interconnection of customs computer systems and electronic securitization of transit information
- Joint Border Posts: environmental, social and economic impact assessment, definition of institutional and operational arrangements
- Preparation of a regional program for axle load control on inter-State highways and harmonization of axle load regulations

Ongoing Procurement under Japanese Grant

- Security audits of four ports (Lagos, Cotonou, Lomé, Abidjan) on priority corridors (Lagos, Abidjan)

2. ECOWAS heads of States and Governments signed in January 2005 the regulatory texts on Establishment of Corridor/National/ Regional Facilitation Committees.

3. Transport Support Unit in place (EU) fund under the 9th EDF. ECOWAS and EU signed Financing Agreement, February 2006.

4. The future prospects under the ECOWAS Regional Road Transport & Transit Facilitation Program are:

- Development of Transport Policy document
- Construction of joint border posts and provision of modern equipment/facilities, weighing bridges etc.
- Improving road transport infrastructure by completing the remaining sections of the Trans-West African Highway
- Feasibility study and detailed design of road improvement program of priority corridors including:
 - Design and construction of a bridge linking the Gambia and Senegal
 - Design and construction of a the Sewa River Bridge (between Sierra Leone and Liberia)
 - Design and construction of Boke-Quebo road (the missing link between Guinea Conakry and Guinea Bissau)
- Identification of other priority community roads for improvements
- Operationalization of observatories to monitor and audit bad practices
- Harmonization of standards, regulations, specifications, documents and procedures
- Organization of Donors' roundtable on road funding
- Capacity Building and Institutional Reforms

5. In the Railways sector, ECOWAS' objective is to integrate the railway network in West Africa by carrying out a feasibility study and prioritize 17 links for private investment.

The Study Support Team and the Study Implementation Unit are in place and consultants started the study in January 2007. An investor's roundtable will be organized when study is completed.

CENTRAL AFRICAN REPUBLIC

Road Maintenance and Combating Poverty in the Central African Republic

In the landlocked Central African Republic, transport problems affecting the economy are a major concern. Consequently, the transport sector is a priority and the financial resources of the Government are heavily concentrated in it. At present, the financial share of the transport sector in terms of investment accounts for 40 to 45 percent of the CAR investment budget.

Two factors contribute to the isolation of the Central African Republic, both externally and internally: i) the distance from seaports (the nearest is in Douala, roughly 1,500 km from Bangui),

further boosting the high transport costs ii) the inadequate infrastructure, unevenly spread over a vast territory (623,000 km²) and subject to relatively brief periods of passability and generally in very poor condition (a situation that is even more dramatic for the rural road network which has received little sustained attention).

The road network of the CAR is 25,600 km, of which 15,600 km are rural roads and 10,000 km are national and regional roads. The priority road network as defined under the first Sectoral Transport Project (PST1) in 1990 was 4,000 km:

- Paved roads: 700 km;
- Dirt roads: 3,300 km.

The second Sectoral Transport Project (PST2) prepared in 2000 to preserve the gains made under PST1 could not be implemented owing to the multiple socio-political difficulties in recent years.

In view of the extreme and generalized deterioration of the national road network and the inadequacy of the resources available to the Road Maintenance Fund (US\$ 5.2 million a year), which do not enable it either to handle the ongoing maintenance of the priority road network or to attend to its gradual rehabilitation, at an estimated cost of almost US\$ 20.8 million a year, it appeared to be necessary to seek funding from development partners in order to bridge the gap.



Consequently, institutional reforms were deemed necessary, indeed urgent, in the Ministry of Equipment and Transport so as to enable it effectively to fulfill its mission as regards the privatization of road maintenance works.

To this end, financing was obtained from the European Union in 2003 under the heading of “institutional support for road maintenance.” The reform effort, spread over two (2) years, was devoted to: i) the programming of road maintenance with increased assignment of maintenance works to private enterprise ii) reaffirmation of the autonomy of the Road Maintenance Fund through private sector-inspired and more transparent management; and (iii) the introduction of private-type management at the National Procurement Office as well.

Fruits of these reforms in 2006

- A rational policy for the programming of maintenance works: i) the greatest possible amount of works assigned to private enterprise ii) promotion of small and medium-sized enterprise through the gradual elimination of works performed by the State; and (iii) decentralization of some maintenance works to local governments and rural communities: manual block signaling system on the paved and dirt network, with manual control of critical points to restore traffic flow

- A second-generation, higher-performance Road Maintenance Fund: i) board of directors with private-sector majority ii) new by-laws approved, giving it ex officio status, with more transparent, private-type management
- A procurement office reformed pursuant to new by-laws that make it a private entity with managerial autonomy and a board of directors with private-sector majority

Outlooks

- Continuation of the policy to reduce the country's internal and external isolation
- Preservation of the gains from the road maintenance reform
- Increase in the resources of the Road Maintenance Fund
- Continued promotion of SMEs through the ultimate elimination of works performed by the State
- Increase in heavily labor-intensive manual works to benefit local communities

BURKINA FASO

Burkina Faso, a Sahelian country located in West Africa, is a small (274,000 km²), land-locked nation, extending roughly 900 km east to west and 500 km north to south, with a population of over 12 million.

Given the geographical location of Burkina Faso, the transport sector, and the land transport particularly, plays a preponderant role in the national and regional economy.



Given these factors, and with a view to providing solutions suggested in the analysis of transport sector problems carried out by stakeholders in March 1997 and May 1998, in June 2000 the Government adopted a ten-year strategy for the development of the sector for the 2000-2010 period.

The overall objectives of this strategy are to support national economic growth by decreasing the internal and external isolation of the country and to contribute to poverty reduction.

This ten-year strategy for development of the sector has been accompanied by a priority investment program, the Second Sectoral Program for Transport (PST-2), which covers the entire national territory in the areas of road infrastructure and transport services through the following components:



road infrastructure ii) land and maritime transport; iii) road safety iv) rail transport v) urban transport vi) air transport vii) administration.

The cost of all the projects under PST-2 has been estimated at over US\$ 2.4 billion, financed by about twenty donors and with participation from the State Budget. The total amount of resources mobilized as of December 2006 amounted to US\$ 1.1 billion, or 44 percent of the overall cost.

BURUNDI

Important developments for the transport sector in Burundi during 2006

Policy Development Initiatives

- **Framework law on domestic road transport:** Burundi had no basic law governing road transport. In 2006, a draft law was submitted to Parliament; once promulgated, the framework law will broaden the scope of action for the development of road transport.
- **Preparation of the 2006-2010 sectoral policy in the transport sector:** This policy, which highlights the mission and actions to be taken in the transport sector for the 2006-2010 period, was adopted by the Council of Ministers on May 4, 2006.
- **Preparation of the Poverty Reduction Strategy Paper for the Ministry of Transport, Post, and Telecommunications:** This paper is an integral part of the master document (National Poverty Reduction Strategy Paper).
- **Initiation of a feasibility study on a bus terminal in Bujumbura.** Transport infrastructures and the automobile fleet are not expanding in the same proportions. This has resulted in congestion that engenders road safety risks. One solution to reducing urban congestion consists of establishing bus terminals at the departure and arrival points for vehicles providing domestic and international passenger services.
- **Monitoring the new measures taken in the context of road safety, such as mandatory:**
 - use of seatbelts
 - use of helmets by motorcycle users
 - vehicle inspection for all automotive vehicles operating in national territory
 - strengthened enforcement of driver's license issuance and driver training centers (Auto-schools)
- **Media awareness campaign on ensuring road safety:** The transport agencies, in collaboration with the media, have initiated road safety control strategies emphasizing the role of the road safety police.



Transport Infrastructure Improvement



- **Rehabilitation** of Bujumbura-Rumonge; Bujumbura-Uvira; Rugombo-Kayanza; and urban roads
- **Maintenance** and cobbling of roads in Bujumbura
- **Initiating the construction** of transnational roads with financial support from the African Development Bank: Kirundo-Gasenyei-Nyamata on the border with Rwanda and Makamba-Mugina-Kigoma on the border with Tanzania
- **Participation** in the program to build an Isaka-Bujumbura railroad via Kigali. The African Development Bank has just agreed to finance the feasibility studies

MALI

In 2006 many developments were associated with the policy for decreasing the internal and external isolation of Mali, noteworthy among which are:

Policy Development and Reforms

- Preparation of the Second Sectoral Transport Project (PST2)
- Preparation for the 10th European Development Fund (EDF)
- Completion of the PRTSR and participation in the OPR of SSATP LTDP
- Startup of activities by the Executing Agency for Road Maintenance Works (AGEROUTE), completing the institutional reforms undertaken under PST1
- Construction of a toll/weigh station at Diboli and of a toll station at Kayes; the beginning of toll collection and axle weight checking campaigns are planned for the first quarter of 2007. Continued work on implementing the Master Plan for installation of the 18 toll and/or weigh stations on the national road network
- Revitalization of the National Transport Facilitation Committee and the National Committee for Vehicle Authorization under the TRIE (*Transit Routier Inter-Etats*) system

Transport Infrastructure Development

- National Assembly ratified project financing agreements for: Kita-Saraya (ADF, WADB), urban roads in Kita, Bougouni, Gao, and Timbuktu (ABEDA), and Kayes-Diamou Bafoulabé (SFD, KFAED, IsDB, and OPEC)
- National Assembly ratified the credit agreement to finance the project on air transport security and safety in West and Central Africa, concluded with the World Bank
- The awarding of project works contracts: Bougouni-Yanfolila, Nara-Niono, and the Kita-Sékokoto section of the Kita-Saraya highway
- Launching of the bidding process for road works: Kayes-Diamou-Bafoulabé, Bougouni-Sikasso, the Sékokoto-Bafing-Falémé section of the Kita-Saraya highway, connecting roads for linking the secondary cities of Sofara, Diéli, Tominian, and Yorosso to the main road network, urban roads in Kita, Gao, Timbuktu, and Bougouni, and the Sévaré-Gao section
- Organization of the roundtable on financing paving works for the Bandiagara-Bankass-Koro-Burkina Faso border road
- Continued negotiations with the JICA on financing the Balé, Bafing, and Falémé bridges on the Kita-Saraya highway
- Conclusion of a grant agreement, about US\$ 725 million, under the Millennium Challenge Compact, two-thirds of which will be used to finance the rehabilitation of the Bamakou-Sénou Airport and the creation of an industrial zone on the property under its control

Transport Events

- Promotion and financing of infrastructure development in Africa, paper presented by the Minister of Equipment and Transport at the OECD conference in Paris in June 2006
- Organization of the sectoral consultation on the development of transport infrastructures through 2020
- Organization of road safety week in the District of Bamako and in the regional capital

SENEGAL

Vehicle fleet renewal and small scale operators' professionalization in Dakar

The urban transport reform in Senegal was launched in 1997, Dakar serving as a pilot city under the SSATP, with the objective of improving the performance of the sector. There are four pillars to the reform: i) the institutional and legal framework, which in 1997 featured the creation of the first authority for organizing urban transport in Sub-Saharan Africa, namely CETUD ii) the financial framework, with the establishment of a Fund for Urban Transport Development and a mechanism for financing the renewal of the public transport vehicle fleet iii) the comprehensive restructuring of public transport, seeking complementarities between rail, bus and iv) collective taxi networks and the development of human resources through training for public and private stakeholders and providing information to the general public.

One of the major challenges of the reform is the professionalization of small-scale operators of the collective taxi network, commonly referred to in Senegal as “*cars rapides*,” which account for a collective transport market share of more than 60 percent but have poorly functional aspects that are costly to the community.

In pursuance of this professionalization, major steps were taken in the context of the first phase of the Urban Mobility Improvement Program (2001-2007) at a cost of about € 99 million, one of the five Program components relating to the renovation of 2,500 units of the *car rapide* fleet.

The pilot operation, financed by IDA (75 percent) and the operators (25 percent), entailed ordering 505 minibuses, of which 293 have been delivered (105 in 2005 and 187 in 2006) and the remainder are due in 2007. The new vehicles are used on 17 routes on the basis of contracts between CETUD and the Economic Interest Groupings (EIG) of transport Operators.

The EIGs were created in 2001, and the 13 groupings gather together 1,357 vehicles in the effort to have more viable business entities. Accordingly, 90 operators, 575 drivers, and 500 ticket vendors received appropriate training. The training modules are:

For operators: i) Human resources management ii) Business management iii) Technical management of a public transport vehicle fleet iv) Operation of a public transport vehicle fleet and v) Accounting and financial management

For drivers: i) Economical and safe driving ii) Business relations iii) Road accident prevention and iv) First aid

For ticket vendors: i) Management of ticket offices ii) Business relations and iii) First aid.

So far, about 590 jobs have been created, but by the end of the process of renewing the 2,500 vehicle fleet of *cars rapides* in four years, no fewer than 5,400 jobs will have been created for professional drivers, ticket vendors, inspectors, regulators, etc. With the contracts for the operation of minibus routes, users are finding improved travel conditions at a lower cost (25-30 percent less) even as they save time owing to the elimination of segmented lines.

MALAWI

Transport Sector Outlook

SSATP activities in the country date back to the mid 90s when the road sector reforms were initiated in member countries and Road Management Initiative (RMI) studies were carried out in 1995. The results of the studies led to the reorganization of the then Ministry of Works and Supplies to the Ministry of Transport and Public Works to be responsible for policy direction and formation of the National Roads Authority by an act of parliament in 1997 as an implementing agency with a Road Fund, which was separated by law in 2006. The National Construction Industry Council was also established in 1996.

In 2004-05, Malawi carried out a PRTSR process initiated by the SSATP and the subsequent results have been fed into the Malawi Growth and Development Strategy (MGDS) and the revised National Transport policy. There are several programs and projects which are under implementation to support the over arching government policy. One of the main projects which the government has initiated is the Shire-Zambezi Waterway project which aims at reopening the Shire – Zambezi Waterway from an inland port of Nsanje in Southern Malawi to the Indian Ocean Port of Chinde in Mozambique, a distance of approximately 238 kilometers.

Other major on-going programs are the 9th EDF project Institutional Support for Transport Sector Bodies Program (INSTAP) which is a capacity building program funded by the European Union (EU), and a Euro38 mil Malawi Backlog Road Rehabilitation and Maintenance Program (MABARM) which will complement a just ended a USD 40 mil World Bank funded Road Maintenance and Rehabilitation project (ROMARP).



On rural roads, the Income Generating Public Works Program (IGPWORK PROGRAM) uses labor intensive activities on road rehabilitation and maintenance to increase rural income, and promotes rural self-sufficiency and food security through forestry club projects and small irrigation schemes. Infrastructure Services Project (ISP) is another project which aims at supporting four key infrastructure sectors of roads, energy, telecommunication and water in five corridors with economic potential.

The transport sector is moving towards a sector wide approach (swap) programming and the development has started with a Road Sector Program (RSP) which is underway and implementation of the RSP will commence in the 2007/08 fiscal year. This will enhance donor coordination as well as implementation of a well coordinated roads program.

LEARNING AND KNOWLEDGE SHARING

Among several knowledge development activities in the transport sector, this year's report presents an overview on the Road Safety situation in Africa and Transport Performance Monitoring.

ROAD SAFETY (RS) BASELINE SURVEY IN 20 COUNTRIES

Almost all country statistics show an increase in road crash frequency. Road safety interventions are spotty and poorly financed without coordination. The lack of buy-in from top policy makers to embark on the process of developing stand alone comprehensive road safety policy in a participatory manner creates a very difficult environment for road safety interventions. In addition, implementing existing strategies is a critical issue, which is made more pronounced by the cross-cutting nature of road safety.

During 2005 and 2006, a RS baseline survey was carried out in 20³ SSA countries to establish a road safety baseline in SSATP partner countries. The survey was also intended to identify relevant areas of intervention for SSATP's road safety theme. To facilitate the survey, a questionnaire was developed and sent to all 32 SSATP country coordinators. With the overall coordination provided by the country coordinators, the survey was carried out by local professionals. The highlights of the outcomes of the survey are presented below. A complete SSATP discussion paper will be published in 2007 as a final report covering the road safety baseline survey.

Main Findings and Recommendations

The survey revealed the existence of critical issues in all the seven areas where the survey focused, offering some explanations to why road crash statistics are still on the rise. However, it is apparent that there are two over-arching areas that form the basis for SSATP intervention i) fixing on the correct policy framework and ii) sustainable financing.

i) Correct policy framework: In general, governments are aware of the problem and have put in place various road safety policies. Many countries also have a legal and organizational framework supporting road safety interventions. For instance, a majority of the surveyed countries do have a central lead agency for road safety. However, road crashes are not decreasing, raising questions on the effectiveness of the policies and the soundness of the implementation strategies. The recommendation is for countries to seriously consider a process of reviewing existing road safety policies or developing new ones. Bearing in mind the cross cutting nature of road safety,

³ Burundi, Cameroon, Cape Verde, Central African Republic, Democratic Republic of Congo, Ivory Coast, Ethiopia, Ghana, Guinea, Kenya, Lesotho, Malawi, Mali, Mozambique, Rwanda, Swaziland, Tanzania, Togo, Uganda, and Zimbabwe.

which demands the establishment of a participatory process that engages broad and balanced representation of the principal sectors and interest groups.

ii) Sustainable Financing: Policy decisions leading to implementation are to tied to proper financing, which must be sustainable and not, as is currently the case, inadequate and/or unreliable. Road safety interventions are usually relatively inexpensive, especially when compared to the high costs that road crashes inflict on society; countries can ill afford not setting aside monies for road safety interventions. Financial requirements and effective implementation are usually known to the stakeholders and there are a number of possible solutions that suit most legal frameworks and institutional setups. Countries could map out possible ways forward, specifically designed to secure sustainable financing. The recommendation is to simultaneously address the issues of putting in place the right policy framework and establishing sustainable financing.

Another area highly relevant to member countries is enforcement, since it largely affects behavior and compliance with the basic road safety laws that already exist in most countries. Crash data as a tool for analyzing the magnitude of the problem and identifying effective interventions is another focus area. In addition, closer attention should be paid to mainstreaming road safety design features in standards and planning and setting vehicle safety standards. Another important area to be recognized is **road user education, both in driver training and advertising campaigns, as well as in training the next generation of road users through school curricula.**

About the questionnaire

The questionnaire touched on seven areas: RS policy, RS funding, RS regulation/enforcement, RS performance, RS design standards, vehicle safety standards, and road user education. It consisted mainly of yes and no questions which made it fairly quick and easy to answer.

During a SSATP RS workshop in Addis 2006, the survey and its initial findings were presented and essential feedback was collected from African RS practitioners. The main suggestions were to incorporate a number of issues into the questionnaire such as corruption in the sector; technical quality control of vehicles; assistance for accident victims; the road police; RS research and development; RS monitoring and evaluation; and RS training. As the majority of the 20 respondents had already submitted their answers, these suggestions can only be incorporated in future similar studies.

As follow-up work it was recommended that SSATP should conduct a study on indicators, which would allow the evaluation of road safety performance and to delve further into the issues of road safety standards, quality of driver training, and to conduct a study on harmonizing standards and regulations at the sub-regional level. It was, however, necessary to limit the survey to core issues.

The snapshot of the responses to the questionnaire is presented in Table 12 below.

Table 15. Summary of the Answers to the Road Safety Baseline Survey Questionnaire

Country	Policy: Is there a specific road RS policy?	Funding: Do national budget reflect RS allocation?	Regulation/Enforcement: Do basic RS laws exist?	Performance: Any national RS targets?	Design stds: Regular RS audits?	Vehicle stds: Private vehicles subject to annual checks?	Education: RS training in school?
1. Burundi	No	No	No	Yes	No	Yes	No
2. Cameroon	Yes	Yes	Yes	Yes	Yes	Yes	No
3. Cape Verde	Yes	Yes	Yes	Yes	No	Yes	Yes
4. CAR	Yes	No	Yes	Yes	No	Yes	No
5. DRC	No	Yes	N/A	No	No	Yes	No
6. Côte d'Ivoire	Yes	Yes	Yes	Yes	No	Yes	Yes
7. Ethiopia	No	Yes	No	Yes	No	Yes	Yes
8. Ghana	No	Yes	Yes	Yes	No	Yes	No
9. Guinea	No	Yes	Yes	No	No	No	No
10. Kenya	No	No	Yes	No	No	No	No
11. Lesotho	Yes	Yes	Yes	Yes	No	No	No
12. Malawi	Yes	Yes	Yes	No	No	Yes	Yes
13. Mali	Yes	Yes	Yes	Yes	No	Yes	Yes
14. Mozambique	No	Yes	Yes	No	No	No	No
15. Rwanda	Yes	Yes	Yes	Yes	No	No	No
16. Swaziland	Yes	Yes	Yes	Yes	No	Yes	No
17. Tanzania	No	No	Yes	Yes	No	Yes	Yes
18. Togo	Yes	Yes	Yes	Yes	No	Yes	No
19. Uganda	No	No	Yes	No	No	No	No
20. Zimbabwe	No	No	Yes	No	No	No	Yes

Analysis

RS policy: The governments seem aware of the RS problem and do promote it as a national issue and most countries have established RS agencies. Almost half of the countries have or are drafting a specific RS policy and a majority of them have a central lead agency responsible for RS. Apart from a few exceptions, the agencies in general do not have legal powers to set or enforce safety standards. Where RS lead agencies have been established the core stakeholders are the ministry of transport (MoT) and the Police. Others, mainly ministries of health and education, Road Fund and the private sector also have representation. In almost all countries, RS is promoted through legislation and also by publicity campaigns and enforcement.

RS funding: The funding to RS appears inadequate and unreliable. More than half of the countries' budgets allocate funds for RS mainly through MoT and Police. Half of the countries (9), permit road fund (RF) allocation towards RS. Seven countries actually allocate money from the RF, and five do so on a regular basis. Two-thirds of the countries have RS activities funded by donors and two-thirds by the private sector.

RS regulation/enforcement: The responses indicate that almost all countries have basic RS laws and enforcement in place. Nine out of ten countries have basic laws in place with the Police and/or another governmental authority enforcing the laws. All countries have vehicle-and driver standards enforced by an appointed governmental body.

RS performance: The countries, as expected, show poor RS results with vulnerable road users suffering the most; a very high percentage, on average more than 80 percent, of the fatalities are pedestrians and passengers. More than half of the countries have set national RS targets and almost all have arrangements for collecting RS data, with police and/or the RS agency being responsible for collecting the data. More than half of the countries have a central source for data. In two-thirds of the countries, either the police or the RS agencies have the responsibility for data management. In a third of the countries where RS data collection is funded through a budget line, it is the police, MoT or the RS agency which budgets for the task.

RS design standards: Half of the countries have recognized the need for RS design elements to be included in road design work. A majority of the countries include RS elements in their road sector development programs but only half of the countries with national design manuals have incorporated specific RS features into the manuals. RS audits are *not* done in 95 percent of the countries. A third of the countries have funds earmarked for RS design interventions and two-thirds apply RS according to availability of funds.

Vehicle safety standards: The governments have widely recognized the need for having vehicle standards and to perform regular check ups. In all countries, vehicle safety standards are set by either the RS agency or the MoT. Public Service Vehicles (PSV) are usually subject to annual checks, mostly based on nationally developed standards. In most countries, commercial and private vehicles are also subject to periodic (usually annual) checks. In two-thirds of the countries, motor vehicles are subject to compulsory insurance regulations.

Road user education: There appears to be great focus on driver training. Little effort has gone into the education of the most vulnerable road users such as pedestrians and passengers. Although RS training in schools is done in more than a third of the countries the teachers are rarely (20%) trained in delivering RS education. More than half of the countries carry out RS campaigns on a regular basis. The RS agencies and/or the Police are usually responsible for carrying out the campaigns and the preferred media are television, radio, and flyers. Newspapers, billboards, police, drama, and messaging services via mobile phones are also used. Driving standards are set by the police and/or MoT and/or RS agency in all countries. Theoretical and practical driver training is compulsory in nine out of ten countries. A fourth of the countries have follow up training/testing of drivers and more than a third have restrictions for novice drivers.

PRINCIPLES OF TRANSPORT DATA MANAGEMENT AND SYNOPSIS OF DATA PRODUCED AT COUNTRY LEVEL WITH THE SUPPORT OF SSATP

On the occasion of the Annual Meeting of the SSATP in Kigali in May, 2003, members requested that the SSATP take the lead in coordinating and promoting efforts to establish a common set of key transport sector performance indicators, and to assist in building capacity for the collection of required data in a sustainable manner.

In 2005, data available in each country was centralized by the SSATP with the very active support of local focal points and national coordinators. However, data on many indicators was missing, reflecting the low capacity of the countries to produce or manage data in the sector. To this day, there is little change in the transport data management system, except the few attempts to streamline the institutional framework for data production, management or dissemination.

In many SSA countries, each agency produces some data on a regular basis but more often than not, in an ad hoc manner when funds are available for a specific, usually project-related output. Very few agencies have actual databases that can be easily updated but rather a sum of electronic files (sometimes paper ones) which are not archived or even centralized properly. Almost all the existing data is not centralized and reconciled in one unique structure that could feed into a policy, program or project design process. However the data can be very easily improved with limited initial investment, mostly marginal recurrent costs, a simple and sound institutional framework and clear procedures.

Principles of Data and Indicator Selection

It is important to stress the difference between data and indicators. There is much current debate on the selection of indicators for measuring different dimensions of a given issue. These debates, although important, often overlook the most important issue: the existence of data. While some indicators do indeed require very specific, non-standard data, most of the proposed indicators make use of the same basic data using it in different combinations. In other words, as long as data are available and reliable, many different indicators can be created even after the data production, to reveal new insights. Yet, much less energy is being spent on data production and availability than on establishing indicators.

The existence of data is a prerequisite to indicator building. It is therefore critical to build a broad range of basic data over a long period of time as a core set that can be used for the three goals: sector advocacy, performance monitoring, and sector management.

According to the World Bank's *Performance Monitoring Indicators, a handbook for Task Managers* (1996), "three general principles should guide the selection of performance indicators: i) indicators must be meaningful and relevant, ii) a reliable system for collecting the requisite data must be developed in a timely fashion, and iii) the borrower's institutional capacity for using a monitoring and evaluation system—and its willingness to do so—must be taken into account."

In practical terms, this document identifies two important criteria: relevance to the basic sectoral development objectives and selectivity, as indicators chosen for monitoring purposes, should be “few and meaningful.” It also stresses that “to the extent possible, performance indicators should allow for quantitative measurement of development impact.”

In the context of a permanent and sector-wide monitoring system, relevance is an appropriate criterion as an indicator ought to carry the right information. Yet, one has to be very cautious as no single indicator can encompass enough information to summarize a sector as complex as transport with numerous sub-sectors. As a result, if selectivity is important for high level indicators, all-inclusiveness is essential for appropriate analysis and thus management of the sector.

In 1990, Paterson and Scullion in the document *Information Systems for Road Management: Draft Guidelines on System Design and Data Issues* identified four criteria to guide the selection of data.

- Relevance, defined in terms of bearing a discernible material influence on the outcome or result of the applications for which the item is commonly used.
- Reliability, important to ensure consistency of the database over time and between locations. Topicality is one of the dimensions of the reliability criterion.
- Affordability, in view of the financial and staff resources required to maintain and keep the data current.
- Appropriateness, to the current and immediately foreseeable needs and resources of the agency.⁴

Principles of Data Management

The first step in building a data set is obviously data production. We can differentiate here between two categories: data that change incrementally over time (usually inventories) and high variability data.

The first type of data is usually expensive to generate at the first instance but then is not too resource-consuming to update provided that appropriate updating procedures are in place. The second type can be more demanding as these data are less forgiving in terms of currentness. Many of them could be collected at a very low cost with appropriate procedures, while some might be more costly to produce sometimes leading to sporadic productions.

Yet, the effort should not be limited to data production. Indeed, the SSATP initiative documented that, even though some important data are missing, many do exist (even if incomplete or not up-to-date) but are difficult to access as they are scattered among many agencies that produced them or supervised their production. Moreover, these data are often hidden in hard-copy documents making them difficult to retrieve for external surveyors and more so for anyone who does not have the right contact in the right agency. It was found that most of the ministries in charge of transport have no systematic way to centralize data and much less to use them.

⁴ Upgrading to higher levels of quality, size or automation can be deferred until these become appropriate.

There are therefore two different issues to tackle: data production and data management. The first issue is rather simple to address as funds are often the only missing resource for the production of data. The establishment of a sustainable transport data management system is, on the other hand, more demanding even if relatively cheap to implement and, more so, to operate.

In designing an appropriate Transport Sector Data management System (TSDMS), the search for simplicity should be the main driver. Indeed as data production is spread over many agencies it is necessary to design a TSDMS which includes i) clear responsibilities for each function ii) simple, clear and implementable procedures to govern the flow of data iii) appropriate, resource-based methodology for data production iv) simple tools for data management v) appropriate ambition vi) flexibility and progressivity of the system. Indeed, too often, improving Data Management System leads to an overly ambitious system, which focuses too much on IT solutions while neglecting the main issues of appropriate functions and procedures. This results in overly designed and expensive IT that becomes useless as it is poorly adapted to available resources, both financial (very limited recurrent budget) and technical (very high shortage of IT skills both within and outside the government).

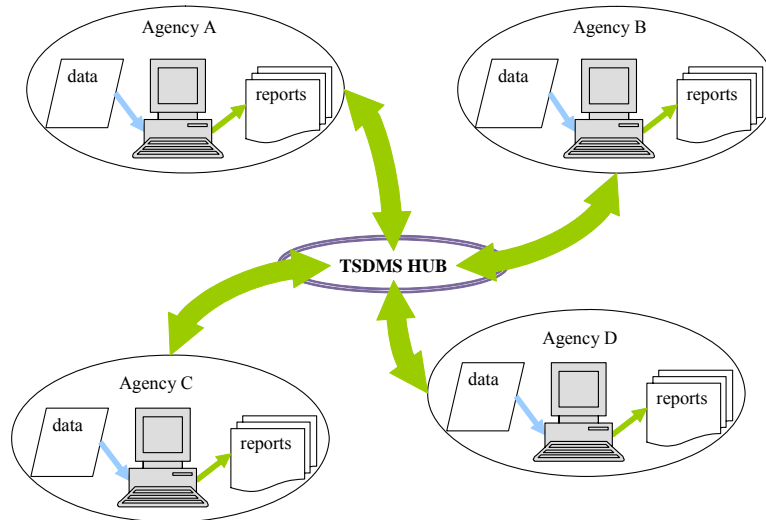
The first step in designing an appropriate institutional framework is to establish the center of the TSDMS, its “hub.” Indeed, the multiplicity of agencies that produce and use data requires at the very least some coordination to avoid data production redundancies and facilitate the exchange of information. Such a TSDMS hub would thus be the point of entry for anyone looking for data related to the transport sector. In fact, such a hub does already exist in most ministry organization charts but very often only in theory: its responsibilities may be stated but they are not clear and very often they are not supported by clear procedures and operational setups.

Data exchange facilitation may be done quite simply through simple switching operations, receiving requests from agencies and the resulting data from other agencies whether they are in the transport sector or outside.

However, such a hub may be given other functions beyond this minimal simple facilitation of data exchange between all involved agencies. The first and obvious function could be data storage. This function includes not only archiving of data but also, and more importantly, the formatting of data. Indeed, it has been observed through the SSATP initiative that even if data can be collated, as they do exist, their interpretation is often difficult. The metadata that describe the data itself (such as year of production, source or methodology) are often lost as they are not even recorded at the time of data production. In this context, the hub would need to ensure that all data are documented with appropriate metadata, thus taking over some quality control responsibilities. Should this storage function be assigned to the hub, it would greatly enhance its capacity to ease the exchange of data as it would receive all the sector-related data and make them available to all on a real time basis with quality data.⁵

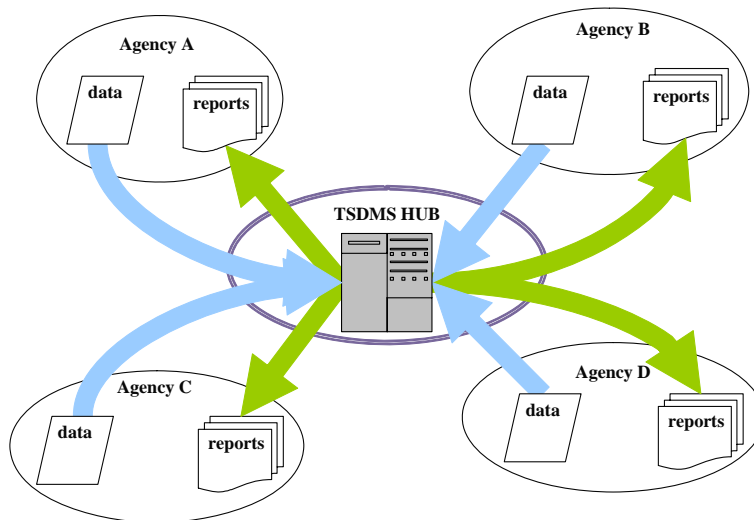
⁵ It must be recognized, however, that reliability might not be guaranteed as it depends on the quality of production.

Figure 4. A Schematic Decentralized TSDMS



Data storage would allow the easy addition of a second function, which is data dissemination. Indeed, the SSATP initiative faces the same great difficulty as any external entity looking for transport-related data, to access them, as they are spread over many agencies with no data dissemination policy and tools. As a hub already centralizes all transport-related data from all involved agencies to make them available to the same agencies, adding the responsibility of facilitating their access to the public at large can be done at very low marginal cost for the hub while allowing major resource savings in each agency.

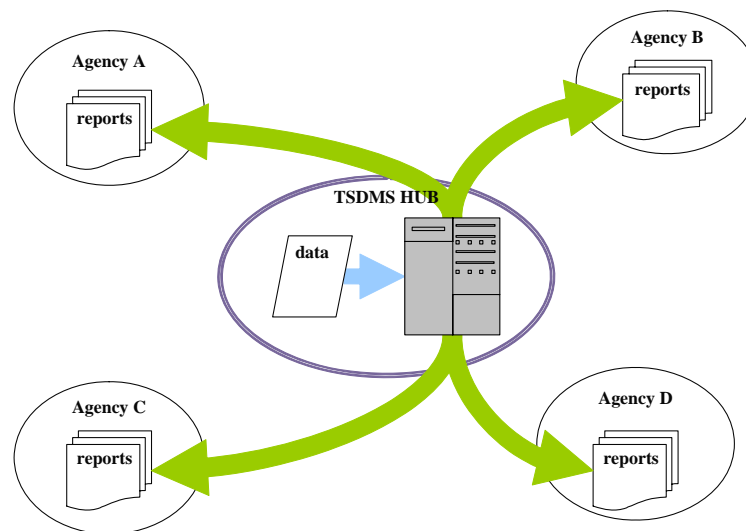
Figure 5. A Schematic « Mixed » TSDMS



A last and more controversial function to be transferred to such a hub is the data production itself. By nature, each agency does produce the data it deems necessary for its own operations,

provided it has the resources. Yet, it also needs data that can or should be produced elsewhere. Some specific surveys are too expensive to be included in any single agency budget. It might make sense then to centralize the production of such data in the hub and then extend this approach to all data. Yet, doing so is not straightforward. Indeed, as explained above, some data are the results of daily operations of the agencies and their production therefore cannot be transferred to other agencies. Other data are better produced by the agencies themselves as they have the know-how and the human and technical resources necessary for the collection of data in the field. It is therefore more realistic to limit the responsibility of data production to the hub, as well as surveys, which can significantly benefit from joint surveys, such as household surveys.

Figure 6. A Schematic Centralized TSDMS



Synopsis of the Transport Data Produced during the 1st and 2nd Cycle

By the end of February 2005, 16 countries⁶ had produced data out of the 21 then involved.⁷ All the data have been compiled in a spreadsheet.

Overall, the first cycle represented a positive first step: many countries started the process and momentum was created through basic networking among agencies. However, the gaps in data were disturbing even when consultants were used to work with agencies. From this first round, it became obvious that substantial effort is needed in all countries to implement a simple, inexpensive and thus sustainable transport data management institutional framework. In the same manner, data quality also needs to improve over time if one is to use them successfully as the basis of policy decision making.

⁶ Burkina Faso, Burundi, Cameroun, DRC, Ethiopia, Gabon, Gambia, Ghana, Guinea, Mali, Mozambique, Niger, Rwanda, Senegal, Tanzania, Uganda

⁷ Cote d'Ivoire, Kenya, Lesotho, Malawi, and Zambia are in addition to the respondents.

In the second cycle, at the end of July 2006, 15 countries⁸ had produced data out of the 21 involved.⁹ The number of countries having collected and sent data decreased from 16 during the first cycle to 15 this year. This decrease was further compounded by the fact that some of the data-producing countries were newcomers. Yet, this second cycle showed some improvements over the first cycle in terms of data formatting and overall quality, as well as comprehensiveness.

High Level Indicators

These indicators summarize the situation of transport through four focus areas, which are deemed crucial for poverty alleviation and growth: Road Network Management, Rural Accessibility, Urban Transport Effectiveness, Corridor Effectiveness. These indicators were difficult to produce as they are based on data that are not readily available. Many of these data will require serious commitment to be created.

Road network management: Although they do exist, data on road networks usually face two problems. First, they are not exhaustive in that they often lack the knowledge of the low level network (i.e. rural roads) and/or the conditions of the network is usually unknown. This lack of knowledge is problematic since it affects all the rural poor who depend on this tertiary network for their day-to-day survival.

The second issue is related to the road condition: even though this is known at least for the main network, comprehensive and detailed information about the methodology for classifying good, fair and poor conditions is unavailable. This limits somewhat the possibilities of comparison between countries. More importantly, it casts some doubts about the objective measurement of such conditions by the various agencies.

The indicator aimed at measuring the “appropriateness” of road investments failed to receive the necessary information. The absence of detailed data on traffic prevents a useful analysis of the few figures that were received.

Rural Accessibility Index: Although this index is now becoming increasingly accepted as a valid indicator to measure the impact of road transport on the rural poor, it is still not readily available in most countries. Indeed, the prerequisites are numerous: detailed knowledge of the location of the road network as well as of its condition, the location of the rural population, and the possibility of cross-referencing these two sets of data. These did not seem to exist in participating countries and the few figures received are estimates resulting from various methodologies, Guinea being the only country which attempted to measure it through sampling with some resources from the SSATP initiative.

⁸ Burkina Faso, Cameroun, Cote d'Ivoire, Ethiopia, Gambia, Ghana, Guinea, Lesotho, Malawi, Niger, Rwanda, Senegal, Tanzania, Uganda, Zambia

⁹ Burundi, DRC, Gabon Kenya, Mali, and Swaziland are in addition to the respondents.

Urban transport efficiency: The measure of the speed of travel to work promoted as a means to measure urban transport effectiveness has proven difficult to build for both cycles and the few estimations received lack adequate statistical validity.

Corridor effectiveness: Interesting data, assessing both the cost and time required to transport an imported container to its final destination from onboard a ship have been collected. Yet, too often this indicator was not well understood, for many non-landlocked countries sent data concerning movements from the port as an origin to a destination, usually in another country. Yet, this indicator aims at measuring the performance of corridors from the perspective of the recipient (i.e. consumer), to assess how its economy might be penalized by inadequate corridor efficiency.

Secondary Indicators

It has been observed that among secondary indicators, inventory data are generally relatively accessible. For instance, figures related to road infrastructures and vehicles are usually well-known, including for the urban sub-sector, which can reveal very interesting information on seat provisions in the main cities.

For both cycles, data on rail, maritime and air transport sub-sectors were, by and large, very good. On the other hand, high-variability data raised numerous problems. Indeed, by nature they require a working data management system to be kept up to date. For instance, financial data were difficult to obtain and often incomplete, since such data should come from various sources on a regular basis and data channels are not established.

Statistics on traffic are not widely available either, but due to their deficient production. In addition, the few traffic data available are not very useful for comparison between countries since they are not standardized.

Data on road safety are also few with no documentation on the methodology to capture accidents and fatalities. Those figures are therefore likely to be underestimated.

During both cycles, obtaining figures on urban transport was globally difficult even though some information on the road infrastructures as well as the supply of public transport seats have been collected. The urban transport sub-sector will require major changes in its setting to be useful.

Presentation of the First Results for the High Level Indicators

The diagrams below present results for the high level indicators computed from data collated during the first two cycles. It shows how useful they can be for analysis. It also shows the difficulties in obtaining understandable data. Indeed, the diagrams present all data as they were received. Some of those data are obviously incorrect either because of their absolute value or because of the changes between cycle 1 and 2.

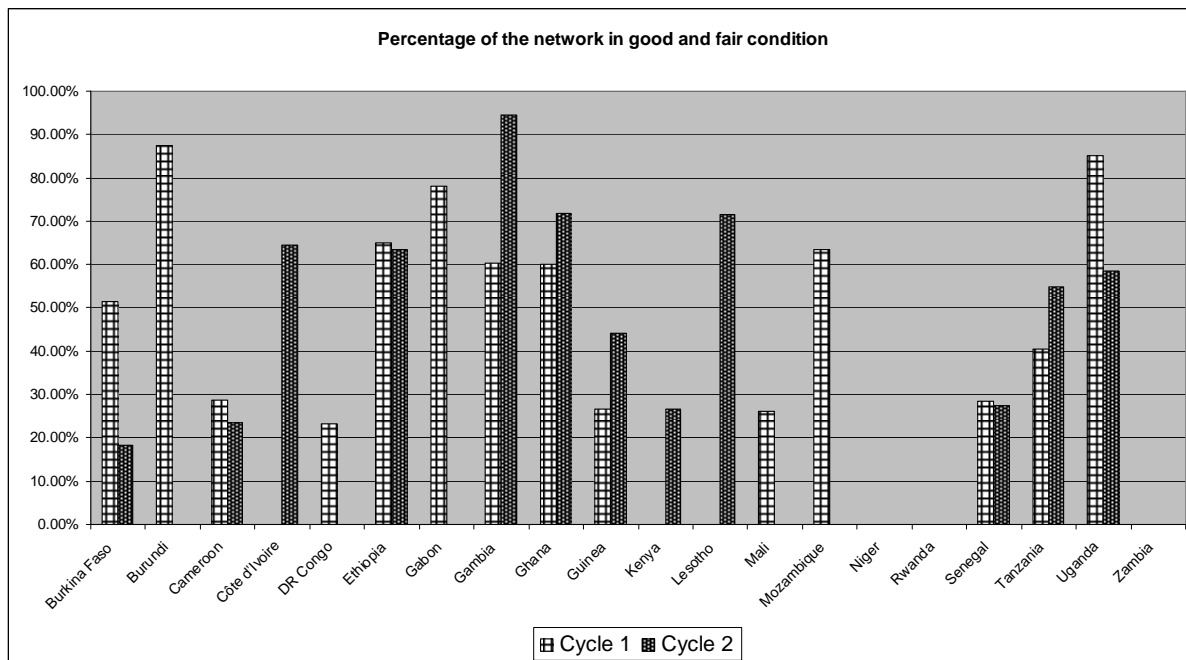
Road Network Management

The **Road Condition** indicator is a very common one and it is not surprising that only two countries failed to report the information. The caveat is that no definition for “good” and “fair” was received with the data and it may differ from country to country, thus making comparisons difficult.

Provided that the data are reliable, the chart below allows useful comparison between countries and indicates those that are performing relatively well and those which need some improvement.

Some countries saw dramatic changes from cycle 1 to cycle 2. Such changes are most likely to be governed by changes in the methodology for computation, in other words, the network used for the computation (for instance, including or excluding the non-classified network).

Figure 7. Road Condition: Percentage of roads in good and fair condition

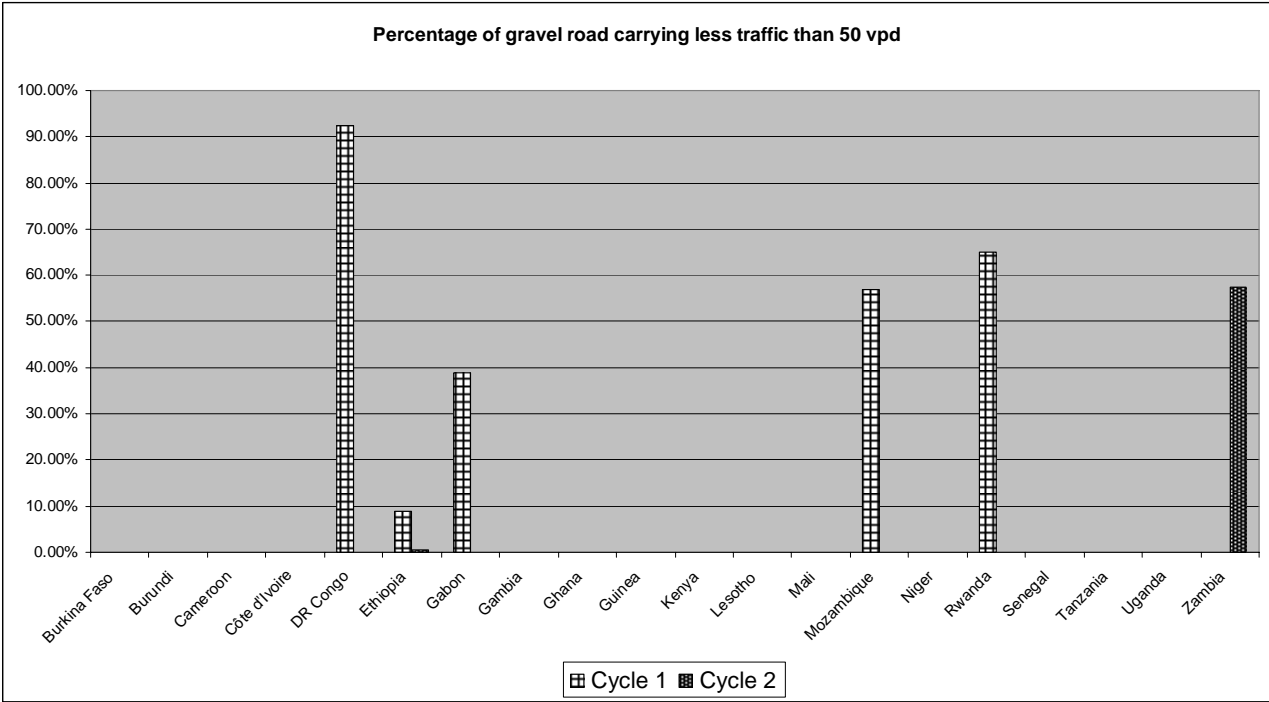
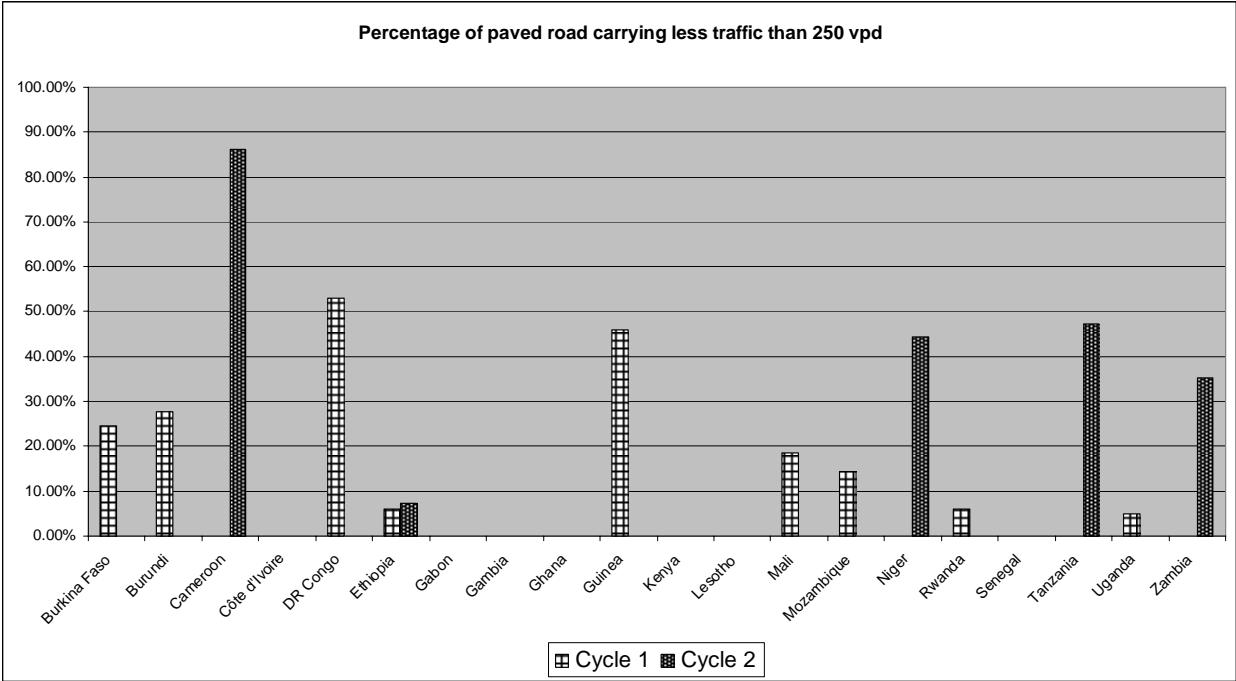


The **Network Standard Appropriateness** indicator aims at picturing the “relevance” of the investment in road infrastructures by relating the type of road with the traffic it supports. It is estimated that *in general* a road should not be paved if it carries less than 250 vpd and that no gravel road should carry less than 50 vpd. For such an indicator to be usable, traffic should be monitored on a regular basis on all (or at least a significant part) of the network. As could be expected, there are more data available for the paved network than for the gravel roads.

It appears that few countries have roads whose technical specs are unrelated to the supported traffic. Yet, thresholds of acceptable percentages should be agreed on in order to better orient

the policy decisions. The gaps in available data show the extent to which levels of traffic on the network remains little-known.

Figure 8. Network Standard Appropriateness



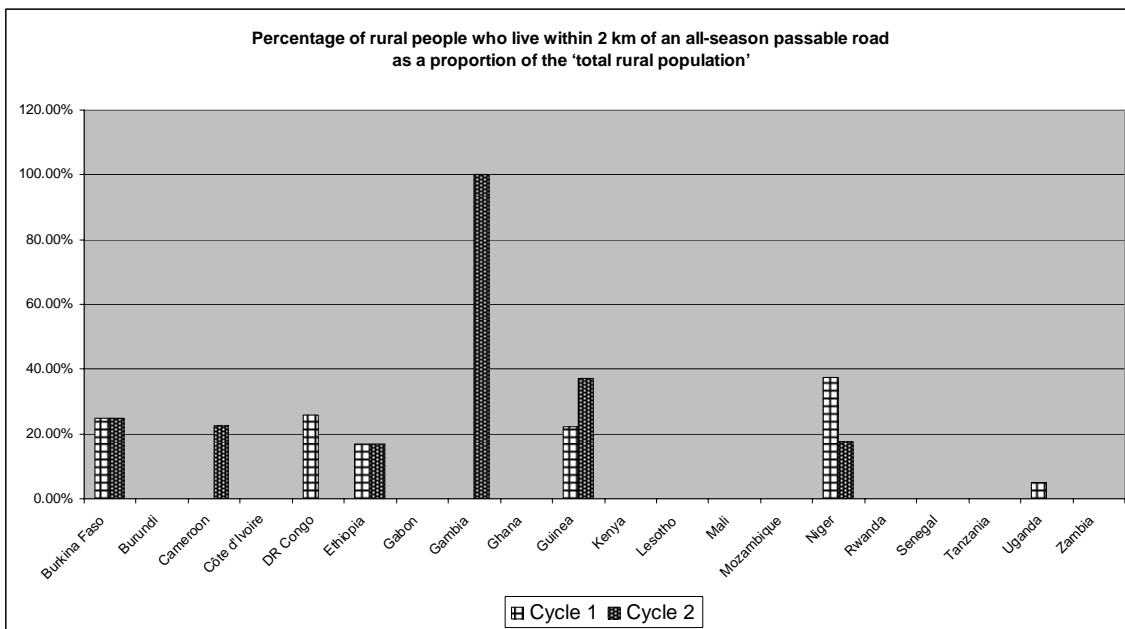
Rural Accessibility

This high level indicator has only been recently adopted by the IDA. This explains why only a limited number of countries sent relevant data, usually extrapolated from previous studies or from some sampling. This indicator will require serious investment to become readily available everywhere and to allow for useful comparison.

The two countries with figures that differed over the two cycles changed their methodology for computation (different network in Niger, different sampling for Guinea). Indeed, such great difference from one cycle/year to another is impossible and cannot be explained but by such changes.

The diagram below shows that the figures are very similar to each other (with the surprising exceptions of Niger and Uganda for exactly opposite reasons). Yet, they depart significantly from previously computed indexes mainly extrapolated from household surveys. Indeed those averaged to 43 % for low-income countries, 64 % for IDA-eligible countries and 94 % for middle income countries. Further field data collection along with precise and stable methodology will be needed to get a better sense of the reality. Indeed, the first batch of figures shows major discrepancies between methodologies, and household surveys seem to systematically be better than “hard” measures of geographic locations of the road network and the rural population.

Figure 9. Rural Access Index



Urban Transport Effectiveness

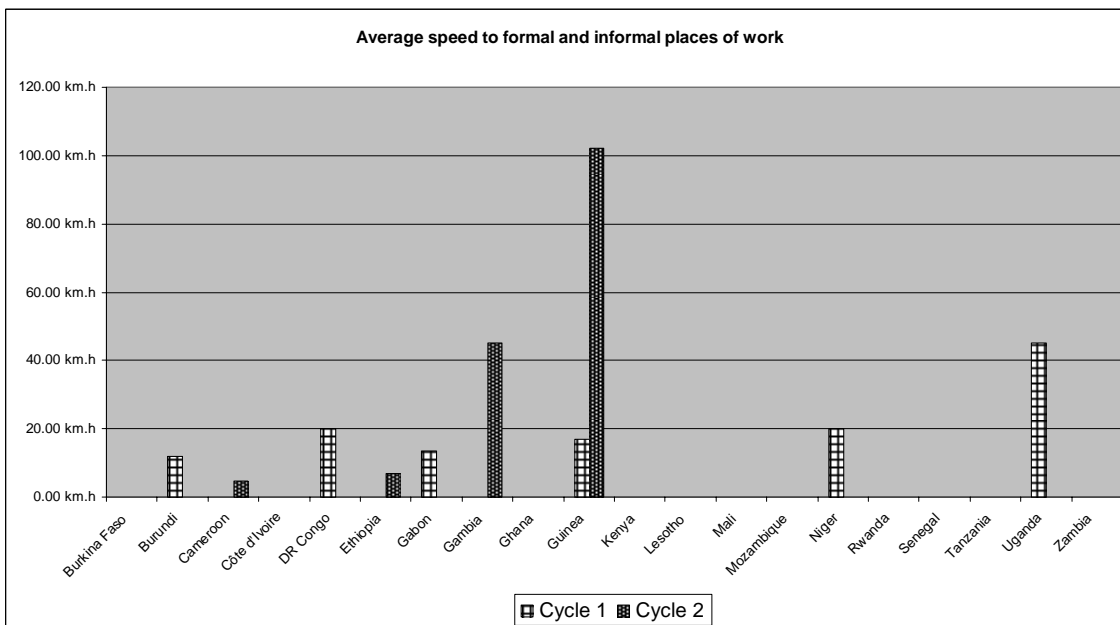
This indicator is original. It has been criticized for being dependent on many variables, making it difficult to measure. Yet, some countries produced figures, sometimes based on the consultant’s estimate of average speed to work. Although perhaps not very accurate, surprisingly they

come in comparable range, similar to those originating from household surveys, as can be seen in the diagram below (with the obvious exception of the Guinea outlier.)

This indicator suffers from the urban “syndrome” by which urban transport data collection is labor intensive making them difficult to obtain. This indicator is based on household surveys (as well as other methodologies in this initiative).

To improve the number and quality of data for this indicator in the coming cycles, some preparatory work should be done at the country level to ascertain inclusion of the relevant questions in future household surveys.

Figure 10. Urban Transport Effectiveness Index



Corridor Effectiveness

The two Corridor Effectiveness indicators aim at summarizing the operation of corridors used by each country. Such data should be relatively easy to collect in countries which contain both ends of the corridors (coastal countries) but more difficult for countries being only on the receiving side (in other words, landlocked countries.) There have been some misunderstandings about how this indicator should be computed, thus generating unlikely results such as for the second cycle in Cameroon.

Although already very useful in its current state, this indicator will require some adjustments to be used for assessing the extent to which corridors do impact on landlocked countries.

Reading the data from all countries presented in the diagram below produces the surprising result that some of the cheapest and swiftest transport takes place in countries that are landlocked.

Provided that the data are reliable, this might be explained by the capacity of some landlocked countries to create competition between ports and corridors.

Figure 11. Average Cost and Lead Time from Onboard to Economic Capital City for an Imported TEU

