



Sub-Saharan Africa Transport Policy Program
The World Bank and Economic Commission for Africa



SSATP Working Paper No. 76

SSATP

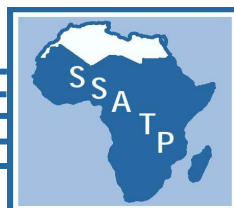
2003 Annual Meeting



May 24-28, 2003
Kigali, Rwanda

Africa Region
The World Bank

July 2003



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ACRONYMS

AfDB	African Development Bank
CEMAC	Communauté économique et monétaire de l'Afrique centrale
COMESA	Common Market for Eastern and Southern Africa
DANIDA	Danish International Development Agency
DFID	Department for International Development (UK)
EAC	East African Community
EC	European Commission
ECOWAS	Economic Community of West African States
EU	European Union
FESARTA	Federation of Southern African Road Transport Associations
IFRTD	International Forum for Rural Transport and Development
ILO	International Labor Office
IMT	Intermediate means of transport
MDG	Millennium Development Goals
NCTTCA	Northern Corridor Transit Transport Coordination Authority
NEPAD	New Partnership for Africa's Development
NMT	Non-motorized transport
NORAD	Norwegian Agency for Development Cooperation
OCMI	Overloading Control Management Initiative
PAM	Performance Assessment Model
PMAESA	Port Management Association of Eastern and Southern Africa
REC	Regional Economic Community
RED	Road Economic Decision Model
RMI	Road Management Initiative (SSATP component)
RR	Railways Restructuring (SSATP component)
RTTP	Rural Travel and Transport Program (SSATP component)
SADC	Southern African Development Community
SATCC	Southern Africa Transport and Communications Commission
SDI	Spatial Development Initiative
SIDA	Swedish International Development Agency
SME	Small and Medium Enterprise
SRO	Sub-Regional Organization
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
T&T	Trade and Transport (SSATP component)
UEMOA	Union économique et monétaire ouest africaine
UM	Urban Mobility (SSATP component)
UNECA	United Nations Economic Commission for Africa
USAID	United States Agency for International Development
WB	World Bank

EXECUTIVE SUMMARY

In May 2003 the SSATP came to Rwanda. In the august setting of the National Assembly, the Sub-Saharan Africa Transport Program (SSATP) held its 2003 Annual Meeting of stakeholders. Set atop one of Rwanda's thousand hills, and still bearing the scars from the war that ended in 1994, the Assembly was an impressive setting for the Meeting. The Government of Rwanda's generous offer to host the 2003 event was rewarded by the largest ever participation at an SSATP Annual Meeting. Present were 252 people from 38 SSA countries and 51 public, private, regional and international organizations, as well as 9 multilateral and bilateral donors.

Rwanda's determination to overcome its difficulties as a landlocked country with a high level of poverty was also an appropriate backdrop to one of the dominant themes of the Meeting: transport's role in reducing poverty and in supporting growth through regional integration. The Annual Meeting also coincided with a national referendum on Rwanda's new Constitution, marking the end of the country's transition period from war to full peacetime conditions.

Moving towards SSATP's strategic objective, launch of long-term development plan

The Meeting was an important step in moving towards SSATP's long-term strategic objective - the development of transport sector policies and strategies that contribute fully to national poverty reduction objectives and to the promotion of regional economic integration. SSATP's Long-Term Development Plan (LTDP) was launched at the Meeting, and provided the framework for the presentations and discussions.

The SSATP "event" actually consisted of seven days of intense activities, May 24th – May 30th. Two days of meetings wrapping up weeks and months of preparatory work laid the foundation for the main three-day stakeholders' meeting, followed by a day of visits, and finally the Annual General Meeting and a meeting of the Constituent Assembly. Additionally, the SSATP Board held an important meeting in preparation for delivering its report to the AGM. This report deals mainly with the three days of the stakeholders' meeting, but it is important to remember the wider context of consultations and interactions within which it took place.

During the three packed days of the main stakeholders' meeting, participants explored a range of issues identified as priorities for SSATP's future work. The main output of the meeting was the framework for the 2004 Work Program and identification of future priorities, based on the expressed demands of transport sector actors in sub-Saharan Africa. The sequence of plenary presentations and breakout work, followed by synthesis and feedback of the results, enabled delegates to explore key issues, select priorities and identify the actions for consideration in the 2004 Work Program, and beyond.

The results of the stakeholders meeting were fully consistent with the strategic direction the program expects to take in 2004 and beyond. The twin pillars of the LTDP strategy — social development and pro-poor growth promoted by transport's contribution to regional integration and national poverty reduction goals — set the framework for three dominant thematic areas which emerged from stakeholders deliberations:

- Transport corridor management and performance;
- Road management and finance; and
- Rural and urban transport services.

Into these are woven priority cross-cutting themes of HIV/AIDS, environmental impact management, gender equity, safety and security, and micro enterprises.

The program approach in action

The 2003 Annual Meeting was also an expression of SSATP's accelerating move towards a program approach, providing a more coherent response — both organizationally and in action — to the demand for integrated transport sector strategies. Organizationally, this was exemplified prior to the meeting, by joint preparatory meetings of the Road Management Initiative (RMI) and the Rural Travel and Transport Program (RTTP) as well as the coordinated planning of thematic working sessions by RMI, RTTP and the Urban Mobility (UM) components.

Preparatory work for the 2003 meeting on poverty reduction, regional integration and transport also reflected the increasing alignment between the organization and character of SSATP actions and the policy challenges — at regional and national levels — facing the transport sector in sub-Saharan Africa.

The outputs of the meeting clearly reflect the emerging program approach. The proposed actions on Roads Financing and on Affordable Transport Services are a good illustration. The specific characteristics of urban and rural transport will be addressed, but within an integrated perspective, taking poverty reduction as the main point of reference. The ways in which these two major challenges will be tackled — of securing adequate roads maintenance financing for different parts of the classified and unclassified network and of providing affordable transport services in urban and rural areas — will be decided by how improved access by the poor to social and economic opportunities can best be secured, rather than by any *a priori* distinction between components.

Poverty reduction across all areas of action

The anchoring of integrated transport policies in national poverty reduction strategies emerged from the 2002 Annual Meeting in Maputo as a priority issue for SSATP. In response, three pilot case studies were undertaken — by Rwanda, Guinea and Tanzania — early in 2003, using an innovative participatory approach to policy appraisal. Working groups in each country explored the linkages between transport and poverty reduction strategies, and identified how transport strategies and their processes of formulation can

address poverty reduction more effectively. The experiences of the three countries, and of the process as a whole, were presented in plenary session at the Kigali meeting and provided the basis for subsequent discussions in working groups.

Key messages from the meeting on the anchoring of transport policy and strategy in poverty reduction include:

- the need to improve both transport policies *and* poverty reduction strategies, so that the transport sector contributes fully to pro-poor growth and poverty reduction;
- pay more attention to mobility, integrated planning and the role of the private sector and local communities, as well as to the needs of women and vulnerable groups;
- ensure that policy commitments are implemented, especially that spending priorities and resource allocation match poverty reduction objectives. The development of appropriate indicators and monitoring is identified as a key issue here;
- adopt participatory approaches, so that users, beneficiaries and key actors are involved in decision-making at appropriate levels, and in implementation and monitoring; and
- support participatory assessments of policy and strategy in more SSA countries, as well as the revision and monitoring of improved policies and strategies in existing countries.

A major contribution to regional economic growth and cooperation

NEPAD's choice of SSATP as a key policy instrument for transport sector development sets a major new challenge for the Program, giving far greater prominence to regional transport issues and to engagement with regional and sub-regional institutions. Extending ownership of the Program to regional players is a key aim. With this in mind, and to provide a solid base for discussions at the 2003 Meeting, an assessment of the priorities and capacity constraints of Regional Economic Communities (RECs) was carried out in the weeks leading to the meeting, and further clarified during preparatory meetings at Kigali.

From the discussions at Kigali emerge a number of priority areas for action by SSATP, including — efficient corridor operations; corridor management arrangements; harmonization of legal and regulatory instruments; development of common policies and strategies; REC capacity strengthening; and REC coordination.

Core Program themes and issues

SSATP's core business was not forgotten at Kigali. Roads management and financing, rural and urban transport services were also given a prominent place, but in a more holistic way than the previous component-approach had allowed. Stakeholders recognized that the Road Management Initiative under the broad heading of Road Management and Financing covers a very wide policy development spectrum from the rural to the urban ends of the scale of issues. Likewise, affordability of transport and the needs of the poor and poorest can best be approached through the broad thematic area of transport services, which allows for ad-

addressing commonalities of interest in some areas, while accommodating very different problems in others.

New challenges (and some old ones) under road management and financing continue to occupy the program's attentions. Key issues to be addressed include:

- The means for defining optimal network coverage, basic access, and sustainable funding mechanisms;
- Mobilization of maintenance resources to impact more strongly on rural and urban poverty alleviation;
- Road fund evaluations to ensure consistency with required second generation criteria;
- Reviewing road management practices, disseminating knowledge and lessons learned;
- Supporting regional associations and engaging with RECs to promote approaches to priority regulatory issues and regional road programs; and
- Promoting the roles of public and private sector actors in securing lower cost, pro-poor programs.

Discussions at Kigali also focused on how SSATP can promote safety and security, gender equity, the reduction of HIV/AIDS, environmental protection and the development of small-scale enterprises. As priorities within national poverty reduction strategies, the importance of addressing these issues in an integrated way within SSATP actions is clear. The challenge is to draw on the guidance and good practice developed by other organizations and initiatives, and to apply these as appropriate within SSATP's future work.

Taking the priorities forward

Based on the identification of priority actions by participants, an indicative framework for the 2004 Work Program was presented at the closing session on the Wednesday evening. Submitted to the SSATP Annual General Meeting on the Friday morning, the procedure for formulating a detailed 2004 Work Program was adopted by stakeholders.

Inevitably, the indicative Work Program does not capture the full richness of the discussions and proposals made during the meeting, but these will not be forgotten. The work on actors and indicators of success will inform the plans for implementing the priority actions, and be taken into account in preparations for the 2005 Work Program and beyond.

A colorful closing

If the meeting began with reminders of Rwanda's recent history, it ended with a colorful display of its rich cultural heritage. A troop of singers and dancers entertained delegates, taking them momentarily away from the serious business of transport and development. Closing the meeting, Rwanda's Minister for Infrastructure expressed his thanks to SSATP for showing that safety and security had returned and that Rwanda is able again to take its place in the international community. Delegates were urged to take forward the commitments made, so that transport makes its full contribution to Africa's social and economic development.

1. INTRODUCTION

1.1. Background to the meeting

The 2003 Annual Meeting of the Sub-Saharan Africa Transport Program, held in Kigali, Rwanda, was only the second time that all SSATP components and their respective stakeholders met under one roof, reflecting the move towards a more integrated, program approach. The intention was to consolidate the advances achieved at the 2002 Annual Meeting in Maputo and begin to put in place a longer-term strategic approach to transport policy development and implementation in sub-Saharan Africa.

At the 2002 SSATP Annual General Meeting (AGM) in Maputo, it had been decided to draft and finalize a Long-Term Development Plan (LTDP), for approval by the 2003 AGM. During the latter part of 2002 and the first part of 2003, extensive consultations on draft versions of the LTDP had been held with country and regional stakeholders and with donors, and a final version incorporating responses to all comments and feedback had been circulated in April.

The LTDP is not merely a plan of action for the period 2004-2007. It lays out a new approach to transport sector policy development and implementation in sub-Saharan Africa, so as to respond fully to the goals of economic growth and poverty reduction. This implies both a shift in focus and priorities, and also new structures and mechanisms for dialogue and decision-making at country, regional and program levels.



The 2003 series of meetings in Kigali was therefore an important moment for the Program, setting in place the foundations for implementing the Long Term Development Plan.

1.2. Objectives

The principal objectives of the Kigali meeting were to launch the LTDP and to identify priority issues and actions for inclusion in the 2004 SSATP Work Program and beyond, through an open consultation with stakeholders at country, regional and international levels.

1.3. Participation

Participation at the meeting exceeded all expectations. Around 150 had been anticipated; 252 registered. Among the national, regional and international stakeholders present were 119 participants from public and private institutions and bodies in 38 countries of sub-Saharan Africa. There were 34 participants from 6 regional economic communities and a large number of sub-regional organizations, and 9 bilateral and multilateral donor agencies were represented. In addition, representatives of Africa-wide institutions, international organizations, consultants, facilitators, and a strong World Bank contingent made up the impressive total.

The full list of registered participants is presented in Annex 1.

1.4. Preparatory planning

Preparing the themes and issues

Substantial preparatory planning contributed to the success of the meeting. Key themes for attention had already been identified at the 2002 SSATP Annual Meeting in Maputo. These themes were further explored at meetings of the RMI and RTTP coordinators in Nairobi (April 3-4) and Dakar (April 10-11), and through a consultation exercise with Regional Economic Communities and NEPAD (see section 2.1). The priority placed by the Maputo meeting on exploring the links between transport policies and poverty reduction strategies was taken forward by a series of pilot case studies (see Chapter 3).

Further preparatory meetings had been planned, but could not take place. A meeting of Urban Mobility stakeholders in Nairobi was cancelled due to security concerns and air transport restrictions imposed in the second half of May. These restrictions, imposed just before the meeting, exacerbated the severe constraints on travel within the region, and affected participation in the range of consultative meetings that had been organized for the week-end of May 24-25.

Logistical preparations

SSATP Team Meetings – involving staff in Washington and in the region — met regularly from October 2002 onwards to plan the meeting in all its detail. In February 2003 a small team of SSATP staff made a first visit to Kigali, to investigate hotels and venues and start making the logistical arrangements. At this point the Government of Rwanda indicated its generous offer of the National Assembly for the meeting, an offer that was immediately appreciated by SSATP, notwithstanding the immense challenge of getting it ready for the meeting.

From February 2003 onwards, intensive work in Rwanda and by the SSATP team set in place the complex logistical arrangements and clarified the preparatory processes and program of the meeting, so that delegates arriving in Kigali for the meeting were well prepared for the hard work ahead.

1.5. Program and process

The program of the meeting is presented in Annex 2. The process (into which the preparatory activities were structured) depended upon the Program's various national and regional partners achieving consensus on their perspectives of priority themes (and associated issues) by the time the main stakeholders' meeting commenced on Monday May 26th. Three constituencies had been identified, two representing the twin pillars of the LTDP, the regional and country level approaches, and the third being the groups who had participated in the poverty and transport analyses in the three case-study countries. Regional public and private sector actors (including key SSATP Trade and Transport stakeholders) had worked around a nucleus provided by the REC task force which itself had been active since its formation during April; country level stakeholders composed of RMI and RTTP coordinators who had also had April meetings in Nairobi and Dakar were joined in Kigali by UM interest groups, and held joint meetings on Sunday May 25th in preparation for the main meetings; likewise representatives of the three country poverty/transport analysis case study groups met on May 24th and 25th.

Although (as always) each of the constituencies would have liked more time to refine priorities, there was a high degree of agreement on the range of priority "sub-themes" and issues to be presented to the SSATP partners and stakeholders as a group.

The process of the meeting entailed giving all stakeholders a voice in consideration of the various priorities, no matter what particular constituency perspective they originally represented. The program approach requires a holistic methodology, particularly when determining the framework of an annual work program. It was expected that there would be areas of overlap between regional and national initiatives, and between what would have been in the past, component initiatives. And this proved to be the case.

Day 1: Monday May 26

The meeting was officially opened on behalf of the Government of Rwanda by the Minister for Infrastructure, the Hon. Jean Damascene Ntawukuliryayo. To allow the Minister and his delegation time to attend to state duties in connection with the constitutional referendum taking place during the day, the formal opening was scheduled for mid morning, following the first plenary



session of the meeting which had been preceded by a brief presentation by the Program Manager outlining the objectives and process of the meeting (Annex 3). Following the Minister's opening address Mr. Hachim Koumare responded on behalf of the SSATP Board. The

Hon. Nuwe Amanyamba-Mushega (Secretary-General, East African Community) addressed the gathering, and Mr Bruce Thompson, European Commission, responded to Minister Ntawukuliryayo's speech from the donors' perspective. Finally, Mr. Nigel Ings, the Program Manager, thanked the Minister on behalf of the SSATP management team. (See Annex 3 for speeches).

The first day of the meeting addressed two important themes: (i) *regional transport issues* and, in particular, the role of Regional Economic Communities (RECs) in facilitating regional transport and trade; and (ii) *poverty reduction and transport*, focusing especially on how to anchor transport policies and strategies in national poverty reduction strategies. Plenary sessions, just before and after lunch, presented the main issues and findings of preparatory work, and set the scene for working group discussions at the end of the afternoon. Participants worked intensively until after dusk in small groups, identifying priority issues and areas for action by SSATP.

Later in the evening, two small task forces synthesized the main findings and recommendations of the working groups and prepared presentations for the Tuesday morning's opening session.

Day 2: Tuesday May 27

Tuesday morning began in plenary with presentations of the syntheses of the working group outputs; one on the regional dimension, the other on poverty reduction and transport. Discussions in plenary gave participants the opportunity to confirm the accuracy of the syntheses and to highlight particular issues and priorities.

A similar process of plenary presentations followed by working groups was repeated on the Tuesday, this time focusing on a range of key themes and issues, including mobility and transport services and roads management and financing. On Tuesday evening three task forces synthesized the main outputs of the working groups concerning priority issues and actions and prepared presentations for the first plenary session on the Wednesday morning.

Day 3: Wednesday May 28

Wednesday morning began with presentations of the syntheses of the working group recommendations on priority themes and issues, followed by comments and questions by participants.

Following the morning coffee break, delegates watched the first ever public screening of "The Northern Corridor — towards an Open Path". Made by SSATP, the film is a powerful illustration of the difficulties experienced by road transporters moving goods between Rwanda and the Kenyan port of Mombasa, and from Mombasa to Kampala. It also highlights the challenges faced by the many authorities responsible for facilitating and regulating road transit traffic along the Northern Corridor. The film was followed by a presentation by Rwanda on its transport strategies, issues, concerns, and vision for the sector.

In the afternoon, and running up to 6.00 pm, delegates had the opportunity to hear news of current activities by SSATP and partner organizations, and to listen and respond to short presentations on other key issues emerging from ongoing work.

Meanwhile, a task force of SSATP staff and partners examined all the suggestions for priority issues and actions arising from the working groups on the Monday and Tuesday, and prepared an indicative framework for the 2004 Work Program. This was presented by the SSATP Program Manager at the closing session on Wednesday evening.

Just before Rwanda's Ministry for Infrastructure officially closed the meeting (see closing speech in Annex 3) a troop of dancers and singers came onto the stage to entertain delegates with traditional songs and dances.

1.6. Outputs

The presentations made during the meeting and the outputs produced by the working groups are included in Annexes of this report. The main report presents a summary of the presentations and discussions, organized thematically and chronologically, and focusing particularly on the key issues and priority actions identified by participants and on the final output, the framework for the SSATP Work Program.

Cross-references to the Annexes are made as relevant in the text, to enable readers to find and use the full outputs of the various sessions of the meeting.

1.7. Evaluation

The evaluation of the meeting by participants is very positive, especially taking into account the ambitious objectives and process, and the logistical challenges of the venue.

Under the various evaluation headings, the percentage of very satisfied (☺☺) and satisfied (☺) participants is:

- pre-meeting information	71%
- visa and flight arrangements	71%
- reception at airport	89%
- registration at hotel	87%
- accommodation	75%
- transportation arrangements in Kigali	72%
- meeting venue	90%
- relevance of plenary themes and presentations	86%
- relevance of working groups	79%
- relevance of feedback sessions	69%
- balance of plenary and working group sessions	72%
- organization of working groups	67%
- usefulness of outputs	70%

Major improvements since the 2002 Maputo annual meetings are visible in the evaluation results, especially concerning the logistical arrangements for people's arrival in Kigali. Many participants faced long and tiring journeys to and from Rwanda, but this did not deter them from appreciating the event.

The meeting venue was also highly appreciated, particularly the use of spaces that had not been renovated since the war, and the way in which available areas had been supplemented through the use of tents for lunch and some working group activities.

The much larger number of participants than anticipated placed a heavy load on the SSATP team organizing the meeting. The high level of satisfaction with logistical arrangements is a tribute to their hard work and flexibility in responding to the demands of participants, especially those reserving at the last minute.

Overall, the themes chosen for the meeting and the combination of plenary presentations and working group sessions were felt to be very relevant. The outputs too were considered to be very useful by a large majority of participants. While participants appreciated the hard work of task teams in synthesizing overnight the outputs of the working group sessions, the presentations – which focused only on priority issues and actions – were felt to miss out other important aspects of the discussions. The basic process worked extremely well, but in future extra time needs to be given to the process of synthesizing outputs, so that more of the findings and recommendations are presented and discussed in plenary sessions.

Evaluation comments by some participants raise other issues for attention in the future:

- improved representation of some stakeholders, especially from the private sector, but at the same time not overloading the event with too many delegates;
- involvement of SSATP stakeholders in the preparatory work, so that priority themes and issues are identified and prepared in advance and reflect the range of interests of national and regional players, both private and public;
- the number of themes and issues addressed, so that a balance is achieved between the interests of the diverse stakeholders and the need for adequate time to explore the issues in sufficient depth;
- more variety of presentations and discussions, to make it more interesting;
- the ease of reaching a venue is an important factor, as long journeys are costly for participants in time and money;
- the sharing of the financial costs by SSATP and its partner countries and organizations, especially payment of per diems and covering the costs of traveling to and from the venue;
- once again, Francophone delegates were less well served than Anglophone participants, and there is a demand for more documents and presentations in French.

2. REGIONAL INTEGRATION - TRADE AND TRANSPORT

One of the two pillars of the SSATP LTDP is centered on regional transport issues and, in particular, on the role of Regional Economic Communities (RECs) in facilitating regional transport and trade flows. The themes for discussion were identified from consultations with RECs undertaken by a specially appointed Task Force, where all RECs were represented, and finalized in preparatory sessions on May 24th and 25th just before the main stakeholders' meeting. The key conclusions of the group were presented by Dr. Charles Kunaka (SADC) during a plenary session on the first day of the Annual Meeting, alongside a presentation of a ground-breaking study of legal and administrative instruments governing trade and transport throughout SSA given by Dr. J. Grosdidier de Matons. Mr. Alex Rugamba (AfDB) gave a presentation on the NEPAD Short Term Action Plan for Infrastructure (STAP). Priority actions by SSATP for 2004 and beyond were further reviewed and clarified during a working group discussion in the afternoon. Another session on Wednesday provided an opportunity to take stock of ongoing progress in activities supported by the program in 2002/2003.

2.1. REC Task Force

In order to optimize the time available at Kigali, a small Task Force was established to help RECs develop their own framework of priorities for regional SSATP engagement. The Task Force at first comprised senior representatives from the four major sub-Saharan institutions identified as focal points for NEPAD's Short Term Action Plan (STAP) implementation: COMESA, ECOWAS, SADC and CEMAC. Consultations were also undertaken with the AfDB, UNECA and the NEPAD Secretariat in view of their roles within the context of NEPAD. A team of facilitators from within sub-Saharan Africa assisted the Task Force in undertaking the assignment.

The Task Force met in Gaborone for two days on May 1-2 2003 to initiate the process, and met again in Kigali just ahead of the Annual Meeting to finalize its conclusions. In Gaborone an agreement was reached on the need to directly involve other RECs and Sub-Regional Organizations (SROs) in preparing the RECs report to the Kigali meeting. Consequently, other RECs (UEMOA, EAC) and SROs (PMAESA, NCTTCA and FESARTA) joined the Task Force at the Kigali preparatory sessions, as well as other SSATP Trade and Transport component stakeholders.

The conclusions of the Task Force discussions were spelled out in a matrix listing main themes and breaking each of them down into a series of issues, with each REC indicating its stand on each particular topic identified (see Annex 4). This matrix formed the basis for the selection of priorities for SSATP supported actions in 2004.

2.2. Themes and issues discussed

The Task Force identified six main themes as priorities for attention:

- Efficient corridor operations;
- Corridor management arrangements;
- Harmonization, rationalization and implementation of legal, regulatory and administrative procedures;
- Common transport sector policies and strategies within and between RECs;
- RECs' institutional capacity strengthening; and
- RECs' coordination frameworks.

Each of these themes led to identification of a series of issues that need to be addressed in order to achieve the objectives. A thorough review of these issues during the final Task Force preparatory meetings in Kigali (May 24th & 25th) confirmed them all as priorities for the six RECs. Sorting these priorities to decide which ones should benefit from SSATP support in 2004 was left for the working group session.

Beyond the immediate choice of SSATP-supported activities, the RECs also decided to continue to use the matrix as a working tool, to record progress on the issues involved and to seek support from other partners to work on topics not included for the time being within the SSATP work program.

The first plenary session of the meeting opened with a presentation of the priority themes and issues by Dr. Charles Kunaka (SATCC), on behalf of the widened REC Task Force and T&T stakeholder group. This was followed by a presentation by Mr. Jean Grosdidier de Matons of the draft report of the study he had undertaken for SSATP, of all the range of legal and administrative instruments governing trade and transport between states in SSA. Participants were then given a prolonged opportunity to give their comments and listen to presenters' responses before the afternoon's working group sessions.

2.3. Priority actions for 2004

The working group session on Monday afternoon, lead by Mr. Marc Juhel (T&T component manager) reviewed each theme and agreed, for each main issue, a subset of issues to be considered for inclusion in the SSATP work program for 2004, as well as possible tentative indications for follow-up in 2005. A guiding principle accepted by the participants was that priority should be given to already ongoing activities fitting within the matrix framework and showing good signs of progress, as for instance the establishment of corridor performance observatories.

The priority issues and actions for consideration within future SSATP Work Programs are:

Efficient corridor operations

- Corridor monitoring systems
- Tracking systems (linked to corridor observatory)
- Port facilitation (security, community based information systems)

- Multimodal Operations: Legal/operational assessment in one corridor

Corridor management arrangements

- Assessment of existing arrangements or structures, dissemination workshop and publication
- Support to corridor groups, set up of Secretariat upon request
- Corridor Management workshops
- Preparation of corridor toolkit

Harmonization, rationalization and implementation of legal and administrative procedures

- Develop and update existing protocols
- Sub Regional workshops to disseminate the legal review
- Support to updating of laws and regulations at a national level

Common policies and strategies

- Development and sharing of policies through workshops, adopting good practices - target subjects: common transit policies and procedures
- Link corridors and SDI initiatives: review of existing experience and related examples outside Africa + dissemination
- Support to an SDI-like initiative

REC institutional capacity strengthening

- Support to the implementation of NEPAD STAP: Long Term or Short Term technical assistance depending on RECs request
- Specific expertise in program evaluation, project presentation and more specific ad hoc expertise (transit, HIV Aids and transport)
- Training services as per the needs expressed by RECs

REC coordination

- Spearheading intra and inter REC coordination between trade and transport units within each sub region by way of thematic workshops
- Linkages between RECs websites Display of RECs Trade and Transport related web-pages on the SSATP website.

2.4. Other issues and action

While recognizing that the SSATP is a program supporting policy reform initiatives, many participants insisted on the need for SSATP to also be active in assisting with practical implementation of the new policies on the ground. In the particular context of the regional work undertaken with the RECs, this brings into sharp focus the need for the program to help follow through from the regional to the national level, where actual policy implementation must take place.

The inventory of regional legal instruments undertaken in 2002/2003 provides a telling example of this challenge. Stakeholders have proposed that the 2004 work program includes a deepening of the review focusing on the COMESA/SADC area, because the legal update of the Northern Corridor Treaty, already started, provides a logical opportunity for

the Northern Corridor Treaty, already started, provides a logical opportunity for linking this exercise to a broader sub-regional update. But clearly, this approach will only bear fruit if, following the regional level, each country adjusts its legislation accordingly and enacts new national instruments. Hence the proposition for the program to focus on national legal reviews and updates in 2005, with a view to strongly advocate implementation decisions with the support of the RECs, the latter hopefully being ready by then to submit updated/complemented instruments to their members for ratification.

In a similar fashion, when addressing the issue of common policies and strategies between the RECs, the proposal to focus on Spatial Development Initiatives along corridors in 2004, through gathering and dissemination of the characteristics of successful examples, logically leads to proposing for 2005 to provide implementation support to a specific SDI program, again reflecting the same concern: that the program helps not only to frame policies, but also to turn policies into practice.

3. POVERTY REDUCTION AND TRANSPORT

The second principal theme of the Kigali meeting centered on how to improve the “anchoring” of national transport policies and strategies in poverty reduction strategies. The presentations in plenary and the discussions in working groups drew on the findings of three pilot country case studies undertaken during the first part of 2003 in preparation for the Kigali meeting. Importantly, the case study process was intended to apply a programmatic approach to the analyses, and to stimulate consideration of how an “SSATP role” or “coordinator” at national level might be defined and located – these questions were addressed in working group sessions (see below).

3.1. Poverty reduction and transport pilot case studies

The three country case studies, undertaken in Rwanda, Guinea and Tanzania, aimed to provide a better understanding of the links between transport policy and poverty reduction strategies. Another aim was to identify how SSATP functions at national level might be organized so as to better address poverty reduction and ensure an integrated approach. The case studies also tested out a participatory approach to policy assessment, with the objective of producing a well adapted method for the conduct of future studies.

In each country, a working group of leading actors from key sectors and organizations carried out (with the support of a local facilitator) a comparative assessment of the national poverty reduction strategy and transport policy and strategies. Individual country reports, describing the process followed, the actors involved and the results and recommendations were produced by early May. These were included, along with a general overview of the case study exercise by the study coordinator, in a final report of the pilot case studies. This report was produced in English and French and included in the documentation provided to participants at the outset of the meeting.

3.2. Themes discussed

Brief presentations of the main findings of the pilot case studies were made by the case study coordinator and representatives of the three country working groups in a plenary session on the Monday afternoon of the meeting (see Annex 5 for the presentations).

Four themes were then discussed by small groups in working sessions:

- Poverty reduction strategy as a framework for transport policy and priorities;
- Anchoring transport policy in poverty reduction strategy;
- The lessons for the SSATP program approach at national level; and
- Improving the case study method and its future use by other SSA countries.

Priority actions for consideration within the SSATP Work Program for 2004 and beyond were identified by the working groups. These were synthesized on the Monday night by a small working group involving representatives of the three pilot countries (Lyatuu Willey, Tanzania; Bano Sow, Guinea; Vincent Karega, Rwanda), Richard Scurfield (World Bank) and Mary Braithwaite, the case study coordinator.

3.3. Outputs of the working groups



The full outputs of the working group discussions as recorded by the participants are presented in Annex 5. In the following sections are presented summaries of the working group outputs on the four themes.

Theme 1: Poverty reduction strategy as a framework for transport policy and priorities

In order to steer transport sector policy and prioritization so as to contribute to pro-poor growth and poverty reduction, national poverty reduction strategies should:

- clearly outline the goals for growth and poverty reduction;
- establish the framework for transport sector strategy by recognizing transport as a service (facilitative) sector and incorporating it in all segments of the poverty reduction strategy, indicating clearly where inputs from the transport sector are required;
- distinguish clearly between the needs of the rural and urban poor and target transport interventions to their specific needs (e.g. in rural areas target transport investments at raising agricultural productivity, and at supporting distribution or consumption of locally-produced goods);

- strengthen the links between transport and employment creation, especially through supporting the use of labor-based methods for rehabilitation and maintenance of transport infrastructures;
- facilitate the integration of transport into sector development strategies, e.g. agriculture, education, health, etc, through improved identification of access and mobility needs by service and productive sectors;
- address the mobility needs of the poor, especially non-motorized means of transport.

Issues of access and mobility could be better addressed in the formulation of national poverty reduction strategies, by:

- much greater involvement of poor populations in the preparation of poverty reduction strategies;
- better treatment of sector strategies within the holistic framework provided by the poverty reduction strategy;
- distinguishing clearly between different access and mobility needs (e.g. of rural poor for farm-to-market access using non-motorized and of traders for highway-to-market using motorized);
- giving ownership of rural roads and tracks to local communities, and supporting measures that enable them to plan access, increase income and maintain the roads and tracks; and
- giving much greater attention to the development and availability of affordable forms of transport.

Two important ways in which the implementation and monitoring of poverty reduction strategies can help to ensure that transport strategies are oriented towards poverty reduction are:

- the development and use of appropriate indicators, particularly to measure the impact of transport sector strategy and investments on improved access and mobility, as well as on poverty reduction more globally;
- involving the poor themselves in implementing and monitoring poverty reduction strategies (with the poor, not for the poor), including in the elaboration and use of appropriate indicators; and
- verifying that the resources allocated are coherent with the stated priorities.

Some of the actions that SSATP can take to improve the coherency between transport sector strategies and national poverty reduction objectives are identified as:

- help to improve knowledge and awareness of the links between transport and poverty reduction, through assessments of policy and strategies, dissemination of good practice, and awareness-raising at top levels of Government;
- establish linkages between the impact of transport and the Millennium Development Goals (MDG) and lobby at international and regional levels (e.g. NEPAD) to address transport-poverty links;
- lobby for improved financial resources and for financing decisions that take into account poverty reduction objectives;

- provide technical and financial assistance for the formulation or revision of transport sector strategies that take into account poverty reduction objectives and involve wide stakeholder involvement;
- support the review, formulation and dissemination of transport-related poverty reduction indicators.

Theme 2: Anchoring transport policy in poverty reduction strategy

Some clear progress has been made in aligning transport policies and strategies with poverty reduction objectives. Particularly positive aspects of national transport policies and strategies in terms of poverty reduction are considered to be:

- the improved focus on rural access and mobility and on the involvement of rural communities in infrastructure maintenance;
- the promotion of labor-based methods in infrastructure maintenance;
- liberalization of transport sector works and services, and promotion of private sector activities;
- adoption of “user pays” principles and financial autonomy of road maintenance;
- improved regulatory framework;
- adoption of network-wide approaches emphasizing “connectivity” within and between countries; and
- increasing attention to gender issues, and to strengthening resources and capacity of local actors.

However, there remain significant weaknesses of transport policies and strategies in terms of poverty reduction. As some participants noted, in spite of the existence of transport strategies, transport costs continue to rise, placing ever more burdens on the poor. The following weaknesses — many of which are inter-linked — need to be addressed:

- Transport policies are not synchronized with poverty reduction strategies and are not pro-poor;
- There is very little participation of users and beneficiaries, or of the private sector, in choosing priorities;
- Mobility issues — in rural and urban areas — are poorly addressed, compared to infrastructure;
- Transport policies are insufficiently specific, over ambitious and fail to specify how they will be implemented, by whom and with what resources;
- Transport sector strategies are not “integrated” with: local and regional planning of services, strategies of (growth) economic sectors, or available financial and technical resources. Moreover, they are excessively focused on roads, and do not take a balanced approach to different modes of transport, especially low-cost and low-capacity modes; finally,
- While policy documents contain references to a range of pro-poor initiatives, such as labor-based methods, NMTs/IMTs or the participation of women, their potential to contribute to poverty reduction is not optimized in practice.

Poverty reduction objectives can be better addressed in the formulation and implementation of transport policy and strategies by:

- improving the knowledge of the principal actors about the links between transport and poverty reduction, and increasing their commitment to tackling the issues;
- decentralizing decision-making or management, and building local capacity and resources;
- involving actors, users and beneficiaries in strategy formulation, implementation and monitoring, and taking into account the needs and interests of the poor when decisions on priorities are being made;
- taking an integrated approach to transport issues and formulating clear and realistic objectives at macro- and micro-levels; and
- developing appropriate transport performance indicators clearly related to poverty reduction, and setting in place systems for obtaining accurate data to monitor and evaluate improved performance.

The role of SSATP in improving transport sector policies and strategies so that they contribute fully to poverty reduction is suggested as:

- supporting assessments of transport policies and strategies from a poverty reduction perspective as well as studies on poverty and transport, including the dissemination of good practice;
- providing support to the design, implementation and monitoring of integrated, multi-sectoral strategies oriented towards poverty reduction objectives;
- supporting institutional structures and mechanisms at national level that enable transport policies and strategies to be anchored in poverty reduction; as well as
- supporting the capacity-building of key actors and the identification of financial and technical resources.

Theme 3: SSATP program approach at national level

A common vision concerning country-level setups for SSATP emerges from the working groups. There is a clear consensus on the adoption of a program approach, with one national SSATP coordination function able to influence policies and strategies concerning poverty reduction and transport at national level. Important principles are: the use of participatory approaches, to involve users, beneficiaries and key actors in assessments and decision-making; clear definition of roles and responsibilities; and monitoring and evaluation of the functioning and impact of the SSATP arrangements, so as to ensure the full contribution of transport policies and strategies to national poverty reduction objectives.

Identification of the public, private and civil society actors who should be involved, so as to represent the interests of users, beneficiaries and key actors (including both women and men) is regarded as a first step in establishing an appropriate structure and mechanisms. Suggestions for the range of actors who should be involved were made by the working groups (see Annex 5).

The discussions outlined some alternatives for SSATP coordination at national level. One option places the coordination function *above* the sector ministries (e.g. in the administration responsible for national poverty reduction policy / national planning), so as to facilitate coordination between transport and other sector strategies within the framework of the country's overarching development goals. Another option places the SSATP coordination in the Ministry of Transport, as the implementing authority for transport policy and strategy; in this case the National SSATP Steering Committee plays the key coordinating role between the transport policy and strategy and national poverty reduction and sector strategies.

Whatever the structure chosen, the result should be the development and implementation of coherent and well-coordinated policies and strategies for poverty reduction, priority economic and social sectors and the transport sector that optimize transport's contribution to pro-poor growth and poverty reduction.

Theme 4: Future case studies on Transport Policy and Poverty Reduction

The discussions on how to take forward the work on assessing the links between transport policy and poverty reduction included recommendations for improving the case study methodology and suggestions for further work in the three pilot countries and in other SSA countries from 2004 onwards.

The participatory process, managed by national actors, is highly appreciated and should remain a principle of future case studies, from the very beginning of the exercise (its planning) to the end (evaluation). Among the suggestions for improving the process are:

- clarify the objectives of the exercise (e.g. review transport policy and strategy in the light of poverty reduction objectives or review poverty reduction strategy to optimize the contribution of the transport sector) so as to select appropriate documentation and information and identify stakeholders;
- start the process by undertaking a stakeholder analysis, to identify the groups and sectors that should be represented, and to select appropriate organizations and individuals to be involved;
- ensure a better balance between public, private and civil society representatives, or the involvement of women's organizations (representing professionals in the sectors and beneficiaries);
- allocate more time and make the method more interactive and iterative, combining targeted assessments and discussions (involving particular sectors or stakeholder groups) with workshops involving a broader stakeholder representation, to facilitate cross-sector dialogue;
- brief and, if necessary train, the facilitator and core "implementers" of the case studies, in participatory techniques and in the objectives and scope of the exercise.

3.4. Priority actions for 2004

The working groups also identified proposals for action by SSATP in 2004 and beyond. These relate to *Result 1* (Integrated Approach) and *Result 2* (Poverty Reduction Strategies) of the draft SSATP Work Program. They include:

Studies (participatory policy assessments)

- pilot case studies (Rwanda, Tanzania, Guinea):
 - o monitor progress and impact
 - o provide support for follow-up, especially for implementation of recommendations
- bring in more countries:
 - o revise and disseminate adapted methodology;
 - o provide support and monitoring for further case studies;

Workshops and seminars

- “networking” events between pilot and new case study countries;
- high-levels workshops to influence decision-makers (Ministries of Finance and Planning);
- thematic workshops and seminars across sectors (e.g. agriculture and transport, health and transport) and to examine policy processes to anchor transport policy in poverty reduction strategy; and
- support to processes that reach out to local level, and enable voices of poor to be heard at policy and strategy levels.

Meetings, conferences

- report on progress of case studies to SSATP Annual Meeting 2004 (implementation of recommendations, results of new case studies, etc)
- thematic meetings on transport policy and strategies in the framework of poverty reduction
- assessment of progress with program approach at national level (report to 2004 meeting)

Capacity-building

- support to creation of integrated SSATP coordination structures at national level (assessment of options, monitoring of new approaches)

Training

- training of policy-makers and decision-takers

Publications / reports

- dissemination of guidelines and good practice on anchoring transport policy in poverty reduction strategy

4. ROAD MANAGEMENT AND FINANCING

4.1. Themes discussed

Support by SSATP for improved road management and financing was one of the themes discussed at the interim meetings of the RMI and RTTP Coordinators held in Nairobi in April 3-4 and Dakar in April 10-11, 2003. An output of these meetings was the production of an “RMI/RTTP Manifesto” which proposes the basic principles that member countries will follow with regard to road management and financing (see Annex 6). Following the drafting of the RMI/RTTP Manifesto, the SSATP management team used the text as a basis for a draft of “an SSATP Commitment Statement” – with a view to it being considered as an adoptive document for all candidate program members. Hard copies of this statement were made available to participants during the final plenary session on Wednesday May 28th, and this is also included in Annex 6.

RMI and RTTP Coordinators met again with component management on May 24-25 to review issues to be addressed in the forthcoming Long Term Development Plan period (2004-2007), with special reference to the Action Plan for 2004. This review was used to prepare the themes for the discussion in the SSATP Annual Meeting.

On the basis of the Manifesto and a brief paper on Issues for Discussion at Kigali (see Annex 6) prepared in advance by component management, the coordinators identified the following four themes for presentation on May 26.

- i. *Maintenance funding*, i.e. affirming the principles underlying the volume and allocation of maintenance funding, particularly in view of the expanding need and changing priorities for road sector programs to address poverty reduction needs;
- ii. *Reducing costs*, i.e. recognizing that substantial, under-exploited opportunities exist to reduce unit maintenance costs and that increased efficiency of road management has a role to play on increasing affordability of road sector programs;
- iii. *Institutional options*, i.e. suggesting that further efforts are needed to define the autonomy and capacity needs of road sector entities, including the Road Fund, alternative institutional arrangements and how best to deal with road management and financing in a decentralized environment; and
- iv. *Regional support*, i.e. identifying the roles that different regional bodies, including the RECs and the sector regional or sub-regional associations, could play in support of country level road management and financing reforms.

On June 25th, a joint session was held between RMI, RTTP and UM stakeholders. In addition to the themes identified by the RMI-RTTP groups, participants to the joint session agreed that, as far as urban mobility is concerned, it would be relevant to add Urban Road Financing and Management with two main issues (a) urban road financing and management, institutional arrangements and (b) traffic management.

The plenary presentation elicited a number of comments or observations to be incorporated into the eventual working group discussions, i.e. inclusion of improved axle load control as a critical contributor to improved road maintenance; care to be taken over the impact on the poor of certain higher road user charges, such as tolls, when it comes to considering revenue measures; and incorporation of the needs of urban road infrastructure and its management into the core discussion on maintenance needs.

4.2. Outputs of working group discussions

For each of the themes, a number of issues had been identified in advance. These served as the point of departure for discussions on the Tuesday afternoon of the meeting.

The full outputs of the working groups are presented in Annex 6.

The following summary gives a flavor of the main issues raised for each of the four themes.

Maintenance financing

Participants in the discussion reviewed all the issues proposed and added to them the importance of reviewing the sources of funding as well as how it should be channeled. Optimal allocation by road type, sources of funding, and optimal sizes of road networks, were selected as priorities. The group identified road standards and the level of service to be provided as important cross-cutting issues. Training and dissemination of the RED and PAM models was highlighted, as was the need to develop (i) a guide on the use of road management models (ii) a rapid assessment methodology for low volume roads and (iii) criteria for “right sizing” the network.

Reducing costs

Participants saw the need to provide support to agencies and contractors, and to secure improvements in efficiency and reductions in costs. Priority issues selected were: (i) performance and capacity of the construction industry; (ii) effective supervision by road agencies; and (iii) technical improvements. A range of activities to implement in both 2004 and 2005 were identified. Participants recognized the following as cross-cutting issues: (i) SME promotion; (ii) social and environmental impacts of transport; (iii) improved competition; and (iv) dealing with corruption and promoting transparency.

Institutional options

Participants were particularly concerned about ensuring the autonomy of both road fund management bodies and road agencies, and their ability to raise and manage the necessary resources. Coordination also needs to be strengthened where reforms are introduced new structures and reallocate roles. The group emphasized the need for advocacy activities to be tied in with capacity building for decision makers and reviews of existing management practices. Cross-cutting issues recognized included: (i) labor and legal issues; (ii) participation; and (iii) public-private partnerships. Participants also recognized the important role

that the IMF, Bank and donors can play in consistently supporting implementation of reforms.

Urban road financing and management – institutional arrangements

While the revenue generated by motorized transport in urban areas represents a significant portion of the income of Road Funds, specific allocations are rarely made to finance and maintain urban road networks. When such allocations exist, they covers only a portion of the required needs. Participants recognized the weak financial resources of municipalities in covering such expenditures. Additionally, the legal and institutional arrangements under which urban roads are maintained and managed is a key determinant in ensuring the delivery of urban transport services.

Traffic management

Participants highlighted the importance of relevant and appropriate road design to properly take account of the movement of pedestrians and public transport: in most cities, roads are still designed for individual motorized transport (private vehicles) which represents only a marginal portion of the trips in urban areas. Better attention should be given for the needs of the majority of the urban population who can not afford private cars. Traffic management, when well designed and effectively implemented, has an important impact on trips. Specific consideration for non motorized transport design was recognized as important. The following cross-cutting issues were identified on those issues: (i) road safety, (ii) capacity building, and (iii) the environmental and social impacts of urban transport.

Regional support

Participants underlined the roles that various regional entities could play in promoting road management and reform. These could include: (i) review of good practices; (ii) regional coordination and harmonization; and (iii) the promotion of regional road funds and road agency associations. Cross-cutting issues included: (i) capacity building; (ii) good governance and financial sustainability; and (iii) road safety. In addition, the development of coordinated regional road programs was seen as an area that could be supported.

The working group discussions also produced a rich set of potential indicators for use in measuring performance and the impacts of the proposed activities.

4.3. Priority actions for 2004

Immediately following the working group sessions — and overnight — the component management team synthesized the priority issues and actions identified by the working groups under the four themes.

The synthesis was presented in plenary session on Wednesday morning, and met general support and agreement in the ensuing discussions. The synthesis is included in Annex 6.

The actions identified by the working groups stressed the importance of giving priority to:

- Providing tools and advice for road managers to get to grips with defining the optimal road network, and with methods for ensuring the optimal allocation of financial resources for maintenance. Support to high level advocacy in countries was thought likely to be crucial in view of the need to convince governments of the choices to be made, in particular with regard to the concept of basic access. Particular emphasis is required to prepare guidelines for the rapid assessment of the extent and condition of rural networks. If possible, case studies should be carried out applying these guidelines;
- Providing a framework for determining how to mobilize additional resources for road maintenance to meet the challenges of increasing expenditure and enhanced poverty focus in both rural and urban areas;
- Carrying out Road Fund evaluations to assure that they are meeting second generation requirements such as appropriate and autonomous management arrangements – as well as support to high level advocacy to assess the implementation of appropriate financing policies;
- Reviewing existing road management practices and exchanging information and informing decision making in countries to respond better to needs — with a particular emphasis on rising to the challenges of decentralization;
- Defining and following through on support at regional levels, giving priority to the development of regional and sub-regional road fund and road agency associations – emphasizing axle load control, road safety and regional road programs; and
- Supporting both road agencies and the consulting and construction industry with regard to enhancing their respective roles in securing lower cost, more efficient and effective road programs – including better exploitation of labor-based methods.

The actions identified by the working groups also stressed the importance of giving priority to the following outputs to be addressed jointly by RMI and UM (it also became clear that drawing a line between management and “transport services” should only be done to serve the purpose of simplifying approaches – in practice such a line would be difficult to define):

- Assessing the roles of various institutional arrangements and models with regard to urban road management, financing, and traffic management;
- Reviewing options for improving traffic management knowledge bases and dissemination, with particular attention to the institutional arrangements needed for effective measures;
- Disseminating the non-motorized transport toolkit so as to improve approaches to urban mobility planning.

An undercurrent to the discussions was the need for appropriate capacity building measures including training in road management and financing, paying attention to the particular needs of rural and urban transport. Additionally, a number of contributions to the discussions following the presentation of the synthesis confirmed the interest of the RECs in working with the national administrations with regard to improving axle load control arrangements.

4.4. Other issues and actions

The working group discussions did not make a distinction between 2004 and 2005 and beyond, except for the group working on reducing costs where a number of specific activities for 2005 were recommended. A number of the discussions did however raise the need to prioritize and possibly extend the implementation of some of the actions due to likely capacity constraints.

5. AFFORDABLE TRANSPORT SERVICES

Transport services in rural and urban areas were addressed at the Kigali meeting through joint presentations in plenary, and discussions in working groups. The themes discussed were (i) the establishment of appropriate regulatory frameworks; (ii) capacity building in respect of service providers; and (iii) affordability of the services by the users.

For clarity, the outputs of the discussions on rural and urban transport services are presented separately in this chapter. However, the working group outputs and syntheses are included in Annex 6 — principally because the synthesis dealing with urban transport issues also covers rural and urban transport services.

RURAL TRANSPORT SERVICES

5.1. Outputs of the working groups

Outputs of the working group on rural transport services were limited to the proposal of studies of the demand and supply in low-density areas. However, in subsequent plenary discussions, much emphasis was placed on improved rural transport services and the need to expand the respective knowledge base for enhanced policy advice.

5.2. Priority actions for 2004

Comparative assessment of rural transport policies and strategies

Through the efforts of RTTP, many countries have developed, or are in the process of developing, rural transport policies and strategies. Concerning policy frameworks for the private sector provision of rural transport services — a particularly important issue — a comparative assessment of rural transport policies and strategies could reveal important results. A modest but focused study on this was proposed.

Case studies on provision of rural transport services in low density environments

At least two case studies — one in a Francophone and one in an Anglophone African country — were proposed, to be undertaken by local consultants. These case studies would analyze the provision of rural transport services (both motorized and non-motorized) in low-

density areas. The pre-condition would be that study areas have road networks of sufficient quality, allowing such services to be provided. The studies should produce policy advice as to the possible measures to improve these services, particularly for the poor.

Audit of promotion efforts of intermediate means of transport

The RTTP and other rural transport programs (e.g. IFRTD) have for some time now made efforts to promote the use of intermediate means of transport in rural areas. 2004 would be an appropriate time to conduct an audit of these efforts. The audit would serve as a basis for a learning workshop for experts in the field, to enhance the effectiveness of these efforts. The workshop might take place in 2004 and could, hopefully, lead to a “good practices” publication.

Regional exchange of experience of IMT manufacturers

A workshop was proposed where small-scale manufacturers of intermediate means of transport, active in various countries in a region, could come together to share their experiences. Such a workshop could result in a technical note and advice for appropriate policy setting in respect of such types of SME.

URBAN TRANSPORT SERVICES

5.3. Themes discussed

During the preparatory meetings, the urban mobility participants identified four main themes for discussion: (i) institutional reform and regulatory framework for urban transport services, (ii) poverty and mobility, including road safety and NMTs, (iii) urban transport services (SMEs), and (iv) financing and maintenance of urban roads. (See parenthetical note in 4.3).

Through a joint preparatory session with RMI/RTTP, it was established that the poverty reduction issue cuts across all the themes addressed by the Urban Mobility (UM) component, and therefore UM should not be treated separately. The relation between urban space management and the mobility of the poor appeared to deserve more attention, and was the subject of a working group (see section 6.4), while the issue of transport services appeared also to be relevant as a priority for the low-density rural areas. The financing and maintenance of urban roads was brought under the heading of Road Management and Financing (see Chapter 4).

Two priority issues – a) institutional and policy reform for urban mobility and b) urban transport services – were discussed under the heading of “affordable transport services”.

5.4. Outputs of the working groups

Discussions of each theme led to the identification of issues to be addressed and recommendations of actions to be taken by SSATP. The main actors and indicators of success were also broadly identified.

Concerning *urban transport services*, two main issues emerged from the discussions:

- Regulation, competition, law enforcement; and
- Capacity building from micro to medium size (size of the vehicle).

Concerning *institutional and policy reform*, three main issues emerged from the discussions:

- The need to assess the progress made in the establishment and operation of Urban Transport Authorities in SSA (case of Dakar, Abidjan, Lagos) and assess the lessons learnt;
- The need to identify problems linked with the transfer of powers to the new Urban Transport Authority;
- The need to identify sustainable financing resources for the urban transport sector, including the option of establishing an urban transport fund.

6. PROGRAM THEMES

Four further themes were discussed in working groups at the Kigali meeting: gender; HIV/AIDS; the development of small-scale enterprises in the contracting industry; and land use planning. These themes had been identified in preparatory meetings of the RMI/RTTP coordinators and Urban Mobility stakeholders.

As for the other working group themes, a short presentation of each theme was made in plenary session on the Tuesday morning, followed after lunch by work in small groups. Brief issues papers were available for working group participants. For each issue, participants were asked to identify the priority issues and actions for SSATP to consider in its Work Programs for 2004 and beyond, the actors to be involved and the indicators of success. Working group outputs and the resulting synthesis will be found in Annex 7.

6.1. Gender equity

Approaching transport projects as if the needs of women and men are the same (as transport users and transport sector actors) is now recognized as flawed. Female participation in the industry — especially at technical and managerial levels — is slight, and there is clear evidence that the needs of women and men as transport users are significantly different. The transport sector can do considerably more to address gender equity, which is an important objective within poverty reduction strategies.

Issues addressed by the two working groups on gender — one in English, one in French — included the appropriateness of existing instruments for the design and implementation of transport sector policies and interventions, the possibilities of increasing female participation in the transport industry, and the role of SSATP in supporting improved attention to gender issues in transport policies and strategies.

The recommendations made by the two groups on gender issues in transport include:

- Taking gender issues into account in transport policies and strategies, through raising awareness, disseminating information and good practice and providing technical support to SSA countries at various points in the policy cycle;
- Supporting actions that help women to own transport and run transport services, such as credit, education and training programs through NGOs, etc; and
- Ensuring an appropriate framework for supporting and monitoring women's participation in the transport industry, through collaborative work with Government, trade unions, contractors and NGOs.

6.2. Tackling HIV/AIDS

The transport sector is being seriously affected by the high incidence of HIV/AIDS in sub-Saharan Africa. In many SSA countries the human and financial costs of HIV/AIDS to the transport sector are already considerable, and expected to get worse - moreover, transport facilitates the spread of the virus. The transport sector can and must respond.

Key issues discussed by the working group included the role of the transport sector in increasing awareness of HIV/AIDS, examples of good practice that could be transferred elsewhere, and the role of SSATP in supporting actions on the issue.

The recommendations of the working groups included:

- Supporting education and awareness-raising through networking with national and regional organizations and disseminating information on good practices;
- Strengthening responses to HIV/AIDS along transport corridors, and at construction sites through integrating the issue into transport programs and the tendering process; and
- Encouraging initiatives by the sector to decrease the incidence of HIV/AIDS and take care of sufferers, through disseminating examples of good practice to important actors such as Government and transport operators and users.

6.3. Small-scale enterprises in the construction industry

Despite considerable efforts over the years to help the development of indigenous constructing industries in many SSA countries, local contractor and consultant capacity remains limited. The potential of such small-scale enterprises to generate income and provide employment, especially when using labor-based methods, is substantial. Other contributions to poverty reduction can be through technology transfer and local capacity-building.

Issues addressed by the working group included the success factors in examples of good practice, learning the lessons of failed initiatives, how to increase the market for local small-scale construction companies, and the role of SSATP in promoting the development of small-scale enterprises in the construction industry.

Amongst the success factors identified are appropriate packaging of contracts, training of government officials and contractors, extending labor-based methods to all road categories, helping with the acquisition of equipment, and providing financing and supporting technology transfer. Failures appear to result from the provision of inappropriate equipment, late payments by employers (particularly governments), inconsistent support by donors, and inadequate training and funding.

SSATP's role in promoting the development of small-scale enterprises in the construction industry was identified by the working group as:

- Developing appropriate policies (e.g. allocating a certain percentage of work in tenders to small-scale contractors);
- Advocacy through workshops and information dissemination; and
- Capacity building amongst implementing agencies and the private sector.

6.4. Land use management and planning

Increasing the access of the poor to social services and economic opportunities requires not only improved transport access and services. Good local and regional planning is crucial, especially concerning the location of social and productive services (health centers, schools and training colleges, markets and industrial areas, etc) in relation to poor populations. In addition, reducing nuisances from transport noise and pollution can also be achieved through better planning. Integrating the planning of transport infrastructure and services with land use planning – at local and regional levels – can improve access to services and opportunities, and thus help to improve the lives of poor populations in urban and rural areas. How this might be achieved and what role SSATP can play were discussed in a working group session.

Recommendations of the working group include:

- Support to the development of integrated transport and land use planning through advocating and demonstrating its positive effects on the poor, identifying capacity gaps and helping to fill them. Collaboration with international, regional and national organizations is called for;
- Linking public investments in other infrastructures and services with viable transport systems (IMT/NMT);
- Joint development with other organizations (UN Habitat, ILO, IFRTD, etc) of integrated transport and land use planning guidelines incorporating a poverty focus;
- Investigation of the impact of land ownership and security of tenure.

7. ONGOING WORK AND EMERGING ISSUES

7.1. Ongoing work

Ongoing work and other issues were covered in a lengthy plenary session on Wednesday afternoon. A number of presentations had to be deferred from earlier sessions owing to very highly constrained time schedules. The presentations covered a number of current initiatives under road management and financing, and trade and transport.

Road management and financing

OVERLOAD CONTROLS. The presentation reiterated the strong connection of maintenance performance and overload control and argued that it was high time to give this a higher priority — proposing an overload control initiative that might start at selected sub-regional level but then take on a fully regional character.

VEHICLE TAXATION. The presentation highlighted some of the findings from the most recent GTZ/Metschies survey. This was considered to be a very useful reference sources for countries planning future changes in fuel related road user charges.

AGEPAR. The presentation was to introduce AGEPAR and explain its recent creation out of the ashes (as it were) of ADAR. It outlined the proposed work program and areas of support from SSATP.

ROAD FUND ASSOCIATION. The presentation introduced the association and the state of its preparation in advance of a proposed meeting to take place later this year. Substantial possibilities exist to use this association as and when its membership is solidified.

Trade and transport

TRANSPORT AND TRADE FACILITATION for East & Southern Africa. Based on a study financed by the program, a presentation described an overview of all the ongoing actions in the SADC, EAC and COMESA areas on the main transport corridors.

FESARTA (Federation of Southern Africa Road Transport Associations) presented its recent actions, notably on the Beit Bridge and Chirundu border crossings between South Africa, Zimbabwe and Zambia.

THE NORTHERN CORRIDOR TRANSIT TRANSPORT COORDINATION AUTHORITY presented its work program, specifically the actions taken to monitor transit traffic on the corridor, and its joint pilot cargo tracking project with PMAESA (Port Management Association of Eastern and Southern Africa).

In addition: (a) PMAESA briefly described its facilitation program; (b) the UEMOA commission updated the participants on the outcomes of its transport facilitation program since the Maputo meeting; (c) the CEMAC secretariat gave an overview of its transport facilitation issues and presented the actions it intends to launch in 2003-2004 with the support of the World Bank. The presentations made in this plenary session are contained in Annex 9.

7.2. Emerging issues

Stakeholders clearly appreciated that the 2004 Work Plan was simply the first step in a continuing process, and that most if not all priority issues would need to be taken further in 2005. For example, PRSP/Transport analysis work will be consolidated in the three pilot case study

countries, and an improved methodology offered to further candidate countries in 2004. The iterative process commenced in Kigali will continue throughout the period of the LTDP.

Likewise under the three key thematic headings — corridor management and performance, road management and financing, and transport services — priority 2004 actions will certainly lead to further developments aligned with the initiatives which will be singled out when the 2004 Work Plan is finalized.

National legal reviews and updates, following 2004 analyses, are likely to continue throughout the LTDP, with program emphasis on promoting and encouraging implementation, probably through support to REC capacity building.

8. FRAMEWORK OF SSATP 2004 WORK PROGRAM

8.1. Priority issues and actions

Synthesis of priority issues and actions from working groups

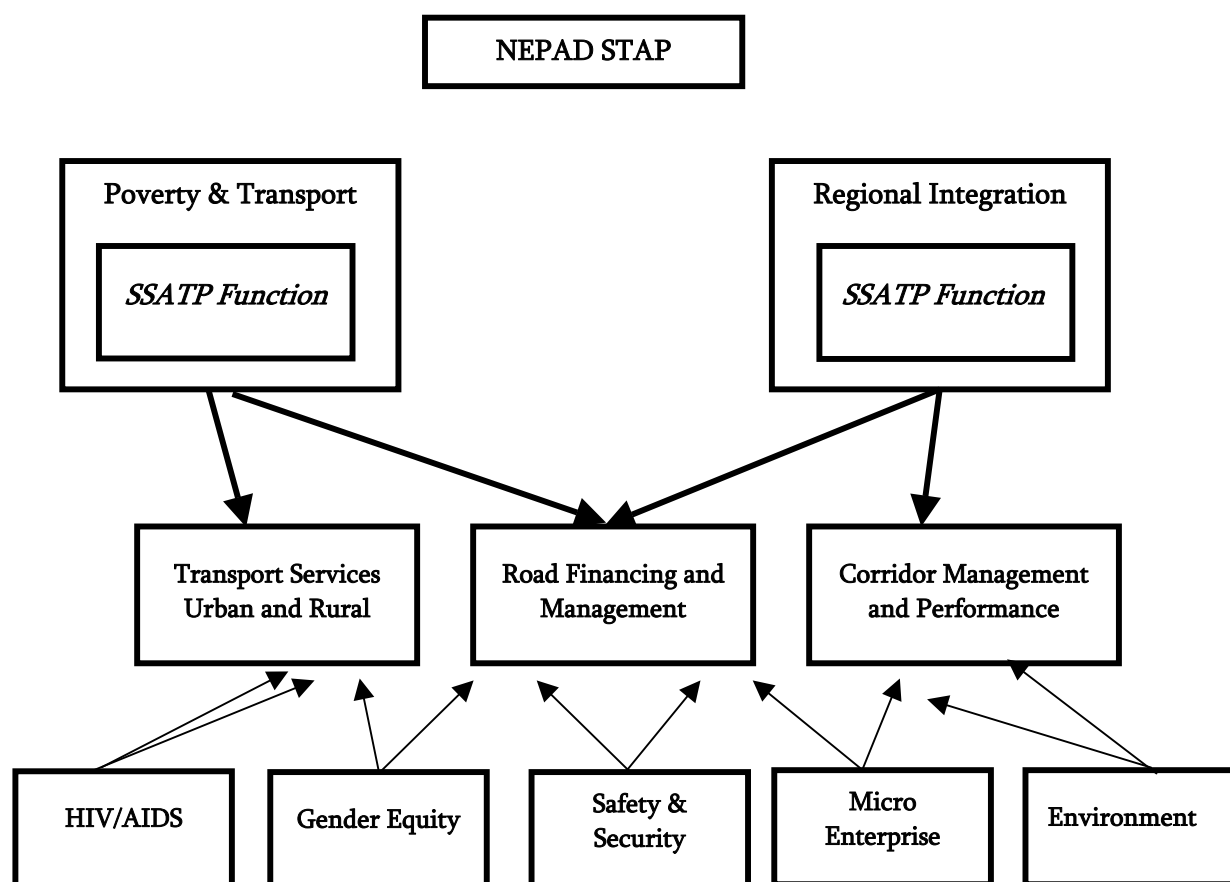
The priority issues and actions brought forward for consideration in the 2004 Work Program are presented in Annex 10, which contains the presentations made in plenary of the synthesized recommendations of the working groups.

A small task force consisting of a representative of each of the main three “constituencies” (regional, national, poverty/transport case study country groups), program management, a donor representative, and the facilitation team, took all the working group outputs and the syntheses of those products, and assembled them into a thematic matrix (summarized below) according to the various categories of SSATP activities set out in the LTDP, and the outline framework 2004 work program.

	Poverty and Transport Analysis	Road Management and Financing	Regional Integration	Transport Services (urban and rural)	Program Themes
Assessment & Review leading to eventual tool-kits or guidelines	7	11	7	11	4
Workshops	12	10	3	6	5
Meetings & Conferences					1
Capacity Building & Training	3 pilot countries, 8 networking, monitoring, 8 SSATP functions	RED, PAM, RMF, etc.	Corridor groups, STAP implementation, TA, etc.	Micro-enterprises, SME	Regional training on gender and transport
Publications & Reports	Numerous	Numerous	Numerous	Numerous	Numerous

Further review of the initiatives proposed, consolidating them into priorities matching stakeholders demands, was a task that was going to take some time. Consequently, at the final plenary session, the program manager made a brief presentation of the findings of the initial analysis, setting out the schedule and process for delivering a draft work program to stakeholders for review and comment, and the proposed arrangements for submitting a finalized version to donors in time for funding arrangements to be established in a timely fashion.

The result of the analysis provided a clear outline of the thematic framework within which the 2004 Work Program will be established (see below).



Prioritized activities in accordance with the categories of intervention available to the program will be assessed for coherence with the strategic objectives of the LTDP, and for a clear location within the logical framework.

The result will be a work program with clearly defined results (outputs) and indicators linked to purposes (outcomes) which contribute to program goals. The importance of indicators had been repeatedly noted by participants throughout the meeting. A set of useful, practicable indicators which will provide a baseline account of the program in 2004 is clearly essential, so as to

measure progress throughout the LTDP. These indicators will serve in the logical framework at outcome (purpose) level. But there is also a pressing need for performance indicators that will enable poverty impacts to be assessed, and will have useful linkages to indicators of achievement related to the Millennium Development Goals.

The process proposes that a draft WP will be circulated to all stakeholders by the end of July 2003 for review and comment by mid-September, and with a final version issuing to donors at the end of September.

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FINAL MEETING PROGRAM

Day and Time	MONDAY MAY 26	
Time and Session	Chair	Topic, Speakers, Presentations
08.30	N/A	Meeting Arrangements , <i>Gylfi Palsson</i>
08.50	N/A	Meeting Objectives , <i>Nigel Ings</i>
09.15 Session 1	Mr Hachim Koumare (UNECA HQs Addis Ababa)	Regional Integration and Transport <i>Dr Charles Kunaka</i> - REC Task Force, Themes and Issues <i>M. J. Grosdidier de Matons</i> - Legal and Administrative Frameworks <i>M. A. Rugamba</i> – NEPAD Short Term Action Plan
10.30		Coffee Break
11.00 Formal Opening	Mr. Francois Xavier Havugimana (Secretary General, Ministry of Infrastructure)	Introduction , <i>Mr. Mbaye Diouf</i> , Director, UNECA Office Kigali Official Opening of the Meeting, Opening Address Hon Minister for Infrastructure, Jean Damascene Ntawukuliryayo Responses to Opening Address <i>M. Hachim Koumare</i> , Chairman SSATP Board <i>Hon. Nuwe Amanyamba-Mushenga</i> , Sec.-General East African Community <i>Mr. Bruce Thompson</i> , European Commission <i>Mr. Nigel Ings</i> , SSATP Program Manager
		Lunch
14.00 Session 2	Ato Tasfamichael Nahusenay (General Manager, Ethiopian Roads Authority)	Meeting Poverty Reduction Goals through Improved Transport Policies and Strategies: Country Case Studies Overview Report , <i>Dr. Mary Braithwaite</i> , Case Study Coordinator Case study presentations: Guinea - <i>Mr Dr. Mamdou Bana Sow, Dr. Mamadou Coulibaly</i> Rwanda - <i>Mr. Vincent Karega. Patrick Rugumire</i> Tanzania - <i>Hon. Mizengo Pinda, Mr. Nzinyangwe E. Mchany</i>
16.00		Coffee Break
16.30 Session 3		Working Groups - Lessons from the country case studies
18.30		Working Parties Synthesize group work outputs
		Working Groups - Regional Trade and Transport Issues

Day and Time		TUESDAY MAY 27
Time and Session	Chair	Topic, Speakers, Presentations
08.30 Session 4	Mr. B. Thompson (European Commission)	Report backs on synthesis of Session 3 working group outputs (presenters to be announced)
10.00		Coffee Break
10.30 Session 5	Mr. J. Riverson (World Bank)	Themes/Issues Presentations RMI/RTTP/UM Mr. Steve Brushett – Road Management Issues Mr Bano Sow – Urban management and finance Mr. Ibou Diouf – SME/transport services Mr. Ousmane Thiam – Urban mobility and institutional policies Mr. Silvester Kasuku – Space management Dr. George Banjo – Mobility and vulnerability Mr. Dieter Schelling – Performance Indicators
12.30		Lunch
14.00 Session 6		Working Groups: RTTP/UM/RMI Issues
16.00		Coffee Break
16.30 Session 6 (contd)		Working Groups: RTTP/UM/RMI Issues
18.30		Working Parties Synthesize group work outputs

Day and Time		WEDNESDAY MAY 28
Time and Session	Chair	Topic, Speakers, Presentations
08.30 Session 7	Mme. Maryvonne Plessis-Fraissard (World Bank)	Report backs on synthesis of Session 6 working group outputs (presenters to be announced)
10.00		Coffee Break
10.30		Video Presentation – Film, “The Northern Corridor – Towards an Open Path” Presentation of Rwanda Transport Sector Issues, Concerns, Vision
12.30		Lunch
14.00		Regional Trade and Transport Presentations: J-F Marteau – Transport and Trade Facilitation: East & Southern Africa Barney Curtis – Beit Bridge border crossing issues M. Kizito – The Northern Corridor Transit Transport Coordination Authority M. Helene Guissou – UEMOA Colonel NDALA :Transport and facilitation within CEMAC
16.00		Coffee Break
16.30		Road Management Initiative Presentations: Mike Pinard – Overload Controls G. Metchies – Vehicle Taxation in Africa M. Ahmat Ajid – AGEPAR M. Leyama – Road Fund Associations
18.30 Session 8	Mr H. Koumare	Presentation of Draft Framework of 2004 Work Program Meeting Closing Ceremony Closing Statements – To be announced Official Closing Hon Minister for Infrastructure, Jean Damascene Ntawukuliryayo
Evening		Dinner hosted by Government of Rwanda

OPENING AND CLOSING SPEECHES

Meeting Objectives

The Sub-Saharan Africa Transport Policy Program

2003 Stakeholders Meeting - Kigali

Murakaza Neza!
Karibu Sana!
Welcome!
Bienvenue!

The Sub-Saharan Africa Transport Policy Program

2003 Stakeholders Meeting - Kigali

Launch of 2004 – 2007 LTDP

LTDP Strategic Objectives – SSATP promoting and facilitating.....

Countries: implementing sector strategies fully responsive to poverty reduction and economic growth demands

Regions: transport playing its full part in integration strategies

Transport is a service to other sectors....should not be in competition with them for scarce resources

The Sub-Saharan Africa Transport Policy Program

2003 Stakeholders Meeting - Kigali

Meeting Objectives

- A coherent Work Program for 2004, owned by stakeholders to move the SSATP towards its strategic objective
- A Forecast of the issues to be addressed in 2005 and beyond

The Sub-Saharan Africa Transport Policy Program

2003 Stakeholders Meeting - Kigali

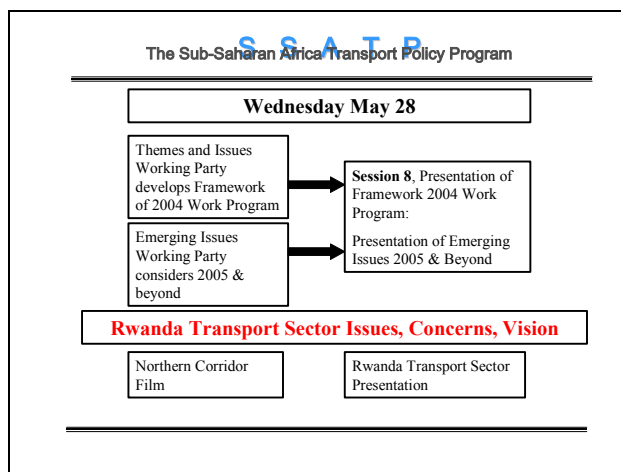
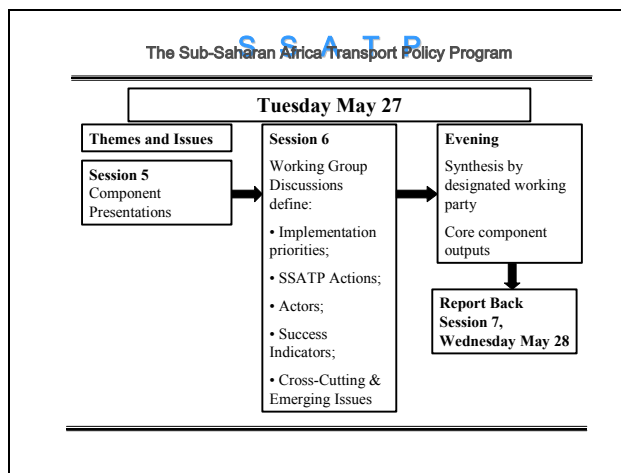
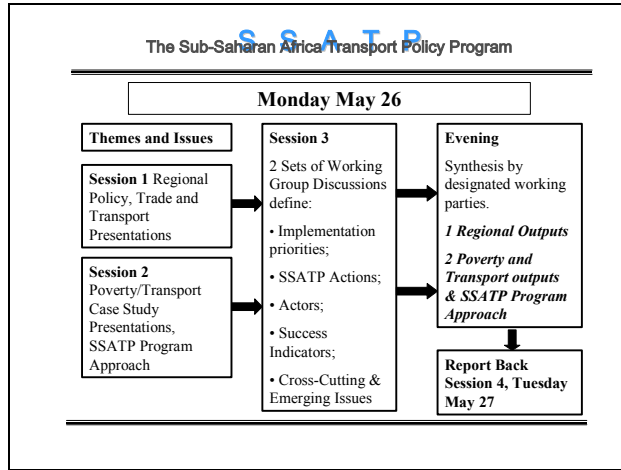
Identification of Themes and Issues	May 24, 25
Plenary Presentations, Working Groups, address key themes and issues	May 26, 27
Synthesis of results produces framework of 2004 Work Program	May 26, 27, 28
Submission of WP to Annual General Meeting	May 30

The Sub-Saharan Africa Transport Policy Program

2003 Stakeholders Meeting - Kigali

Preliminary Identification of Themes and Issues based on outputs of SSATP 2002 Maputo Meeting

<p style="text-align: center;">Regional Integration Perspectives</p> <p>REC Task Force</p> <p>SROs</p> <p>T&T Public and Private Sector Actors</p>	<p style="text-align: center;">Transport and Poverty Perspectives</p> <p style="text-align: center;">SSATP Program Approach</p> <p>Country Case Study Groups</p>	<p style="text-align: center;">Core Component Perspectives</p> <p>Country RMI and RTTP Coordinators, UM and T&T Stakeholders</p>
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**Official Opening by the Hon. Dr. Jean Damascene Ntawululiryayo,
Minister of Infrastructure**

Mesdames et Messieurs les Ministres, Honorables Députés, Mesdames et Messieurs les Représentants du Corps Diplomatique et Consulaire, Mesdames et Messieurs les Délégués, Honorables Invités, Mesdames et Messieurs,

Permettez-moi, au nom du Gouvernement de la République Rwandaise et en mon nom propre, de vous souhaiter à tous la bienvenue à ces Réunions Annuelles du Programme de Politiques de Transport en Afrique Subsaharienne et en particulier à Kigali.

Le Rwanda est un pays montagneux d'une superficie de 26,6 mille km² avec une population de plus de 8,3 millions d'habitants. Cette dernière vit pour l'essentiel dans des zones d'habitat dispersées en milieu rural.

Neuf ans après le Génocide d'avril 1994, des progrès remarquables ont été réalisés dans le cadre de la restauration de la paix et de la sécurité, de la réconciliation et de l'unité nationale, de la réhabilitation administrative, judiciaire et des institutions sociales.

Par ailleurs, ce 26 mai 2003 constitue une date importante dans l'Histoire du Rwanda car il marque le début de la fin de la période de transition par l'organisation d'un Référendum sur la nouvelle Constitution.

Honorables Invités, Mesdames et Messieurs,

Pour passer de la Phase d'Urgence à la Phase de Croissance et de Développement durable, et sur base de consultations des bénéficiaires et diagnostics participatifs, le Gouvernement a adopté des perspectives de développement tels que spécifiés dans sa Vision 2020 et la Stratégie de Réduction de la Pauvreté (PRSP).

Le PRSP a conclu que la pauvreté au Rwanda provient de l'incapacité dans le passé à résoudre les problèmes structurels et l'héritage du Génocide. Les problèmes structurels incluent la densité et la croissance élevées de la population qui agissent sur les rares ressources en terre et contribuent à une faible productivité agricole, les coûts élevés de transport liés à l'enclavement du pays, ainsi que la dégradation de l'environnement.

De son côté, le Génocide a appauvri la population et accentué les obstacles pour la croissance économique. En effet, il a réduit les ressources humaines, accru le nombre de ménages vulnérables, de personnes traumatisées et détruit le capital social des ménages, en particulier le logement et le bétail et il a augmenté l'incidence du VIH/SIDA.

Honorables Invités, Mesdames et Messieurs,

Le Rwanda est un pays enclavé où le transport est un secteur vital pour son approvisionnement, les échanges domestiques et ses exportations.

Le secteur comprend :

- a. essentiellement un réseau routier dense d'environ 14.000 km soit 0,53 km/km² dont la majeure partie est dans un mauvais état suite à un retard prolongé d'entretien durant la période de guerre, à la nature accidentée du relief, à un important trafic humanitaire surchargé après le Génocide de 1994, aux pluies torrentielles exceptionnelles EL NINO de 1997 et 1998 ;
- b. le transport aérien qui sert principalement les besoins de transport extérieur vu la taille du pays ;
- c. le transport lacustre principalement sur le Lac Kivu qui permet la navigation commerciale entre les villes de Gisenyi, Kibuye et Cyangugu.

Dans le souci d'améliorer la compétitivité des produits rwandais et réduire les coûts de transport internationaux, le Gouvernement est engagé et veut la construction d'une ligne de chemin de fer le reliant à l'Océan Indien via Isaka dans le cadre d'une intégration régionale.

En ce qui concerne le transport international, le Rwanda utilise essentiellement deux corridors, à savoir :

- i) le Corridor Nord (environ 1800km) par le port de Mombasa
- ii) le Corridor Central (environ 1600km) par le port de Dar es Salaam

Il existe aussi le Corridor Sud par le port de Durban.

Il faut remarquer que les coûts de transport restent excessivement élevés à tel point qu'ils représentent plus de 30 % du prix d'un produit importé ou exporté.

Honorables Invités, Mesdames et Messieurs,

Un des piliers définis dans la Vision 2020 et le PRSP est le Développement d'une infrastructure adéquate, avec le secteur des transports comme service aux autres secteurs de développement.

En effet, le Rwanda considère que le secteur des transports peut contribuer efficacement à une croissance durable par :

- i) la réduction des coûts de transactions, la facilitation des échanges et la compétitivité du commerce,
- ii) la saisie des opportunités par les opérateurs économiques,

- iii) la baisse du coût des intrants,
- iv) la création de l'emploi,
- v) le développement du capital social et humain (accès et qualité de la santé et de l'éducation),
- vi) l'amélioration des conditions environnementales, et
- vii) la participation, la bonne gouvernance et la sécurité.

La réduction de la pauvreté sera accomplie au prix de programmes de développement multisectoriels cohérents et intégrés, comportant entre autres composantes principales, un système de transport efficient.

Face à la nécessité d'assurer un système de transport adéquat pour les zones rurales et de faciliter les déplacements au niveau des villes, le Gouvernement du Rwanda a adopté des réformes fondamentales en gestion routière et des politiques destinées à promouvoir des mesures concrètes dans le domaine de transport.

Dans ce contexte, les orientations suivantes ont été adoptées :

- Élaboration d'une politique cohérente de transport intégré avec la participation des différents partenaires. Cette politique est articulée sur la Vision 2020 et le Programme national de réduction de la pauvreté,
- Sauvegarde de l'existant : la situation patrimoniale de l'État a été largement perturbée au cours des années de conflit. Il s'agit aujourd'hui en priorité de développer les infrastructures à partir de l'existant qui doit être conservé en état d'exploitation acceptable,
- Mobilisation et affectation de ressources financières adéquates à la réhabilitation,
- Privatisation de l'entretien routier,
- Création du Fonds d'Entretien Routier sur la base des principes d'une gestion moderne (autonomie administrative et financière, implication des usagers...),
- Soutien à la décentralisation pour le développement et la gestion des infrastructures de transport dans le milieu rural,
- Maîtrise des coûts de transports tant à l'intérieur du pays que sur les corridors internationaux,
- Mise en œuvre d'une politique ferme de sécurité routière,
- Promotion et vulgarisation des autres modes intermédiaires de transport en milieu rural,
- Renforcement des capacités institutionnelles du secteur,
- Poursuite d'une politique active de protection de l'environnement.

Vous noterez que la plupart de ces mesures s'inscrivent dans la ligne du Programme de Politiques de Transport en Afrique subsaharienne.

Honorables Invités, Mesdames et Messieurs,

Par votre présence à Kigali, non seulement vous allez permettre la consolidation des acquis de la Réunion Annuelle de l'année passée, mais vous allez adopter et lancer le Plan de Développement Long Terme 2004 - 2007.

Ce Plan qui adopte le principe du transport en tant que service, propose des approches qui intègrent parfaitement les politiques et stratégies du secteur des transports en tenant compte de la réduction de la pauvreté et d'autres stratégies nationales de développement.

Ce Plan constituera aussi l'un des principaux instruments de développement du NEPAD.

Enfin, je voudrais demander à tous les participants à cette réunion, de relever le défi qui leur est posé en tenant en compte que le monde est devenu une arène globale.

Et c'est sur cette note que je déclare ouverte la Réunion Annuelle 2003 du Programme de politiques de transport en Afrique subsaharienne et vous souhaite de fructueuses délibérations.

Je vous remercie.

**Response to the Opening Address, by Mr. Hachim Koumare [UNECA]
as Chairman of SSATP Board**

Mr. Chairman, Your Excellency Jean Damascene Ntawukuliriyayo, Minister of Infrastructure, Honorable Ministers, ladies and gentlemen,

Your Excellency, it is my pleasure to thank you for inviting SSATP to Kigali and for all your efforts in ensuring this meeting is actually taking place today. This, I believe, shows your government's commitment to the Program and to the transport sector in Rwanda. Through you, Your Excellency, I would also like to extend our appreciation to the Government of Rwanda for putting this prestigious plenary room and other committee rooms at our disposal, during what I know is a busy period for the government.

I would also like to thank you for setting aside time in your busy agenda to join us and to open the 2003 SSATP Annual Meeting. This meeting, this year, is a unique occasion. It marks the transition from the recent consolidation phase of SSATP's component approach to the beginnings of a program approach at a county and regional level.

Mr. Chairman, I will finish by thanking the Honorable Minister for the warm welcome he has extended to us all. And, as Chairman of the SSATP Board, I can assure you that the meeting

will take account of the issues the Minister has raised and the orientations he has suggested, which will no doubt enrich our discussions over the next three days.

**Response to the Opening Address, by Bruce Thompson [European Commission]
as SSATP Board Member representing the donors**

Mr. Chairman, Your Excellency Jean Damascene Ntawukuliriyayo, Minister of Infrastructure, Honorable Ministers, ladies and gentlemen,

I would like to thank the SSATP management for giving me the opportunity of expanding upon what Hachim Koumare called the unique nature of this meeting – the transition from a purely component approach to a program approach.

Exploratory work for translating the program approach into practice has already begun. Three case studies carried out in Guinea, Tanzania and Rwanda have examined the linkages between transport and poverty reduction policies. The outcome of the studies will be practical guidelines for analyzing the linkages between poverty and transport as well as guiding the next steps for defining the SSATP function within your own administrations. We will learn more about these studies and how you could apply a similar process in your countries during this meeting.

I am like to recognize the extensive pre-meeting planning and the preparatory meetings among participants over the weekend. Such hard work I am sure will produce dividends by enriching our discussions and the outcome of this annual meeting. Already, I detect an increasing commonality in the themes and strategies of each component. This is promoting component convergence. For example, urban mobility is moving towards the RMI – RTTP family and this family is strengthening its links with Trade and Transport. This is part of the process of an evolving program approach; it also adds to SSATP's overall efficiency.

So, I see the program approach as an essential tool for anchoring transport in poverty reduction strategies, driving the components of SSATP to convergence. In turn, this will improve the effectiveness of integrated transport policies and strategies in delivering transport services at affordable costs that are demanded by the agriculture, health and education.

The program approach is elaborated in more detail in the SSATP Long Term Development Plan (LTDP). It's the first time that SSATP has such a long-term plan, which has both a country and regional dimension. The regional aspect is captured through the increasing involvement of the Regional Economic Communities, which are also key agencies for the implementation of NEPAD's Short Term Action Plan for Infrastructure. Drafting the LTDP has involved national and regional stakeholders as well as the donor community through a process of continuous dialogue and regional meetings.

Close donor involvement has made it easier to raise long-term finance for the program and speaking for the EC, I can say that we are in the final stages of securing core finance for the

four-year LTDP. In addition, I can also add that the traditional SSATP donors and new donors endorse the program and you will hear more from individual donors about the extent of their financing at the Annual General Meeting.

By hosting the 2003 Annual Meeting, Honorable Minister, I hope that you and your staff, particularly those that do not usually have the opportunity to attend the annual meetings, will take advantage of attending as many sessions as possible. I am sure there are many opportunities during the week that could help your staff in its endeavors to improve rural access that is so crucial for your rural development program, which is the focal sector of development with the EC under the 9th EDF.

And, lastly, I would ask participants to rise to the challenges of clearly identifying how SSATP puts into place the program approach at a country and a regional level as well as designing the framework for the work plan for 2004.

Response to the Opening Address, by Nigel Ings, SSATP Program Manager

I would like to start by thanking the Government for offering to host the 2003 SSATP Meeting when last we met as program in Mozambique in 2002.

I sensed the pleasure the offer gave to our members, and the pleasure it gave to me personally, bringing back vivid memories of the work that was done and in which I had the pleasure of participating, putting in place the Northern Corridor Transit Agreement.

And I think back a few months to our first preparatory visit, when a small team working with our Rwandan colleagues helped to put in place all the arrangements required to mount a meeting of this kind.

One of the tasks was to locate a suitable venue, and I remember having suggested that our needs were modest, perhaps a school or similar institute during a holiday or some such period. So it was with surprise and great pleasure that I learned of the Government's offer of the National Assembly complex, and this splendid chamber, for the meeting, realizing the honor being accorded to the Program.

So thank you Honorable Minister for all you and your team have done to bring us to this point, the commencement of the 2003 Annual Meeting.

Ten months ago, the Program took the risky step of convening, for the first time, all its components together under one roof to hold their annual meetings. We asked the stakeholders to consider the strategic objectives of the Program.

The meeting, I think, surprised many if not most of us by the synergies that emerged, and quite simply how enjoyable it could be to participate in such an event, in such a large group of dedicated transport actors from so many countries, backgrounds, disciplines and interests.

The outcomes were so positive, and the sense that this was the correct way for the Program to proceed in future was absolutely clear to everyone.

So here we are, Honorable Minister. But this time, the task is different, the focus is sharpening, and the Program has committed itself unambiguously to operationalizing the rhetoric of helping to ensure that transport plays its full part in Africa's battle against poverty. The SSATP has committed itself unambiguously to playing its full part to realize the vision of the African union through support to NEPAD and engagement with Regional Economic Communities.

Over the next few days, Sir, we will do our best to repay the honor you have done us, by working hard and harmoniously to achieve the objectives of the meeting, and to launch the Program on the path of its long term development plan. I hope that in the future Kigali will be seen as a starting point for a new chapter in the story of the SSATP.

Honorable Minister, on behalf of the SSATP team, I would like to conclude by thanking you again and Rwanda for this opportunity.

Official Closing Statement by the Hon. Dr. Jean Damascene Ntawuliriyayo

Honourable Ministers, Distinguished Guests, Ladies and Gentlemen,

You have worked through a *long and complex* process over the past several days in Kigali to change both the direction and speed of work on transport policy in Sub-Saharan Africa.

While I have not been able to attend your working sessions and plenary meetings, I am told that you have moved much closer to putting poverty alleviation at the heart of the activities that the SSATP will undertake in the future.

The principal themes that you have addressed are relevant to every African country and especially to Rwanda. Poverty and transport, regional integration, road management and financing, and transport services are all areas that you can find under active development here. You have heard of our participation and process as one of the three pilot case studies chosen to develop a methodology for assessing links between poverty reduction and national transport strategies. As a landlocked country, regional cooperation and integration are crucial for us, especially on the Northern Corridor.

I am pleased to learn that you have taken steps to strengthen the SSATP's links to the NEPAD short-term action plan by focusing your support on working through the Regional Economic

Communities. As a country whose *rural roads* especially require attention, I am pleased to see you keeping a core focus on road management and financing, building fresh ideas and research for road funds and—this is most important—dedicating attention to performance models and indicators of effectiveness. Such indicators are repeatedly called for, but it is a program like the SSATP, with solid results already, that can build on those results to suggest firm ways of expressing progress in road management *and* in links between poverty and transport. I am told that transport services—rural and urban—have also received a great deal of your time. And running through all of these has been your work on such transversal (cross-cutting) themes as HIV/AIDS, gender issues in transport, road safety, and micro-enterprises, and the environment.

Ladies and Gentlemen,

All of this work sounds like a lot, and I'm sure you are ready to celebrate some achievements. Perhaps the one achievement you would like to celebrate most is moving toward a holistic, programmatic approach with your long-term development plan and suggested activities for next year.

Excellent as this achievement is, the hard work is before you. How will you translate these ideas into practice? How will you measure your results?

How will you show the world what these ideas mean to the farmer in the village, the transporter and his fleet of trucks, the worker who takes the bus each day in polluted cities? It is said criticism is easy—it is creation that is difficult. You have created a program. The results are for the future.

Here, you are doing work on the policies that help to make investments effective. We sincerely hope that the World Bank and other financiers, donors, and partners will take these policy messages to heart and that good policies will attract the investment in infrastructure, services, and capacity-building that are much needed in Africa.

For us in Rwanda, there is another achievement. This meeting would probably not have come to Kigali three years ago. For us, bringing over 200 persons here to our country is itself an achievement, for it signals the stability and hope that Rwanda has in 2003. Few meetings so large have come here, and your willingness to have the SSATP Annual Meetings in Kigali signals to the rest of the world that Rwanda is ready to receive our guests in peace and safety. I hope that you have already enjoyed the beauty of our country, and I am certain you will do so on the trips outside of Kigali tomorrow.

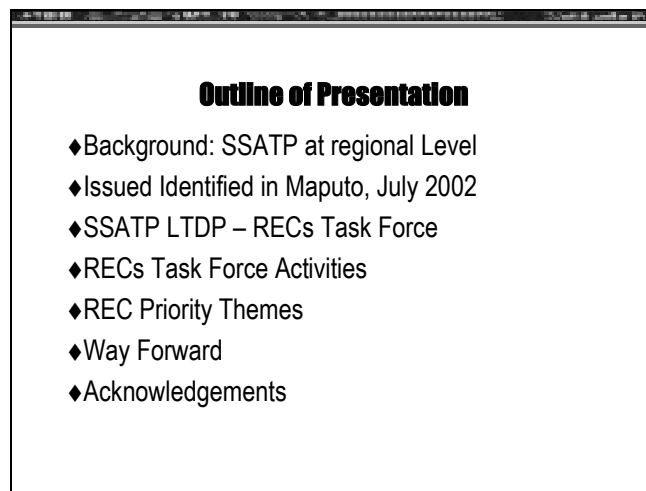
This Conference is an important hallmark in the history of our country as it corresponds with Referendum on the new constitution which marks the end of the transition period.

I congratulate you once again on your work; I look forward to receiving you again here in Rwanda and working with your organizations toward bringing transport to the center of poverty reduction. With this, I formally declare this meeting over.

REGIONAL INTEGRATION

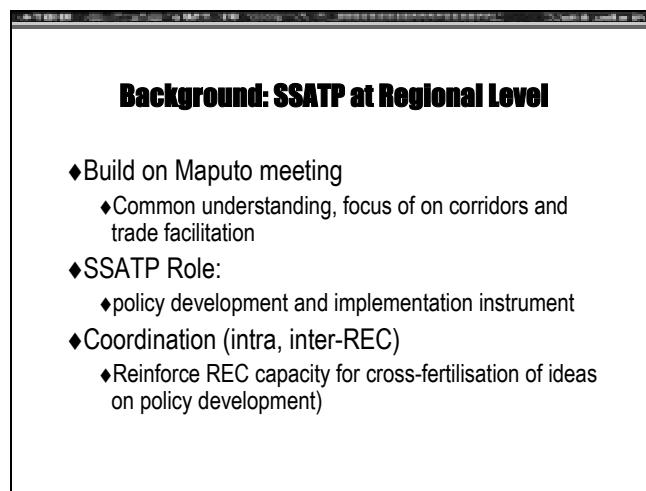
PRESENTATIONS

The Regional Economic Community Task Force, by Dr. Charles Kunaka, SADC



Outline of Presentation

- ◆Background: SSATP at regional Level
- ◆Issued Identified in Maputo, July 2002
- ◆SSATP LTDP – RECs Task Force
- ◆RECs Task Force Activities
- ◆REC Priority Themes
- ◆Way Forward
- ◆Acknowledgements



Background: SSATP at Regional Level

- ◆Build on Maputo meeting
 - ◆Common understanding, focus of on corridors and trade facilitation
- ◆SSATP Role:
 - ◆policy development and implementation instrument
- ◆Coordination (intra, inter-REC)
 - ◆Reinforce REC capacity for cross-fertilisation of ideas on policy development)

Issues Identified in Maputo, July 2002

- ◆ “Quick Win” initiatives on transport corridors, eg implementation of observatories
- ◆ Development of corridor management arrangements
- ◆ Harmonized implementation of priority activities/policies
- ◆ Harmonization of national and regional legal and administrative instruments
- ◆ Promotion of unified member state approaches to transport sector strategies
- ◆ Establishment of a joint REC coordination framework

SSATP LTDP – RECs Task Force

- ◆ Annual Work Plan 2004
 - ◆ being developed by stakeholders and project management (Kigali)
- ◆ Preparatory activities
 - ◆ RECs Task Force
- ◆ Aim
 - ◆ define framework of REC priorities for SSATP engagement at regional level
- ◆ Task Force members:
 - ◆ CEMAC, COMESA, ECOWAS, SADC
 - ◆ expanded to include UEMOA, IGAD, EAC, IOC
 - ◆ Consultations
 - ◆ AfDB, NEPAD, UNECA

RECs Task Force Activities

- ◆ Two meetings
 - ◆ Gaborone 1 – 2 May 2003
 - ◆ Kigali 24 May 2003
- ◆ Facilitation
 - ◆ Working with Facilitators
 - ◆ Produced set of guidelines to assist Task Force
- ◆ Gaborone meeting
 - ◆ Reviewed issues identified in Maputo
 - ◆ Agreed on priority themes
- ◆ Kigali meeting
 - ◆ Synthesised priority issues under each theme

REC Priority Themes

1. Efficient Corridor Operations
2. Corridor Management Arrangements
3. Common Policies and Strategies
4. Harmonisation, Rationalisation and Implementation of Legal/Regulatory and Administrative Procedures
5. RECs Institutional Capacity Strengthening
6. RECs Coordination

Issues: 1 Efficient Corridor Operations

- ◆ Facilitation of removal of impediments to efficient flow of traffic in order to reduce costs of trade
 - ◆ Contributes to poverty alleviation
 - ◆ Among others, the following issues were identified
 - ◆ Observatories, overload control, transit charges, border operations, safety, multi-modal operations, HIV/AIDS, road checks and corruption

2 Corridor management arrangements

- ◆ Establishment of efficient, effective and sustainable public-private sector partnership corridor management arrangements, including institutional frameworks
 - ◆ Corridor secretariats/technical units
 - ◆ Financial sustainability
 - ◆ Dissemination of good practices

3 Common Policies and Strategies

- ◆Development of integrated transport policies and strategies
 - ◆sharing knowledge, best-practices
 - ◆Evolution of transport corridors to SDIs
 - ◆Infrastructure financing and maintenance policies
 - ◆Development and sharing of model policies
 - ◆Assistance for policy and strategy development

4 Harmonisation and Rationalisation and Implementation of Legal/Regulatory and Administrative Procedures

- ◆To ensure consistent approaches to interstate traffic
 - ◆Several instruments in place, but implementation is poor
 - ◆Development of guidelines and toolkits
 - ◆Advocacy for implementation
 - ◆Enforcement of instruments

5 RECs Institutional Capacity Strengthening

- ◆Mechanisms and institutions to oversee implementation of corridor strategies
 - ◆Production of technical notes and guidelines
 - ◆Capacity for advocacy
 - ◆Leveraging available resources
 - ◆Provision of key expertise

6 RECs Coordination

- ◆ Many RECs, SROs, private sector organisations so coordination is important for harmonised procedures and practices
 - ◆ Need for coordination
 - ◆ Intra, inter-regional coordination
 - ◆ Establishment of trade and transport forums
 - ◆ Rationalisation/integration of forums and projects

Way Forward

- ◆ There are opportunities for synergy between SSATP, RECs, SROs, Private Sector
- ◆ Themes and issues have been identified – centered on corridors and trade routes
- ◆ Several areas of common understanding
- ◆ Working group sessions to distill issues for 2004 AWP

Acknowledgements

- RECs Task Force Members
- Facilitators
- SROs (TTCA), regional associations (PMAESA, FESARTA)
- SSATP Management

END

**Facilitation of regional trade and transport, a review of legal instruments,
by M. Jean Grosdidier de Matons, international consultant on transport**

Ladies and Gentlemen,

My assignment was to determine the legal basis on which rest your relations as regard facilitation of traffic and inter-state transport in East, South and West Africa. The first phase of this exercise is presented here, in draft form that is the part dealing with international agreements.

The document is still incomplete. Some 120 international instruments were identified, of uneven importance. A few are still missing – either because they were not identified, and your kind help is required in that respect – or because issued after the release of this draft. Which demonstrates the importance of updating the documentation on a continuous basis?

It would have been easy, of course, for me to limit the exercise to an examination of the agreements, treaties and conventions executed between your states, in the limited field of inter-African relations. This I did not want to do and I thought that a broader base was necessary for a complete understanding of the legal relations between your respective States.

And the matter is complex, because three areas of the law are to be explored.

We have first issues of *public law*. The question is: which regime will be applicable to transit traffic, and to customs and facilitation procedures by the government agencies in charge of transit traffic, customs and facilitation. Will it be the law of the land freely passed by each legislature of each state, that is domestic or municipal law? Or will it be a regime of international law as stipulated in agreements between the countries interested by transit traffic? In other terms, shall we be operating under unilateral internal regulations or shall we operating in accordance with the stipulations of contracts, even if the provisions of these contracts are formulated in regulations? Since of course, regulations are sovereign and unilateral while conventions and treaties are contracts that become law of the land not by will but by agreement.

Second, we have issues of *private law*. Carriers and their clients have relations based on the carriage contract. Which law will apply to such contracts, to liability, to insurance, etc? Will it be the law of the carrier, the law of the client, the law of the country where the contract was signed or will it be an international law? The matter is especially important since Africa obeys generally to two systems of law, the codified system inherited from continental Europe law and the common law inherited from the English law tradition.

Third, we have issues of *enforceability* and *ranking of legal norms*. How the international agreements are accepted and interpreted vary from one system of law to another. The same is true of the ranking of legal norms issued by the agreements. We are still short of quite a lot of information on these matters, which need to be explored further.

These three sets of issues, I propose to review with you as simply and as quickly as possible. Let us look first to the **public law issues**.

I. PUBLIC LAW

As regard public law, we have three layers of instruments: the world-wide layer, the regional – Africa – layer and the sub-regional layer.

At world-wide level, the effort to develop a unified system of facilitation and inter State trade is not new. It can be traced to the Treaty of Vienna of 1816, after the Napoleonic wars, when special regimes were agreed upon for the international use of the Rhine and of the Escaut rivers, the latter leading to a rapid development of the port of Antwerp. In 1893 came the first Bern Convention on the international regime of railways. This being said, however, the XIXth century and the early XXth century had seen much conflict between the advocates of free trade and the supporters of protectionism. Altogether, customs duties were high, quantitative restrictions were numerous, procedures at frontiers were complex, treatment of trade and vessels in ports was on an unequal basis, and the national flag being often granted preferences.

Then the Society of Nations (*Société des Nations*), established after World War I and later replaced by the United Nations devoted its early efforts to the elaboration of world-wide conventions to facilitate trade and transit.

Very early after its creation, it called international conferences and drafted international agreements. These are the 1921 Barcelona Convention on freedom of transit, the 1923 Geneva Convention on the regime of maritime ports, the 1921 Convention on the regime of navigable rivers and the 1923 Bern Convention on the international regime of railways. It is a block of conventions, all related one to which other. They form the basis on which other, more precise subsequent conventions were developed.

Were these conventions enforceable in Africa? It depends. Generally, the United Kingdom ratified these instruments with the proviso that the ratification would extend to British possessions and protectorates overseas – except those, such as Australia, that had already international stature. As a result, when these possessions and protectorates became independent, and according to the general principle of international law, they inherited these instruments and are still generally bound by them. Whether the newly-independent States formally confirmed their acceptance of the conventions has not been ascertained.

On the contrary, France and generally other continental European states made express reservations that the ratification did not apply to their overseas possessions. As a result also, these, as sovereign states, are not bound by these conventions, unless they acceded to them or ratified them after gaining independence. It would certainly be excellent if the matter were reviewed by these States, with the objective of a unified status of all African States regarding these conventions. Provided, however, they are still valid or not replaced by more recent conventions.

The effort started by the *Société des Nations* was continued by the United Nations, starting with a new basic framework, the General Agreement on Trade and Tariffs of 1947, which reaffirmed the freedom of transit principle stated in the 1921 Convention. The GATT was ratified by all African States. From it were induced a series of increasingly specific conventions, These are the 1965 New York Convention on the transit trade of land-locked countries, the 1965 London Convention on the facilitation of international maritime traffic, in fact a convention on the international regime of ports, the 1973 Kyoto and 1982 Geneva Conventions on the simplification and harmonization of Customs procedures and frontier control of goods, and the different conventions on containers and packages used in international trade. And also the 1949 Geneva and 1968 Vienna Conventions on road traffic and road signs, and the 1954 conventions on the temporary importation of road vehicles.

Enforceability of these conventions is quite uneven. Not all these conventions were ratified by African States, as shown in the draft report. For example, the important 1975 Convention on international transport of goods under TIR carnets has remained foreign to Africa. But, in addition, ratified conventions are at times lost of sight. The 1965 London Convention, for example, on facilitation of maritime trade, is in fact ignored in some ports of states that have ratified it, and is even unknown from port authorities' legal department. It would be necessary to ascertain whether, after their ratification, these conventions were published in the Official Gazette and therefore actually issued as domestic legislation, making them enforceable in the country. This is uncertain.

To these basic international conventions and independently from them, another basis is added. These are essentially the 1963 Charter for the Organization of African Unity (OAU) and the 1991 Abuja Treaty for the African Economic Community, which constitute a second layer of rules applicable at the level of the continent. But the continent is itself divided in sub-regions, where a third layer of basic rules are set forth. These are, for example, the ECOWAS Treaty in West Africa, or the ECCAS Treaty in Central Africa, or the Common Market for Southern and Central Africa, or, again for Central Africa the CEMAC Treaty. And some others, of more or less importance. The system is complex. And, probably, the complexity of the successive layers could not be avoided, given the dimensions of the African continent and the differences of cultures or legal and political traditions between the African states, even if one limits the analysis to Sub-Saharan Africa.

It is at that third level that we find the technical conventions dealing with facilitation, customs and transit trade. We have in East Africa the Northern Corridor Transit Agreement, or, in West Africa, the different protocols elaborated by the ECOWAS or, in the Common Market for Eastern and Southern Africa, also a number of protocols on transit, trade and transport. And so on.

All this is quite remarkable indeed. It is the result of an impressive effort of legal logic and wording. But some points remain to be explored, especially because these instruments are those which have the greatest importance for the civil servants and operators of the transport system.

First, we have a legal issue as regard the ranking of legal norms. The question is: what has supremacy, the international instrument or domestic legislation or regulation issued by sovereign states?

The reply to this question varies from one state to another. In a number of states, usually those with the continental European tradition, that is of civil law tradition, the international instrument, provided it is ratified and published and provided the other party enforces it – the rule of reciprocity – takes precedence over any domestic legislation.

In countries of common law tradition, the rule may be different. Here, existing statutory law prevails when it is in conflict with the stipulations of a treaty. It is only when the treaty and statute law can be reconciled without doubt that the treaty is to be directly enforceable. Then there is no issue of course. We still miss the necessary information such as court records or reviews by legal scholars to ascertain the practice in the African States of common law legal tradition.

Second, we have not conducted a comparative analysis of these instruments to evaluate whether or not they are in accordance with the basic international, world wide agreement ruling the same subject matter and possibly ratified by the state issuing the technical instrument. But at times, one finds a sub-regional instrument a reference to a world-wide convention that has in fact not been ratified by the State party to the sub-regional instrument.

Third, and more importantly, we do not know whether domestic regulations issued after the instruments were signed or ratified are in conformity with the agreements,

Fourth, and more important again, especially for the operators, our information on how these international and inter-regional instruments and domestic regulations are actually implemented is incomplete also. The situation varies probably from one part of the sub-region to the other and from one route to another. There are certainly problems in many areas, as some reports indicate. What would be of interest however would be an evaluation of progress made: are there fewer problems or more than a few years ago? Is the situation improving or deteriorating? Are there new legal or practical problems?

To conclude, our evaluation of the public law issues in the matter of facilitation and transit trade is still incomplete.

II. PRIVATE LAW

Private law is the second and last area of our review.

There, again, we face the issue of the differences in legal traditions, common law on one side and codified law on the other. The need to unify the law as much as possible is evident if international trade is to develop.

I shall summarize the state of affairs in stating four points.

First, the United Nations deploy considerable efforts for a unification of law. These efforts may be hampered by the reluctance of States to ratify the international instruments providing for such unification. But this can be corrected by private initiative.

Second, that the European Union provides a good example of what can be done in a sub-regional or regional grouping.

Third, that very serious progress is being made in some sub-regional organizations in Africa in the respect of unification of private law, for which their authors must be commended.

Four, we have an issue of access to documentation and court decisions regarding the enforcement of the law. Let us examine these three points.

The U.N. have pushed forward and drafted a 1980 convention on the international multimodal transport of goods and a 1991 convention on the liability of operators of transport terminals – mainly container terminals. None of these conventions were accepted and ratified. They remain dead letters. However, as early as 1975, the International Chamber of Commerce in Paris issued Rules for a combined transport document. These rules are largely in practice all over the world. We have a number of court decisions regarding their interpretation and application. It is a demonstration that the private sector, if well organized, can be and should be source of private law freely accepted by operators. We tend to forget, after all, that every day, thousand of international trade contracts are signed under the Incoterms of the International Chamber of commerce, and that these Incoterms owe nothing to any government or legislature. They are pure contractual terms created by specialist of the international commerce. A lesson of humility for governments.

Second, the European Union has shown the way with two basic conventions, the 1980 Convention on the law of contract and the 1956 CMR Convention on road transport. The 1980 Convention sets the rule under which parties to an international contract may select the law applicable to such contract. Remarkably, the convention was signed and ratified by the United Kingdom, despite the differences in the law of contract between common law and civil law. The CMR which sets the contract conditions under which road transport is performed in the Union. The CMR Convention is not enforceable in Africa, but most of its provisions were reproduced in the 1996 Libreville Road Transport Convention for transport of goods by road in UDEAC countries. This is an excellent example of what can be done by an *africanisation* of a foreign instrument. Besides, all court decisions rendered in Europe for interpreting the CMR Convention may be used for the interpretation of the Libreville Convention/, thus providing adequate *sécurité juridique* to operators, their clients – and their attorneys.

Third, we have an other example of unification, which is the action of OHADA, the *Organisation for the harmonization of business law in Africa*, covering a large number of civil law countries and, mainly most francophone States. OHADA issues uniform acts and a uniform act supersedes any provision contrary to it in domestic legislation. The latest act produced by OHADA is a transport contract, which we have not reviewed yet. OHADA is certainly an ex-

ample to be followed and, mainly, an institution that ought to be able to extend its influence and territory.

Lastly, a problem of communication remains. Collecting the international instruments that are presented in the report has been a difficult task. It should not have been the case if all instruments, however modest, had been filed in the United Nations Treaty Series as they should be. Indeed, the U.N. Charter even stipulated that the provisions of a treaty that has not been filed cannot be opposed to a U.N. agency. Simply, the treaty does not exist as far as the U.N. is concerned. Happily, the clause is not, in fact, enforced. But it is there, and this is significant enough. Besides, information on court decisions regarding the enforcement of the private law of transport in Africa is badly missing. Again, OHADA is an exception with a rich data base available on the web – against a subscription, of course. But additional efforts are necessary, starting with the identification of the data bases that may exist but have not been identified or publicized yet.

To conclude, Africa, on the whole, made considerable efforts for creating a proper legal framework for facilitation, transit and international transport. Much remains to be done to preserve the existing and to improve it where it is incomplete. But the SSATP Program is aware of the needs and anxious to help satisfying them.

The NEPAD Transport Program, by M.A. Rugamba, AfDB

- **THE SHORT TERM ACTION PLAN 2003-2007**
- **PROGRESS REPORT AND UPDATE**
- **MEDIUM TO LONG TERM ACTION PLAN (MLTAP)**
- **LINKAGES WITH SSATP**

- *Without transport, there can be no trade and, without trade, no development”.*
- *Transport infrastructure and services are at the heart of regional integration*

NEPAD Vision for Africa’s Transport

**policy changes and institutional reforms
investment physical assets and capacity
knowledge sharing and innovation**



better and cheaper services for all

- *sector governance* rule-based, predictable, transparent and participatory
- *participation of the private sector* in operations as well as in financing
- multi-sectoral *economic development corridors* (DC)
- *prevention of HIV/AIDS* is mainstreamed in transport programs

Short-Term Action Plan, 2003-2007 (US\$ M)

1. Trade corridors without borders	50
2. Better and safer roads	1,250
3. Competitive and seamless railways	215
4. Efficient ports & safe seas	550
5. Inland waterways	15
6. Air transport, safety and security	250
Total	: 2,330

Trade Corridors Without Borders and Barriers

Program

- Transit facilitation, joint borders posts and observatories in transit corridors of West and Central Africa
- Overload control along transit corridors:
- COMESA/SADC CD & regional bond guarantee scheme
- Private sector associations and stakeholder forums
- One-stop border posts: EA and SADC

Role of NEPAD

- to accelerate the implementation of protocols & agreements & to eliminate non-physical barriers
- to help RECs set benchmarks and monitoring
- to seek compliance through the NEPAD peer review

Better and Safer Roads to Bring Africa Together

Regional roads cannot be considered in isolation but in the framework of national road programs

Program

1. Road sector development programs (RSDPs), RMI principles from 15 to at least 25 in 2006
2. Upgrading of roads along regional corridors
 - principles and criteria for regional roads
 - prioritization and programming of regional roads by RECs

Role of NEPAD

- to support the build up of capacity to manage and develop road networks
- to foster coordination and agreement on priorities
- to help mobilize resource : compact with donors

SAFE, SECURE AND EFFICIENT SKIES AND AIRPORTS

Program

- Implementation of "Open Skies" Yamoussoukro Decision (YD)
- modernization of air safety systems: Upper Airspace Control Centers
- enhanced airports operations and security : COSCAP

Role of NEPAD

- Secure commitment to YD reforms, support monitoring mechanism
- Foster sub-regional groupings for UACC
- Benchmarking and peer review
- Mobilization of resource

UPDATING of STAP April-May 2003

- VISITS to RECS : COMESA, EAC, ECCAS, ECOWAS, IGAD, SADC & UMA
- Objectives:
 - Review in detail STAP with RECs
 - Review new projects for STAP (ROLLING PLAN)
 - Develop Time-bound Implementation Schedule
 - Identify Key Capacity Gaps to be addressed for RECS
 - Determine constraints :financial, capacity, etc
 - Identify critical sectoral issues as well as priority infrastructure sector for each REC

GENERAL FINDINGS OF STAP REVIEW

1. First Year has been a learning process
2. Some understandable confusion
3. Different rates of progress in implementation of STAP
4. Implementation affected by political and social instability

NONETHELESS, THE FIRST YEAR HAS BEEN PRODUCTIVE

INSTITUTIONAL ACHIEVEMENTS

- **ECOWAS Short-Term Action Plan :**
Major Steps forward towards defining the Institutional Framework needed for effective Implementation of NEPAD. Could serve as a model for other RECs
- **Progress in the establishment of power pools (ECCAS, ECOWAS)**
- **Other restructuring of RECs underway**

Constraints/Shortcomings

- **Lack of clarity as to what NEPAD really is**
- **Lack of clarity on what is expected from the RECs and the Countries**
- **Overlapping REC Responsibilities**
- **Lack of alignment of REC programmes and NEPAD priorities**
- **Lack of financial and technical capacity in the RECs**

Lessons Learned and Recommendations

- **Progress has been made, variable across the RECs**
- **The first year has provided a basis to improve the implementation of STAP**
- **Much more can be achieved if efforts are made to remove constraints**
- **NEPAD Secretariat to clarify its role in promoting and facilitating NEPAD Programme**
- **The NEPAD Secretariat to also clarify what it expects from the RECs**

Technical Assistance Facility

Objective: To provide support to RECs and Implementing Agencies to enable them to act

- timely :**
- get programs underway
 - address issues and
 - respond to demands and opportunities

Various Mechanisms :

- **Technical assistance, specific projects/programs**
- **Dissemination of good practices**
- **Building consensus ; sub-regional & regional levels**
- **Designing and implementing specific programs**

Technical Assistance Facility

Eligible activities:

- **Regional coordination and joint action including brokering of agreements and sector peer reviews;**
- **Technical Advice: Implementation of conventions/protocols, assessments, program planning and implementation, institutional capacity building**
- **Knowledge Sharing and Networking : Benchmarking, Policy Agenda, Good Practices, exchanges, study tours**
- **Support to Public Private Partnerships: support to the promotion of private infrastructure by RECs or Technical Agencies responsible for specific projects and programs**

ADB would be inviting donors to contribute to increase the size of this facility

MEDIUM TO LONG TERM ACTION PLAN

Initial Concept Note - Three dimensions:

- **Long-term targets 2025 & medium-term programs Africa-wide perspective & sub-regional roadmaps**
- **Sectoral strategies & cross-cutting issues and linkages**

Revised following the Update of STAP:

- **to strengthen the linkages with the STAP**
- **to focus on a limited number of priority thematic programs**
- **to clarify the role and added value of NEPAD**

NEXT STEPS

- **MLTAP - Consultations with NEPAD Sec., Key Partners and RECs : June to August 2003**
- **Seminar with RECs CEOs ; October 2003**
 - to clarify roles and responsibilities for STAP
 - to review TORs for MLTAP
- **Consultations with external partners**
- **Development of capacity building programs for the RECs**
- **NEPAD monitoring for STAP**

LINKAGES WITH SSATP

- **STAP AND MLTAP PRIORITY THEMATIC PROGRAMS**
 - **TRANSPORT FACILITATION**
 - **ROAD SECTOR PROGRAMS**
- **KNOWLEDGE DEVELOPMENT, SHARING AND BENCHMARKING IN PARTICULAR ON CROSS-CUTTING ISSUES : GOVERNANCE, FINANCING, SAFETY, HIV-AIDS**
- **CAPACITY BUILDING FOR THE RECs**

Trade and Transport Issues

Global Trade and Transport Agenda

- A Broadening Global Context
 - The Post-Doha WTO Development Agenda
 - Integrated Framework Diagnosis Studies
 - Technical Assistance Program for Transport and Trade Facilitation in Developing Countries
 - The UN 2003 International Meeting of Landlocked and Transit Developing Countries

RECs Task Force

- Objective

To reduce transport costs and transit times to facilitate regional trade competitiveness

Working Group Outputs

RECs Task Force – Priority Issues

- Initiatives for Efficient Corridor Performance
- Corridor Management Arrangements
- Harmonization of National and Regional Legal and Administrative Arrangements
- Harmonized Approaches to Transport Sector Strategies
- RECs Institutional Capacity Needs
- RECS Coordination Frameworks

Outputs of the working group

- The task force work identified main issues for RECs
- The group focused only on where the SSATP could add value (not more than 3 activities per theme, institutional strengthening only)
- Donor coordination was often quoted as an issue, but does not appear as an activity as such
- The full REC task force outputs will be shared with other donors and NEPAD.

Theme 1: efficient Corridor Operations

Activities	Corridor monitoring systems (observatories)	Tracking systems (linked to corridor observatory)	Port facilitation (security, community based information systems)
Cross cutting issues	REC or corridor group strengthening, Public Private partnership	Public Private Partnership	Transport safety and security
Actors involved	NCTCA, UEMOA-ECOWAS, FESARTA, COMESA-SADC	COMESA-SADC, NCTCA, PMAESA, FESARTA	Port Authorities, PMAESA, PWACA UEMOA
Indicators of success	Data collected	Setting up a pilot regional system	Audit completed and action plans drawn in at least 3 ports.

Theme 2: Corridor Management arrangements

Questions				For 2005
Activities	Assessment of the existing arrangements or structures, dissemination workshop and publication	Support to corridor groups, set up of Secretariat upon request	Corridor Management workshops	Corridor toolkit
Cross cutting issues	PPP		PPP	PPP
Actors involved	All RECs and SROs	TICA, Walvis Bay Corridor Group Dar es Salaam	Interested corridor states + relevant states, private sector associations	NEPAD, PMAESA
Indicators of success	Assessment and workshop on outcomes of the assessment done		Workshop completed and results published	Toolkit published

Theme 3: harmonization, rationalization and implementation of regulations and procedures

Questions			For 2005
Activities	Develop and update existing protocols	Sub Regional workshops to disseminate the legal review	National assessments?
Cross cutting issues	PPP		
Actors involved	NCTTCA, COMESA-SADC-EAC	All RECs and SROs	Interested countries, RECs
Indicators of success	NCTA update completed, Reviews completed in COMESA and SADC	Workshops completed, some cleaning of regulations started	

Theme 4: Common policies and strategies

Questions			For 2005
Activities	Development and sharing of policies through workshops, adopting best practices. target subjects: common transit policies and procedures	Link corridors and SDI initiatives: review of existing experience and related examples outside Africa + dissemination	Support to an SDI like initiative?
Cross cutting issues	Exchange of information between RECs	PPP	
Actors involved	All RECs	SADC, other RECs	Interested countries, RECs
Indicators of success	Workshops held	Review completed and published	

Theme 5: RECs institutional strengthening

Questions			
Activities	Support to the implementation of NEPAD STAP (and MLTAP): LT or ST TA depending on REC request	Specific expertise in program evaluation, project presentation and more specific ad hoc expertise (transit, HIV Aids and transport)	Training services as per the needs expressed by RECs
Cross cutting issues	PPP, NEPAD		
Actors involved	RECs	All RECs	RECs and relevant SROs
Indicators of success	Support implemented		One workshop held

Theme 6: RECs Coordination

Questions	
Activity	Spearheading intra and inter REC coordination between trade and transport staff within each sub region by way of thematic workshops
Cross cutting issues	
Actors involved	RECs, SROs
Indicators of success	Improved coordination at REC level

RECs/Trade and Transport Activities Summary

- Studies
 - Policy Mapping
 - Corridors and SDI initiatives: review of existing experience
 - Performance Assessments
 - Port facilitation (security, community based information systems)
 - Assessment of existing corridor arrangements or structures
 - Legislative Analysis
 - Develop and update existing protocols and instruments in SADC/COMESA
 - Corridor Observatories
 - Corridor monitoring systems (UEMOA, NCTTCA)
 - Cargo Tracking systems (COMESA/SADC)

RECs/Trade and Transport Activities Summary (2)

- Workshops/Seminars
 - Regional SRO/REC/Stakeholders
 - Corridors Management Workshop
 - Legal Review Dissemination Workshop
 - Common Policies and Best Practice: Transit Policies and Procedures
 - Sub-Regional RECs Trade/Transport Coordination Workshops

RECs/Trade and Transport Activities Summary (3)

- Capacity Building
 - TA to RECS
 - Support to the implementation of NEPAD STAP (and MLTAP)
 - Private Sector
 - Support to Corridor Groups
 - Specialist Inputs
 - Specific expertise in program evaluation, project presentation
- Training
 - Specialist Training
 - Transit procedures
 - HIV Aids and transport

RECs/Trade and Transport Activities Summary (4)

- Publications
 - Assessment of existing corridor arrangements or structures
 - Legal Review and CR-Rom
 - Corridors and SDI initiatives: review of existing experience
 - Railway Concessioning Toolkit (English Version)

Synthesis of Priority Issues and Action

Thème 1. Initiatives d'amélioration de la performance des corridors

Questions			
Activités	Systèmes de suivi des performances des corridors (observatoires)	Systèmes de suivi des marchandises (liés aux observatoires)	Facilitation du transit portuaire (sûreté, systèmes d'information)
Thèmes	Renforcement des CER ou groupes de gestion de corridors, PPP	PPP	Sûreté et sécurité dans les transports
Acteurs	NCTTCA, UEMOA-ECOWAS, FESARTA, COMESA SADC	COMESA-SADC, NCTTCA, PMAESA, FESARTA	Autorités Portuaires, PMAESA, PWACA UEMOA
Indicateurs de succès	Données recueillies	Établissement d'un système pilote de suivi	Audits réalisés et plans d'action établis dans 3 ports

* PPP : Partenariat Public-Privé

Thème 2 : Corridor Management Arrangements

Questions				For 2005
Activités	Évaluation des systèmes de gestion de corridors, atelier de dissémination et publication	Support aux Groupes de Corridors, aide à l'établissement de secrétariats sur demande	Ateliers de Gestion de Corridors	Guide de Développement et de Gestion de Corridor
Thèmes	PPP		PPP	PPP
Acteurs	Toutes les CER et OSR	TTCA, Walvis Bay Corridor Group Dar es Salaam	Corridors, États, associations professionnelles privées	NEPAD, PMAESA
Indicateurs de succès	Évaluation et atelier de dissémination exécuté		Atelier exécuté et résultats publiés	Guide publié

Thème 3. Harmonisation des procédures juridiques et administratives

Questions			Pour 2005
Activités	Développement et mise à jour des protocoles existants	Ateliers sous-régionaux pour disséminer la revue des instruments juridiques	Évaluations nationales ?
Thèmes	PPP		
Acteurs	NCTTCA, COMESA-SADC-EAC	Toutes CER et OSR	Pays intéressés, CER
Indicateurs de succès	NCTTCA mise à jour achevée, Examen des textes achevé pour COMESA et SADC	Ateliers réalisés, dépeussierage des règlements entrepris	

Thème 4 : Conception harmonisée des stratégies de transport

Questions			Pour 2005
Activités	Développement et partage des expériences de politiques de transport, appuyées sur des applications réussies; sujet objectif: politiques et procédures communes de transit	Liens entre corridors et Initiatives de Développement Régionale : examen des expériences existantes en Afrique et ailleurs	Support pour une Initiative de Développement Régionale ?
Thèmes	Échange d'informations entre CERs	PPP	
Acteurs	Toutes CERs	SADC, autres CERs	Pays intéressés, CER
Indicateurs de succès	Ateliers réalisés	Examen achevé et publié	

Thème 5 : Renforcement des capacités institutionnelles des CERs

Questions			Pour 2005
Activités	Fourniture d'Expertise spécifique en évaluation de programmes, préparation et présentation de projets, et autres sujets (transit, Sida)	Appui à la mise en oeuvre du Plan NEPAD Court Terme (puis Moyen et Long Terme)	Actions de formation selon besoins et demandes des CERs
Thèmes		PPP, NEPAD	
Acteurs	Toutes les CER	CER	CERs et OSRs impliquées
Indicateurs de succès		Appui mis en oeuvre	Atelier de formation tenu

Thème 6 : Cadres de coordination des CER

Questions	
Activités	Initiation d'une action de coordination entre unités Transport et Commerce au sein des CERs et entre CERs dans chaque sous-région : ateliers de coordination
Thèmes	
Acteurs	CER, OSR
Indicateurs de succès	Ateliers tenus, coordination améliorée au niveau de chaque CER

TRANSPORT AND POVERTY REDUCTION

SSATP PILOT CASE STUDIES — OVERVIEW

ANCHORING TRANSPORT POLICY IN POVERTY REDUCTION SSATP PILOT CASE STUDIES

- Three country case studies carried out: Rwanda, Guinea-Conakry, Tanzania
- Aims:
 - Assess linkages between transport policy and poverty reduction strategy: content and process
 - Examine SSATP functions at national level
 - Test out a participatory methodology, which involves leading actors in a joint process of policy review

THE EXPERIENCE

- A major challenge - A complex issue
- A demanding new approach
 - Stakeholders are the experts (no external expert is involved)
 - Participatory workshops and meetings produce the results
- Considerable commitment and diligence by the working groups and facilitators
- A great deal learnt

THE METHOD

- In each country, a working group of leading actors, supported by a facilitator, piloted the case study
- Representatives of Government, private sector and civil society: a broad range of sectors
- Participants review key documents: poverty reduction strategy, transport policy and strategy

THE METHOD cont.

- Three participatory workshops, which assess:
 - Poverty reduction strategy
 - Transport policy and strategy
 - Structures and mechanisms for policy dialogue and planning
- Final report synthesizes the results

MAIN FINDINGS

- Pro-poor economic growth is the key to sustained reduction of poverty
- The poorest regions and communities are also the ones that are worst served by transport infrastructure and services
- Transport sector can – and does - contribute significantly to poverty reduction, through:
 - Services it provides to the poor and to priority social and economic sectors
 - Employment creation and building of skills and capacities

MAIN FINDINGS cont.

- Other significant contributions – amongst others - are:
 - Institution- and capacity-building at community and local level
 - Private sector development
 - Gender equity
 - Fight against HIV/AIDS
- Contribution of the transport sector to poverty reduction is not yet optimized

MAIN FINDINGS cont.

- Many improvements can and must be made to transport policy and strategy
- Transport planning processes need to:
 - Involve a much broader range of stakeholders
 - Be firmly anchored in poverty reduction strategies and in economic development and social sector planning

LESSONS: THE APPROACH

- Participatory policy assessments: a useful tool for policy review and development
- Can highlight strengths and weaknesses of policies and strategies, and key gaps and inconsistencies
- Improves understanding and helps transparency and open dialogue

LESSONS: PARTICIPATION

- Active participation by a representative group of knowledgeable actors is needed:
 - More private sector and civil society representation
 - Better balance between public and private sector representatives of the transport sector
 - Stronger representation of priority economic and social sectors
 - Gender balance improved

LESSONS: THE METHOD

- Other improvements:
 - More time
 - More information
 - Stronger facilitation
 - More varied methods of involving stakeholders in dialogue

LESSONS: CROSS-SECTOR DIALOGUE

- Listen to the perspectives and needs of transport users and economic and social sectors
- Explain transport's contribution in their terms
- More clarity about poverty reduction strategies (pro-poor growth, sectoral priorities)
- Having relevant and accurate information, especially on user needs and impact

**QUESTIONS FOR DISCUSSION
GROUP 1: POVERTY REDUCTION STRATEGIES AND
TRANSPORT**

- How well are issues of access and mobility addressed in poverty reduction strategies?
- If pro-poor economic growth is the key to sustained poverty reduction, what is the role of the national poverty reduction strategy in steering transport sector planning? Are other strategies also important?
- How could issues of access and mobility be better addressed in the formulation of national poverty reduction strategies?

**QUESTIONS FOR DISCUSSION
GROUP 1: POVERTY REDUCTION STRATEGIES AND
TRANSPORT cont.**

- How could the processes of implementing and monitoring national poverty reduction strategies be strengthened, so that transport strategies can be better oriented towards poverty reduction objectives?

**QUESTIONS FOR DISCUSSION
GROUP 2: TRANSPORT POLICIES AND POVERTY
REDUCTION**

- What are the strengths of current transport policies and strategies in terms of poverty reduction? What evidence is there for a positive impact of the transport sector on poverty reduction?
- What are the current weaknesses of transport policies and strategies in terms of poverty reduction? What are the reasons for these weaknesses?

**QUESTIONS FOR DISCUSSION
GROUP 2: TRANSPORT POLICIES AND POVERTY
REDUCTION cont.**

- How can poverty reduction objectives be better addressed in the formulation of transport policy and strategies and in their implementation and monitoring?
- If pro-poor economic growth is the key to sustained poverty reduction, what mechanisms at national level might enable the transport sector to orient its strategies and decision-making accordingly?

**QUESTIONS FOR DISCUSSION
GROUP 3: NEW MODELS FOR SSATP STRUCTURES
AND MECHANISMS AT NATIONAL LEVEL**

- In order to anchor transport sector strategies firmly in poverty reduction, who should be involved in SSATP actions at national level? Who should lead?
- What mechanisms and processes could ensure that SSATP actions in member countries:
 - take into account poverty reduction and especially pro-poor economic growth?
 - take an integrated approach to transport strategy, covering all transport sub-sectors as well as public, private and civil society initiatives?

**QUESTIONS FOR DISCUSSION
GROUP 3: NEW MODELS FOR SSATP STRUCTURES
AND MECHANISMS AT NATIONAL LEVEL cont.**

- What are possible models for SSATP structures at national level that involve the right actors and support cross-sector dialogue and decision-making rooted in poverty reduction?

**QUESTIONS FOR DISCUSSION
GROUP 4: METHODS FOR PARTICIPATORY POLICY
ASSESSMENT**

- Which actors should be involved in assessments of poverty reduction and transport strategies?
- What are effective ways of involving representatives of priority social and economic sectors; private sector; civil society; women?
- Was the method used for the SSATP case studies effective? What are its strengths? What difficulties were encountered?

**QUESTIONS FOR DISCUSSION
GROUP 4: METHODS FOR PARTICIPATORY POLICY
ASSESSMENT cont.**

- Are there other examples of methods that involve a broad range of actors in cross-sector dialogue on policy and strategies?
- What changes and additions could be made to the case study method to improve its effectiveness?

ÉTUDE DE CAS RÉALISÉE EN GUINÉE

Résultats de l'analyse

Points forts de la stratégie nationale des transports en termes de réduction de la pauvreté

La politique des transports pendant la dernière décennie résultait d'abord de l'application au secteur des transports des orientations de politique économique du Gouvernement. Cette transcription se traduisait principalement pour le secteur par :

- la libéralisation des activités économiques et l'abolition des monopoles des entreprises d'État ;
- le désengagement de l'État des activités de production de services de transport, d'auxiliaires de transport et autres activités liées au secteur ;

- le recentrage du rôle de l'administration et de la réforme administrative ;
- le renforcement des capacités institutionnelles de l'administration dans la gestion de l'économie de marché et du développement
- la réhabilitation et rénovation des infrastructures.

Trois autres principes spécifiques au secteur ont guidé également ces réformes :

- le recouvrement des coûts d'utilisation des infrastructures et équipements publics de transports (par le biais de redevances et/ou de taxes prélevées sur les carburants, auprès des usagers ;
- la recherche de la suffisance, de la pérennité et de la sécurisation des ressources destinées à la maintenance du patrimoine constitué par les infrastructures de transports (routes, ports et aéroports) ;
- la qualification et l'efficacité des entités chargées de la fourniture des services publics aux usagers des équipements publics de transports (ports, aéroports, aide à la navigation aérienne, etc.) , et en conséquence, de la qualité des services et de l'efficience dans le soutien au développement socio-économique.

L'impact de la réalisation du programme de réhabilitation et de développement des infrastructures de transport sur le développement économique et social du pays, est nettement perceptible au travers :

- du développement des trafics ;
- de la croissance des activités agricoles, minières aurifères et diamantaires ;
- de l'accroissement, depuis le milieu des années '90 des exportations du secteur primaire (coton, café, cacao, fruits et légumes, bois, coagulum d'hévéas, etc.) ;
- de l'augmentation des échanges internes de produits locaux (riz local et autres céréales, manioc et autres tubercules, poissons fumés, fruits et légumes, huiles de palme, etc.), le désenclavement qui en découle facilitant l'accès aux marchés pour les producteurs pour écouler leur produits, ce désenclavement facilitant aussi les échanges et le commerce ;
- de l'amélioration des conditions d'approvisionnement de l'intérieur du pays, à partir de Conakry comme à partir des pays limitrophes, Sénégal et Côte d'Ivoire en particulier, en produits d'importation et produits de l'industrie locale (ciment, boissons, carburants, farines, tissus et articles d'habillement, etc.), avec en corollaire, l'ouverture et le développement du marché intérieur aux produits de l'industrie de Conakry ;
- de l'amélioration de l'accès aux services de base des populations rurales qui est marquée par l'augmentation de poste de santé qui passe de 29 % avant la réhabilitation des pistes à 77 % après, les écoles passent de 46 % avant à 80 % après , les forages de 34% avant à 86 % après.
- de la création 641 emplois de haute intensité de main d'œuvre (HIMO) entre 1992 et 1995 et chaque PME (HIMO) employant en moyenne 40 personnes/km payés à 2500 FG/j pour entretenir 225 km/an et éjectant en moyenne 22 millions de FG dans les CRD ;

- de la création de 325 comités villageois d'entretien des pistes (CEVEPS) avec en moyenne 60 personnes pour entretenir 10km/an de pistes soit 3.250km/an, injectant ainsi 812 millions de francs guinéens dans le secteur rural ;
- de l'augmentation de l'approvisionnement en intrants agricoles de 18% en 1995 à 23% en 1996 ;
- de l'accroissement de la production agricole de 61 à 113 % entre 1992 à 1997 ;
- de l'accroissement du parc de véhicules de transport de marchandises de 8.812 à 10.540 entre 1993 et 2002 ;
- de l'accroissement du parc de véhicules de transport de personnes de 33 188 à 63 180 entre 1993 et 2002 ;
- de l'accroissement de la vitesse moyenne de parcours de 6km/h avant le PNIR1 à 35 km/h après la réhabilitation ;
- de l'accroissement de tonnage conteneurisé de 179 557 boîtes en 1990 à 397 450 en 2000 ;
- de l'accroissement des revenus des ménages et la diminution des prix des denrées alimentaires et des autres produits de consommation.

D'une façon plus générale, l'impact de la réalisation de ce programme ne peut être que très positif sur le développement humain et la réduction de la pauvreté.

Points faibles actuels de la stratégie nationale en termes de réduction de la pauvreté :

- absence d'un document unique de formulation des politiques des transport (les éléments de stratégie sont éparpillés dans plusieurs documents) ;
- manque de coordination au niveau des différents maîtres d'ouvrage du secteur ;
- manque de coordination des interventions des bailleurs de fonds ;
- retard des investissements par rapport au programme établi, notamment en matière de renforcement et de réhabilitation des infrastructures ;
- multitude de facteurs bloquants qui empêchent l'utilisation de tous les crédits alloués ;
- gestion séparée des pistes rurales et des routes ;
- peu d'études d'impact des investissements réalisés ;
- mécanisme de répartition des ressources du FER pour l'entretien des différentes classes de routes encore inopérant.

Principales recommandations

Développement d'une politique des transports ancrée à la SRP.

Amélioration du dialogue et du processus de formulation des politiques :

- établir un dialogue entre les concepteurs des politiques macro-économiques et ceux des politiques sectorielles ;
- assurer une présentation et une large vulgarisation des politiques sectorielles auprès des cadres chargés de la mise en œuvre et des populations bénéficiaires ;

- intégrer les données sur la pauvreté et le genre dans les politiques de transports ;
- poursuivre la responsabilisation des communautés bénéficiaires ;
- poursuivre la déconcentration et la décentralisation de l'administration ;
- faire participer les usagers à l'élaboration de la politique des transports ;
- développer une gestion décentralisée des ressources pour les opérations mises en œuvre par les micro-entreprises et les PME.

Actualisation des stratégies des transports :

- rééquilibrer et diversifier les investissements en tenant compte des possibilités de mobilisation de ressources ;
- consulter toutes les parties prenantes pour la planification et la programmation des transports ;
- faire participer les usagers à la gestion de l'exploitation du réseau routier ;
- faire participer les usagers et les populations cibles à la gestion du FER ;
- assurer le renforcement institutionnel de l'administration des transports ;
- mettre en place une doctrine routière cohérente ;
- mettre en place un système d'information de gestion du réseau (banque de données) ;
- mettre en place un observatoire des transports ;
- réaliser des études d'impact des investissements réalisés ;
- valoriser les ressources humaines du secteur public et du secteur privé.

Actualisation de la SRP qui intègre les politiques de transport.

Amélioration du processus d'analyse et de révision de la SRP.

- faire du DSRP le document unique de formulation des politiques économiques de l'État qui prend en compte les politiques antérieures ;
- actualiser toutes les politiques sectorielles par rapport à cette politique générale ;
- veiller à ce que les parties prenantes soient amplement représentées dans les instances de formulation de politiques et de stratégies, de programmation et de suivi de l'exécution physique des programmes. Ce qui implique la participation de représentants des parties prenantes capables de présenter et soutenir un point de vue à toutes les instances décisionnelles clés du processus de planification, programmation et de suivi de l'exécution physique des programmes sectoriels.
- mettre en place un mécanisme d'information et de formation sur les transports.

Actualisation des stratégies de réduction de la pauvreté :

- Les stratégies sectorielles doivent être reprises et intégrées dans le DSRP ;
- Les objectifs souvent trop généraux doivent être rendus plus concrets par intégration des programmes régionaux de lutte contre la pauvreté ;
- Les critères de réduction de la pauvreté devront être établis et incorporés dans l'analyse multicritères de choix des investissements publics ;

- rééquilibrer et diversifier les investissements en tenant compte des possibilités de mobilisation de ressources.

Organisation du SSATP

Au niveau national

Suite à l'évolution récente du SSATP vers une approche participative de toutes les parties prenantes au développement des transports, il est opportun de désigner des coordonnateurs nationaux par sous-composante et un coordonnateur national du SSATP.

Chaque coordonnateur de programme d'une des cinq composantes est appuyé par un comité consultatif composé de membres représentant :

- les administrations concernées ;
- les associations des entreprises privées du secteur concerné ;
- les associations de la société civile du secteur concerné et notamment des parties prenantes qui représentent les intérêts des pauvres ;
- les collectivités décentralisées.

Chaque représentant désigné au sein d'un comité consultatif doit être à même de participer efficacement à l'élaboration et au suivi de la mise en oeuvre des politiques sectorielles et contribuer ainsi de manière significative à la réduction de la pauvreté.

Un comité consultatif a charge :

- de servir de cadre de concertation et d'échange sur les difficultés liées à l'accessibilité et à la mobilité des populations, notamment les plus pauvres ;
- de servir de cadre d'échange et d'information rapide et efficace entre toutes les parties prenantes sur les dispositions envisagées pour l'amélioration de l'accessibilité et de la mobilité ;
- du suivi de l'harmonisation de l'adéquation et de la complémentarité des différentes actions et projets initiés avec les politiques nationales de transports et de stratégie de réduction de la pauvreté ;
- du suivi de la prise en compte de l'aspect genre et des questions environnementales dans les actions projetées.

Le coordonnateur national SSATP est appuyé par les cinq coordonnateurs de composante et les cinq présidents des comités consultatifs.

Rapport entre le SSATP et la coordination nationale

Assistance technique et financière à la coordination nationale pour :

- une participation effective et efficace à l'élaboration de la politique des transports ;

- le suivi et l'évaluation de la mise en œuvre des stratégies et programmes des transports (élaboration de critères d'évaluation) ;
- la vulgarisation des politiques et programmes de transport au niveau de toutes les parties prenantes du pays ;
- l'organisation de voyages d'études et l'harmonisation du fonctionnement du SSATP au niveau des pays de la sous région ;
- l'élaboration de critères d'évaluation du fonctionnement de la coordination nationale.

Méthodologie de l'étude de cas

La méthodologie a le mérite de sensibiliser les décideurs sur la nécessité de porter un regard critique sur la politique sectorielle des transports, compte tenu de l'impact qu'une politique bien orientée dans ce secteur pourrait avoir sur la croissance économique et la réduction de la pauvreté.

Les difficultés rencontrées se situent au niveau du canevas établi pour les ateliers qui ne prévoyait pas de travail préparatoire à la tenue des ateliers. Ce travail est à notre avis essentiel. La traduction en français des directives était parfois sujette à différentes interprétations. Le temps imparti pour les ateliers était parfois trop court pour une discussion approfondie et compte tenu de la mécanique de la méthodologie.

Il n'est pas aisé de mobiliser des représentants des parties prenantes suffisamment motivés pour participer aux diverses réunions organisées en dehors des ateliers. Le manque d'équilibre entre la représentation des secteurs public et privé, transport et non transport, et la sous représentation des questions de parité est aussi à déplorer.

La mobilisation des ressources pour l'organisation des ateliers doit se faire en une fois et non par tranches compte tenu des délais de positionnement et agios y afférent.

ÉTUDE DE CAS RÉALISÉE AU RWANDA

Résultats de l'analyse

Il a été constaté que les documents de politique de transport en cours sont insuffisants et ne reflètent pas clairement l'intégration aux autres secteurs sociaux et économiques. Le manque de système de transport adéquat, surtout en milieu rural et péri-urbain, handicapent la mobilité des biens et des personnes et de ce fait, constitue un obstacle majeur au développement économique du pays en général et du monde rural en particulier.

Le Rwanda dépend en majeure partie du transport routier et motorisé à coûts élevés, ce qui entrave la mobilité des pauvres et leurs échanges commerciaux.

Les coûts élevés de transport au sein comme à l'extérieur du pays contribuent à la hausse des prix des marchandises au Rwanda par rapport aux pays voisins.

S'il existe au Rwanda un réseau routier reliant toutes les entités du pays celui-ci est en grande partie vétuste et nécessite des travaux de réhabilitation, ainsi que des stratégies et investissements adéquats pour l'entretien du réseau.

Il a aussi été remarqué que l'usage des moyens de transport non motorisés est peu courant et sous développé au Rwanda. Les agri-éleveurs, artisans et petits commerçants dans les villages transportent leurs biens sur la tête et se déplacent à pied sur de longues distances.

Les autres moyens de transport (lacustre, aérien et ferré) sont peu ou pas exploités.

Les infrastructures routières, même en milieu urbain, ne tiennent pas compte des piétons, des handicapés, vélos et motocyclettes entraînant l'insécurité routière.

Le secteur du transport au niveau privé et des organisations communautaires devient de plus en plus organisé et structuré : associations des transitaires, des pétroliers, des propriétaires de taxi-bus, de motos, de taxi-vélos, forum du transport et du développement rural, etc.

Le dialogue des pouvoirs publics avec les opérateurs de transport s'améliore et se consolide peu à peu :

- négociations avec les pétroliers, protection des opérateurs autorisés contre la concurrence déloyale des opérateurs informels.

Le gouvernement a mis en place des structures, normes et mesures sécuritaires qui se renforcent au fur et à mesure :

- la formation et l'équipement de la police routière, la réhabilitation des certaines routes bitumées et non bitumées, la construction de quelques trottoirs à Kigali pour les piétons et handicapés, la mise en place d'un centre de contrôle technique, la revue des plaques d'immatriculation accompagnée d'un contrôle technique obligatoire.

La préparation d'un programme national à haute intensité de main d'œuvre (HIMO) pour l'entretien et le réaménagement des infrastructures économiques et en particulier celles des transports.

La stratégie actuelle de transport est encore à une phase embryonnaire, elle n'établit pas de lien clair avec la stratégie de réduction de la pauvreté et surtout, elle est silencieuse sur la promotion des moyens de transport intermédiaires préconisés dans le PRSP pour les ruraux.

Sa préparation n'est pas suffisamment fondée sur un dialogue ouvert et intégré avec toutes les parties prenantes directes ou indirectes du secteur.

La direction des transports est faiblement équipée en personnel qualifié et en moyens de travail.

Le budget du ministère des infrastructures est inadéquat aux besoins réels.

Principales recommandations

Le Ministère des Infrastructures est invité à s'engager dans le processus d'élaboration d'une nouvelle stratégie intégrée et participative au sens large pour les transports selon l'approche (SWAP) préconisée par le Ministère des Finances et de la Planification Économique et s'assurer qu'il y a cohérence entre le secteur de transport et les objectifs du PRSP.

- La direction des transports requiert un appui en personnel et en équipement sans délais.
- La recherche et la promotion des moyens intermédiaires de transport est plus que urgente.
- La mise en place d'un cadre institutionnel et des normes claires d'entretien et maintenance des routes s'avère indispensable.
- La mobilisation des fonds et du secteur privé dans le domaine des transports est indispensable pour briser les écarts.
- Le plaidoyer pour démontrer le rôle crucial des transports et leur impact au développement (social, économique et politique) est important.
- La réhabilitation et la construction des infrastructures en mauvais état ou non existantes s'avère indispensable.
- L'amélioration des capacités et de la qualité des infrastructures routières pour accommoder les piétons, les handicapés et les moyens non motorisés sont à considérer.

Des plans et programmes de développement du transport aérien, lacustre et ferroviaire sont à considérer ou à redynamiser au niveau national et sous-régional selon l'importance des projets.

Organisation du SSATP

- Le groupe de travail constitué lors de l'élaboration de l'étude de cas peut à la longue être formalisé comme cadre du SSATP au niveau national.
- Pour pallier aux manques de capacités techniques et de ressources, le SSATP peut jouer un rôle crucial d'appui technique au Ministère chargé des infrastructures et à son groupe consultatif.
- Le groupe consultatif national devra jouer un rôle dans la formulation, le suivi de la mise en œuvre et l'évaluation de la stratégie des transports sous la direction du Ministère responsable.

Méthodologie

La méthodologie appliquée à l'étude de cas a suscité une réflexion de la part des partenaires directs et indirects du secteur des transports. Le brainstorming, l'exploitation de documents avec

support visuel ont permis de mener une réflexion systématique et soutenue dans l'analyse des stratégies des transports et de réduction de la pauvreté en général.

Cette démarche en ateliers successifs et complémentaires a permis la formation d'un groupe multisectoriel de travail, organe important pour pérenniser l'esprit de dialogue dans l'élaboration, la mise en œuvre et le suivi des stratégies des transports et de réduction de la pauvreté.

Cette démarche a conduit à la production d'informations et analyses sur le secteur des transports et ses liens avec les autres secteurs de développement social et économique en milieu urbain et rural.

Les outils de travail, les méthodes d'animation et la programmation en termes de durée d'activités étaient préconisés dans un guide développé par la coordinatrice internationale de l'étude des cas.

Ce guide est assez précis et assiste le facilitateur dans son travail en lui évitant de tâtonner.

Son uniformité dans plusieurs pays aux aspects et réalités différents constitue un atout car les informations générées et leur qualité peuvent permettre de comprendre chaque contexte et de relever les problèmes clés qui affectent le secteur des transports en Afrique subsaharienne, la région la plus pauvre du monde.

Si ce processus méthodologique et systématique est à même de générer les résultats escomptés, il comporte néanmoins quelques faiblesses :

- Il a un caractère prescriptif et détaillé ne laissant pas au facilitateur le choix d'opter pour d'autres scénarios.
- Les attentes à la fin des ateliers dans la méthodologie semblent surestimées en termes d'informations précises que le groupe de travail doit générer pourtant la qualité des outputs dépend aussi des capacités techniques et de l'expertise des membres du groupe de travail que le facilitateur ne maîtrise pas nécessairement.
- Suite à l'expérience acquise par cette étude de cas, on peut recommander à d'autres pays de développer des structures multisectorielles de dialogue pour l'élaboration des stratégies des transports intégrées et cohérentes avec les stratégies de réduction de la pauvreté.
- Pour s'assurer que le processus est amorcé correctement un appui technique serait recommandé aux ministères responsables des politiques des transports et des principes guidant l'élaboration concertée et participative de la stratégie doivent être définis dans un guide tirant des leçons des études de cas.

- Quelques éléments de principes peuvent être :
 - L'identification et la consultation des parties prenantes de tous les secteurs (sociaux, économiques) au niveau public, privé et communautaire.
 - L'effort de définir les liens importants et de projeter l'impact des transports sur le développement.
 - Les stratégies de transport doivent avoir des plans d'exécution et d'investissements conséquent aux objectifs de réduction de la pauvreté.
 - Les indicateurs de transport doivent aller au delà du nombre de Kilomètres de routes, chemin de fer ou autres et se focaliser sur l'apport de ce secteur à l'accès des populations aux services et opportunités socioéconomiques, à la sécurité, à l'assainissement et à l'intégration régionale.
 - Une fois les principes de base établis et les résultats attendus bien définis, il faut laisser aux institutions concernées la marge de décider comment atteindre ces résultats sans préconiser le chemin à suivre.

TANZANIA CASE STUDY

Aims of the Case Study

- Analysing the coherence between the NTP / Strategies with the poverty reduction strategies outlined in the PRSP
- Analysing the process of NTP formulation
- Examine SSATP functions at country level

Working Group Members:

1. Staff from key Ministries involved with transport
2. Staff from other ministries concerned with poverty reduction
3. Representatives of Private sector / civil society groups

Documents Consulted:

1. The National Transport Policy (NTP)
2. Transport Policy Implementation Strategies
Main Report - 2002 (in draft form)
3. Poverty Reduction Strategy Paper (PRSP)
4. Other 19 documents which contained information on the two issues.

MAIN FINDINGS

1. GENERAL

- The PRSP recognises the role of transport in poverty reduction, but mostly discusses the issues of accessibility and not mobility, and also does not refer to other transport modes except roads
- The formulation process of the PRSP involved all primary and key stakeholders

MAIN FINDINGS (cont.)

- The NTP / Strategies address the subject of poverty reduction to some extent (i.e. not clearly anchored in the PRSP)
- The NTP formulation did not fully involve some of the transport stakeholders such as rural communities at grass-root level

MAIN FINDINGS (cont.)

2. SPECIFIC

- Target population groups identified in the PRSP: Peasants, women, the youth, the vulnerable (the old, disabled, HIV/AIDS victims)

MAIN FINDINGS (cont.)

- **Needs:**
 - Peasants – getting farm input on time / accessibility to markets
 - Social services – affordable transport services
 - Women – income generating activities / reduced time for traveling / affordable and appropriate transport facilities
 - Youth, students – affordable transport facilities
 - Others – income generating activities
 - The vulnerable – income generating activities / ideal and affordable transport services

MAIN FINDINGS (cont.)

- **Priority social sectors identified in the PRSP:**
Education, health, water and sanitation, housing and settlement
- **Needs:**
 - Mainly assured accessibility and reliable / affordable transport services to their centres, that is schools, health facilities, water sources and residential settlements

MAIN FINDINGS (cont.)

- **Priority economic sectors identified in the PRSP:**
Agriculture, industries, mining and tourism, cooperatives, transport infrastructure (roads)
- **Needs:**
 - Reliable transport infrastructure and services, which include good rural roads and reliable, cost effective transport facilities

MAIN FINDINGS (cont.)

- **The transversal objectives presented in the PRSP (cross cutting):**
Gender equity, environment, HIV/AIDS, good governance
- **Needs:**
 - Mainstreaming of gender in the formation of NTP
 - Environmental issues to be taken into account by the transport sector when planning
 - Transparency principles in dealing with the transport issues to be adhered to
 - HIV/AIDS campaign in commercial centres along the roads, railway lines, etc

THE NTP / STRATEGIES ADDRESS THESE NEEDS BY ENCOURAGING:

- **Continued increase in budget allocations to roads (Road Fund)**
- **Use of local contractors and labour-based technology**

THE NTP / STRATEGIES ADDRESS THESE NEEDS BY:

- **Use of special lanes and facilities in urban roads and infrastructure to accommodate the vulnerable group (e.g. for 3 wheel bicycles)**
- **Promotion of use of IMT / NMT in transportation of agricultural products and related cargo in order to minimize rural transport related problems particularly with women**

THE NTP / STRATEGIES (Cont.)

- Location of facilities / services within or close to residential neighbourhoods in order to reduce the number of trips in urban areas.
- HIV / AIDS awareness programmes along all road corridors and in road construction and maintenance projects.
- Fight against corruption
- On implementation of guidelines for environmental management

WEAKNESSES OF THE NTP / STRATEGIES

- Silence on subsidy to compensate commercial operators when serving the students and the vulnerables
- Do not consider the unequal development of each region
- Do not specifically mention on accessibility of, and transport to the social sectors' centers (schools, health centres, etc.)
- Lack of clear guidelines on provision of transport infrastructure and services to potentially agricultural productive areas
- Gender blindness

RECOMMENDATIONS

NTP / Strategies should

- Encourage extension of financial support to women groups
- Encourage compensation to commercial operators whenever need arises.
- Categorically recognise the importance of assisting the deprived regions

RECOMMENDATIONS (cont.)

- Aim to ensure accessibility and transport services to the social sector centres
- Have clear objectives to provide transport infrastructure and services to potentially agricultural productive areas
- Integrate gender issues during planning process

RECOMMENDATIONS (cont.)

NTP / Strategies should

- Specifically insist on provision of quality transport infrastructure and services thereof.
- Encourage gender mainstreaming in the transport infrastructure planning process
- Encourage capacity building at the local government level (in transport sector)
- Guidelines for environmental protection be spelled out in the strategies

PRSP'S WEAKNESSES

- Does not consider the importance of contribution of other modes of transport in poverty reduction
- Lack of issues on mobility problems and solutions
- Does not discuss measures to be taken to enhance safety in transport sector
- Does not encourage the use of appropriate transport technology in the rural areas

RECOMMENDATIONS

- Aspects raised as weaknesses in the PRSP should all be taken on board in the preparation of the second phase of the Poverty Reduction Strategy

FORMULATION OF NTP

- **Recommended Process**
Should ensure full participation of all stakeholders. The rural communities at grassroots level should take part
 1. Local Government authorities
 2. Youth Groups (students unions, etc.)
 3. Religious organizations
 4. Women groups
 5. Media
 6. Drivers
 7. Livestock keepers

FORMULATION OF NTP (cont.)

- **Recommended Mechanism**
 1. Ministry responsible with transport take lead role;
 2. Decentralized consultations (Zonal Workshop / meetings involving representatives of rural communities) e.g. councilors
 3. National stakeholder workshop(s)
 4. Task force of experts (all transport modes represented) to draw draft policy document
 5. Finalisation and submission by the Ministry to cabinet

PRESENT SSATP SET UP AT COUNTRY LEVEL

- No single office / person to coordinate all components
- RMI coordinated by MOW
- RTTP and UM coordinated by PORALG
- T&T currently dormant
- RR coordinated by PO – planning and privatisation through PSRC

PRESENT SSATP SET UP AT COUNTRY LEVEL (cont.)

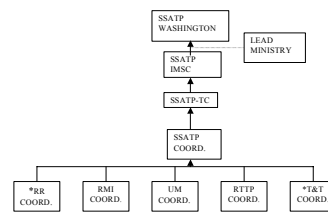
Advantages

- Fast decisions on individual components' programmes and less bureaucracy as fewer people are involved

Disadvantages

- No mechanism / forum for discussion of cross cutting issues and no single person / office who can know about the SSATP activities in the country

RECOMMENDED SSATP STRUCTURE AT COUNTRY LEVEL



*Currently dormant in Tanzania.

CASE STUDY METHODOLOGY

Positive aspects:

- **Good guidelines**
- **The approach enabled extraction of the information from the documents, exchange views and reach consensus**
- **The detailed agenda (for the workshops) formulated by the study coordinator**

CASE STUDY METHODOLOGY (cont.)

Difficulties:

- **Getting all the Working Group members to meet in the three workshops**
- **Organizing preparatory meetings prior to the workshops**

CASE STUDY METHODOLOGY (cont.)

Recommendations:

- **The working group should include representatives of the poor (councilors, village chairperson)**
- **Have the analysis process continue for three to four days continuously rather than having three workshops at different dates (retreat type)**

Outputs of the working groups

Theme 1: Poverty reduction strategy as a framework for transport policy and priorities

Q1. If pro-poor economic growth is the key to sustained poverty reduction, what is the role of the national poverty reduction strategy in steering transport sector prioritization? Are other strategies also important (e.g. for particular sectors)?

- PRSP should set the framework for reducing poverty effectively by setting sectoral poverty reduction objectives and indicating clearly where inputs from the transport sector is required
- PRSP can steer pro-poor economic growth by separating the needs of the rural and urban poor and targeting transport interventions to meet their specific needs. E.g. while both groups may need access to health and education, the rural poor may need access to agricultural inputs, local and regional markets etc. Growth in the rural areas can be achieved if the PRSP aims at raising rural productivity, e.g. through a combined approach of “minimum package programs”, an approach that was tested in Ethiopia.
- PRSP should clearly outline the goals for achieving the set growth objectives in order to direct the development of transport infrastructure and services. Giving priority to transport in PRSP would reduce poverty since better transport services would result in savings, which would translate to food security for the poor.
- Recognize transport as a service (facilitative) sector and incorporate it in all segments of the PRSP.
- Prioritizing transport in PRSP would result in employment creation, which is a key link to economic growth and wealth distribution.
- Sectoral development strategies and objectives e.g. for agriculture, education, health, sport etc should also have transport as an integral part.

Q2. How could issues of access and mobility be better addressed in the *formulation* of national poverty reduction strategies?

PRSP formulation should consider the following factors and cater for them in the strategy:

- Recognize that in most countries, roads are non-classified and that transport includes non-road access. Often, the poor suffer most due to lack of non-road access and this needs to be given high priority in PRSP formulation, with their full participation. Each country should therefore identify all the existing and other possible modes of transport and incorporate them in the PRSP.
- Separate mobility and access needs of:
 - The rural poor who need for example, farm-to-market access, usually requiring non-motorized transport (NMT)

- Highway-to-market access the for industry dealers to enable them access rural markets, usually requiring motorized transport
 - Identifying and making NMT requirements of the rural poor and part of the formal transport strategy.
 - Recognizing that a PRSP can only be holistic if the crafting is multi-sectoral.
 - Giving ownership of rural roads and tracks to the communities that use them.
- Q3. How could the processes of *implementing* and *monitoring* national poverty reduction strategies be strengthened, so that transport strategies can be better oriented towards poverty reduction objectives?**
- Build a set of national indicators on the contribution of transport to poverty reduction. Based on the, identify priority transport strategies that need priority attention for improving access to services and creating employment. Formulation of such indicators should be based upon tangible baseline data that spells out the poverty status before implementation and upon which impact would be measured. Continuously update the baseline data as part of the monitoring and impact assessment process.
 - Implementation and monitoring of a PRSP should adopt a multi-sectoral approach and include participation of the stakeholders, including the civil society, the poor in rural and urban settings (implementation and monitoring **with** the poor, not **for** the poor).
 - Incorporate the ILO “Integrated Rural Accessibility Planning” tool (IRAP) into the implementation and monitoring of the PRSP.
- Q4. What could SSATP do to support the improved coherency between transport sector strategy and national poverty reduction objectives? What priority actions might be considered for 2004?**
- Support an integrated and a multi-sectoral approach to PRSP planning to ensure a holistic planning process that recognises the role of transport at the road and non-road levels – in conformity with the needs of the poor as expressed by them.
 - Support the review, formulation and dissemination to stakeholders, of transport related poverty reduction indicators (by various agencies in each country).
 - Identify key linkages between transport and poverty reduction – by assessing the national transport and poverty reduction strategies - and design strategies that strengthen transport as a development facilitator and employer. Such strategies should recognize transport as the leader in all growth initiatives.
 - Establish key linkages between the impact of transport and the millennium development goals and lobby NEPAD to address transport/poverty links as part of the peer review process.

- Be proactive in disseminating information on results of experiences widely at the “in country” level particularly by working closely with the civil society, the private sector and donors.

Theme 2: Transport policies and poverty reduction

Q1: What are the *strengths* of current transport policies and strategies in terms of poverty reduction?

- Maintenance of roads through the “Roads 2000” approach which involves optimal utilization of labor and equipment.
- In recognition of the role of transport in economic development, the strategies provide guidelines for maintenance of main roads as a means of steering and enhancing macro-economic level development.
- They encourage “connectivity” with neighboring countries.
- They encourage professionalism in providing services.
- They allow the evolution of regulatory frameworks for transport development and poverty reduction.
- They encourage mainstreaming of labor-based methods for purposes of employment creation.
- They are geared towards improving accessibility to smallholder farms, markets and services with the aim of reducing poverty.
- The strategies cater for rural accessibility and mobility – by spelling out strategies for the development of NMTs and other modes of transport – which are affordable and safe, and are key to poverty reduction.
- They encourage the provision of micro-credit in rural areas.
- Due to the current transport policies and strategies, “people in Ethiopia are not allowed to walk a distance of more than 3 hours”.
- They are a result of broad based participation and therefore enhance stakeholder ownership of the policies.

Q2: What are the current *weaknesses* of transport policies and strategies in terms of poverty reduction?

- Lack specificity, no milestones set, only general statements and objectives which are unrealistic.
- Policies are not gender sensitive.
- Non-comparative advantages of modes

- Transport policies are not synchronized with PRSPs and are not pro-poor.
- Failure to spell out the modus operandi and initiatives in carrying out policy reforms, i.e. they have not spelled out whose responsibility it is to initiate policy reforms and actions.
- No guarantee that policies will be implemented as they are not set with budget constraints in mind, but where they are implemented, they usually lack focus.
- They have less focus on non-transport solutions/interventions to transport problems.
- Failure to spell out action plans for poverty reduction.
- Little participation by users/beneficiaries in choosing priorities.
- At implementation level, little/no attention is paid to NMT.
- Training at the micro-level is not emphasized, yet it is a means of uplifting operational standards and maintaining operations to sustain employment and poverty reduction.
- Despite the existence of transport strategies, transport cost continues to be on the rise.
- Little focus on urban poor and urban transport services.
- They have failed to take on board all modes of transport, particularly the low-cost and low-capacity modes including IMTs and pedestrian infrastructure.
- Lack of integrated transport policies.
- Excessive focus on roads.
- Failure to recognize the role of local planning of services as a means of meeting access and mobility needs.

Q3: How can poverty reduction objectives be better addressed in the *formulation* of transport policy and strategies and in their *implementation* and *monitoring*?

- Encourage and support participative approaches by including ideas and views of the poor, the private sector, professional institutions and other stakeholders in the formulation of transport policies and strategies and disseminate to stakeholders.
- Formulate clear, realistic and achievable objectives and involve all stakeholders in their implementation and monitoring.
- Develop appropriate and verifiable transport performance indicators for monitoring that are clearly related to poverty reduction.
- Formulate and implement objectives that respond to the needs of the poor and that specifically target the poor – policy makers should familiarize themselves with various poverty assessment results.
- Promote the development of NMT, pedestrian infrastructure and the use of other appropriate methods and technologies that can be produced using local resources.

- Formulate transport policies that target transport and non-transport interventions.
- Need for a holistic and integrated approach to transport issues, including the definition of how transport relates to other sectors and vulnerable groups; who the poor are and where they are located and their numbers etc. “Policies should talk to each other.”
- Formulation should consider both macro and micro-economic returns on investment in the transport sector.
- Promote mass transit modes of transport vis a vis para-transit modes in urban areas.
- Avail funding for maintenance and construction of new roads.
- Facilitate the embedding of objectives in the transport strategy implementation action plan.
- Decentralization and institutional and capacity building.

Q4: What could SSATP do to improve *the firm embedding* of transport sector strategies in national poverty reduction objectives? What priority actions might be considered for 2004?

- Appoint country coordinators outside government to steer the program.
- Support - technically and financially - the participatory (including grassroots needs assessment of stakeholders) assessments and reviews of existing policies - to identify and address missing links and synchronize them with PRSPs.
- Facilitate studies and fora for interaction with poverty reduction measures in other sectors.
- Encourage and support countries to adopt a multisectoral approach in the design, development and implementation of transport programs.
- Promote the development of policies focusing on transport and non-transport solutions to poverty reduction.
- Mobilize funding for transport infrastructure.
- Provide guidelines and training through case studies and workshops.
- Facilitate the carrying out of awareness workshops for transport users.
- Focus assistance on the development and implementation of integrated transport policies.
- Assist transport agencies to cost plans and policies.

Theme 3: SSATP program approach at national level

Q1: In order to anchor transport sector strategies firmly in poverty reduction, which *actors* should be involved in SSATP actions at national level? Who should *coordinate* them?

Actors

Ministry of Transport; Local Government Authorities; Ministry of Social Welfare; Ministry of Finance; Ministry of Health (to deal with HIV issues); Transport operators; Gender equity Organizations; Associations of Small-scale Traders; Farmers' Associations; Civil Society Organizations; Donors/NGOs (to provide funding).

Co-ordination

The activities of all the actors should be co-coordinated by a coordinator appointed by the president.

SYNTHESIS OF RECOMMENDATIONS FOR THE WORK PROGRAM 2004

**ANCHORING TRANSPORT
POLICIES AND STRATEGIES
FIRMLY IN POVERTY
REDUCTION**

**SYNTHESIS OF
RECOMMENDATIONS FOR
SSATP WORK PROGRAM 2004**

Synthesis group:

- Lyatuu Willey (Tanzania)
- Bano Sow (Guinea)
- Vincent Karega (Rwanda)
- Richard Scurfield (World Bank)

Facilitated by:

- Mary Braithwaite
- Adama Moussa

- The outputs of the workshops are much richer and more detailed than presented here.
- The full outputs will be:
 - written up and included in the final report of the meeting
 - used in the revision of the case study method and in the introduction of a program approach.
- Thank you to all the working group participants for your contributions and ideas!

Theme 4: Future Case Studies on Transport Policy and Poverty Reduction

Concerning existing countries:

- Evaluate what has already been done – process and impact
- Develop revised methodological guidelines, taking into account:
 - Analysis of priority sectors and groups as first step
 - More time and much more preparation (classifying and reading documents, etc)
 - Use of different methods to involve priority stakeholders (eg sector-specific workshops combined with cross-sector exchanges)
 - Integrate into a longer-term process of policy review and monitoring
- Develop indicators to monitor and evaluate process and impact of case studies
- Develop indicators to monitor and evaluate process and impact of case studies

Theme 4: Future Case Studies cont

Concerning new countries:

- Bring new countries in, taking into account the recommendations from the pilot case studies (use the revised guide)
- Supporting networking between the pilot and new countries
- Ensure representation of all key stakeholders
- Introduce spatial dimension (to address geographical disparities)
- Provide follow up and monitoring to ensure that the revised method is working well
- Support information sharing more generally on poverty-transport links

Theme 4: Future Case Studies cont

Suggestions of stakeholders to be involved in participatory assessments of transport strategy and poverty reduction:

- Ministry of Transport / Infrastructure
- Ministry of Finance
- Planning (Government)
- Decentralized authorities
- Representatives of different geographical regions
- Beneficiaries (poverty reduction and transport)
- Civil society / NGOs
- Private sector (transport operators, unions, Chambers of Commerce, etc)
- Development partners
- Media

Theme 3: SSATP Program Approach at national level

A common vision:

- A clear consensus on the adoption of a program approach
- There should be one national SSATP coordinator
- A national secretariat should be established
- The coordinator must come from within government (to influence public policy from within)

Theme 3: SSATP Program Approach at national level

Two proposals for SSATP coordination at national level:

- The coordination function should be located above the sector ministries (e.g. in the administration responsible for national poverty reduction policy / national planning). This would better enable coordination between transport and other sector strategies within the framework of the country's overarching development goals
- SSATP coordination is located in the Ministry of Transport, because this is the implementing authority. (Note: the view of the synthesis group is that this proposal does not respond to the requirements to anchor transport policy firmly in poverty reduction and to ensure that the transport sector serves the needs of other sectors).

Theme 3: SSATP Program Approach at national level cont

Some immediate actions are suggested:

- Clarify the roles and responsibilities of SSATP within a country (taking into account a program approach and the need to anchor transport policy/strategy in poverty reduction)
- Further discussion on and assessment of the options
- Support the creation of integrated structures and mechanisms in "trial" countries, and monitor their performance

A question to SSATP management:

- What is your role in supporting the new structures at national level?

Theme 2: Transport policy and poverty reduction strategy

Role of SSATP (1):

- Improve knowledge and information, by:
 - Supporting research and studies into transport and poverty reduction
 - Informing and training policy-makers and decision-takers

Build a consensus, through:

- Facilitating dialogue and debate on the issues amongst key actors
- Advocate and campaign for substantially increased attention to poverty reduction in transport policy and strategies
- Organizing high-level workshops to influence decisions

Theme 2: Transport policy and poverty reduction strategy

Role of SSATP (2):

- Help to improve transport policy and strategy by:
 - Raising resources for policy assessments and reviews
 - Developing and disseminating guidelines and good practice
 - Supporting consultative or participatory mechanisms so that the voices of local people are heard when policy and strategy decisions are made

Theme 1: Poverty reduction strategy as a framework for transport policy and priorities

Role of SSATP (1):

- Take a leading role in raising awareness about transport's contribution to poverty reduction:
 - At top levels in Ministry of Finance, Planning, etc.
 - By creating mechanisms to disseminate information to decentralized and grass-roots levels
- Disseminate experiences and good practice, by:
 - Supporting the networking of key players – between countries
 - "Building bridges" between different sectors and actors

Theme 1: Poverty reduction strategy as a framework for transport policy and priorities

Role of SSATP (2):

- Help to improve poverty reduction strategies, by:
 - Supporting policy reviews and other assessments of the links between poverty reduction and transport
 - Assess national transport strategy in the light of poverty reduction objectives and draw out priorities
 - Providing technical support when national poverty reduction strategies are being revised, so that they more thoroughly identify access and mobility needs and address transport issues

SUMMARY OF PROPOSALS FOR PRIORITY ACTIONS FOR 2004 SSATP WORK PROGRAM

The following proposals for action relate to Result 1 (Integrated Approach) and Result 2 (Poverty Reduction Strategies) of the WP2004:

- Studies (participatory policy assessments):
 - pilot case studies (Rwanda, Tanzania, Guinea)
 - monitor progress and impact
 - provide support for follow-up, especially for implementation of recommendations
- bring in more countries
 - revise and disseminate adapted methodology
 - provide support and monitoring for further case studies

Proposals for priority actions (2)

Workshops and seminars

- "networking" events between pilot and new case study countries
- high-levels workshops to influence decision-makers (Ministries of Finance and Planning)
- thematic workshops and seminars across sectors (e.g. agriculture and transport, health and transport) and to examine policy processes to anchor transport policy in poverty reduction strategy
- support to processes that reach out to local level, and enable voices of poor to be heard at policy and strategy levels

Proposals for priority actions (3)

Meetings, conferences

- report on progress of case studies to SSATP Annual Meeting 2004 (implementation of recommendations, results of new case studies, etc)
- thematic meetings on transport policy and strategies in the framework of poverty reduction
- assessment of progress with program approach at national level (report to 2004 meeting)

Proposals for priority actions (4)

Capacity-building

- support to SSATP coordination at national level and key actors involved in new structures

Training

- training of policy-makers and decision-takers

Publications / reports

- dissemination of guidelines and good practice on anchoring transport policy in poverty reduction strategy

SSATP management

- support to creation of integrated SSATP coordination structures at national level (assessment of options, monitoring of new approaches)

ROAD MANAGEMENT AND FINANCING

RMI/RTTP MANIFESTO – APRIL 2003

1. The present Manifesto, which commits the RMI and RTTP participant countries through their respective coordinators, is inspired by the objectives and provisions of the SSATP Long Term Development Plan. As such, the Manifesto is consistent with NEPAD as an overarching development framework and with the priority thus accorded to an integrated transport policy program approach .
2. There is a basic commitment for participating countries to ensure access to services and mobility at affordable prices. Road transport is to be seen as a necessary service for economic development and poverty reduction.
3. To this effect, countries will put in place and sustain:
 - A conducive policy framework
 - A suitable financing strategy
 - Appropriate institutional arrangements
 - Robust monitoring and evaluation arrangements
4. The RMI/RTTP countries adhere to the following principles:
 - Poverty reduction is the overarching development objective
 - Road sector policies will take into account not only infrastructure but also transport services and the use of transport infrastructure
 - Policies will be comprehensive – will cover all networks, community, rural, urban and main – with due regard to their sustainability
 - Planning will be multi-level and participatory
 - Road programs will be designed and carried out with regard to cost effectiveness and value for money for end users
 - Maintenance of existing road infrastructure assets in maintainable condition will always been given priority in programs
 - Institutional arrangements will ensure efficiency and business-orientation as well as provide for decisions to be made at the most appropriate level – stakeholders will be involved in decision making at all levels and institutions will benefit from adequate funding for operations.
 - Policy and programs will be adopted and carried out in a transparent manner, with a presumption always in favor of disclosure of information with particular regard to policy statements, program documents, institution audited accounts etc.

- Road standards will be exhaustively reviewed and appropriate approaches adopted with regard to design, technology, local capacity and implementation of works – with the optimal use of labor based approaches.
 - Financing strategies will be constructed on the notion that: (a) direct and/or indirect road user charges should fund at least the routine and periodic maintenance of the maintainable network including rural roads. (b) budgetary resources and available external resources should cover economically viable rehabilitation, upgrading and new construction; (c) local governments and communities should contribute to both the maintenance and rehabilitation of their networks.
5. To this end RMI/RTTP will continue to develop as a *partnership* of like-minded countries, sector and regional organizations, the Bank and external funding partners. The partnership will support a wide range of appropriate policy development and implementation interventions, including those in the three basic areas of: *advocacy, capacity building and dissemination*.
 6. The RMI/RTTP partnership is committed to working out and consistently implementing joint programs which are supportive of the aforementioned principles and interventions, and to this end will seek to involve other stakeholders, notably from other SSATP components and from the private sector.

SSATP COMMITMENT STATEMENT – DRAFT MAY 2003

1. This statement commits SSATP member countries to adherence to a number of policy principles, and likewise commits member regional economic communities to promotion of the policy principles amongst member states. SSATP members recognize the processes proposed in the SSATP Long Term Development Plan as the framework within which policy development will be promoted, and that the program is a transport policy development instrument of the African Union (AU), and will play its part in the initiatives of the AU's NEPAD.
2. There is a basic commitment for participating countries to ensure access to services and mobility at affordable prices, as well as to bring down freight transport costs to enhance trade competitiveness, while safeguarding the environment and improving safety. Transport, infrastructure and services, is seen as a necessity for economic development and poverty reduction.
3. To this effect, countries will put in place and sustain:
 - A conducive policy framework
 - A suitable financing strategy
 - Appropriate institutional arrangements
 - Robust monitoring and evaluation arrangements
4. The SSATP countries adhere to the following principles:
 - Poverty reduction is the overarching development objective

- Transport sector policies, in all modes, will take into account not only infrastructure design but also transport services and the use of transport infrastructure
 - Policies will be comprehensive – will cover all networks, community, rural, urban and main – with due regard to their sustainability
 - Planning will be multi-level and participatory, using a multi-modal approach, based on the most cost-effective modal combination, and will involve users, communities, shippers, carriers, and every level of government
 - Modal transport programs will be designed and carried out with regard to cost effectiveness and value for money for end users
 - Maintenance of existing transport infrastructure assets in maintainable condition will always been given priority in programs
 - Institutional arrangements will ensure efficiency and business-orientation as well as provide for decisions to be made at the most appropriate level – stakeholders will be involved in decision making at all levels and institutions will benefit from adequate funding for operations.
 - Policy and programs will be adopted and carried out in a transparent manner, with a presumption always in favor of disclosure of information with particular regard to policy statements, program documents, institution audited accounts etc.
 - Transport infrastructure standards, and road standards in particular, will be exhaustively reviewed and appropriate approaches adopted with regard to design, technology, local capacity and implementation of works—with the optimal use of labor based approaches—and with due consideration to road users needs.
 - Financing strategies will be constructed on the notion that: (a) direct and/or indirect user charges should fund at least the routine and periodic maintenance of the maintainable infrastructure including, in the case of roads, rural roads. (b) budgetary resources and available external resources should cover economically viable rehabilitation, upgrading and new construction; (c) private sector financing should be solicited, if feasible, through concessioning or similar arrangements (c) local governments and communities should contribute to both the maintenance and rehabilitation of their networks.
5. To this end SSATP will continue to develop as a *partnership* of like-minded countries, regional economic communities, sectoral and sub-regional organizations, multilateral and bilateral development partners, and international organizations. The partnership will support a wide range of appropriate policy development and implementation interventions, including those in the three basic areas of: *advocacy, capacity building and dissemination*.
 6. The SSATP partnership is committed to working out and consistently implementing joint programs which are supportive of the aforementioned principles and interventions, and to this end will always seek to involve other stakeholders, and will particularly seek to fully engage the private sector in the policy development and implementation process.

PRESENTATIONS

Improving financing of road maintenance

Maputo 2002 – Key Points

- Improved financing of road maintenance as a primary objective of integrated SSATP program
- Priority for RMI/RTTP – awareness raising, capacity building, information exchange, institutional options review
- Plenary/group discussion – 3 priority action areas
 - Road Fund
 - Diffusion of information
 - Capacity building

Progress since Maputo (1)

- Road Fund
 - Performance assessments – how are the countries doing in relation to goals?
 - Association – first steps taken towards establishment
 - Policy Matrix – status updated and compared
 - Country level analysis – carried out

Progress since Maputo (2)

- Diffusion of Information
 - Web site upgraded
 - French Language
 - Country “buttons”
 - RMI Update
 - Discussion Papers disseminated
 - Rural transport knowledge base improved
 - New case study material prepared

Progress since Maputo (3)

- Capacity Building
 - Support to sector program design and implementation
 - ENPC French language senior program
 - Rural transport training materials
 - Tools development and dissemination
 - RED Version 3
 - Performance based maintenance contract

What next for Kigali?

- Sharpen the poverty reduction focus
- Develop and better exploit indicators
- Reassess funding needs ...
- ... as well as resource allocation
- Exploit regional support opportunities
- Deepen awareness building

Sub Themes for discussion

- (1) Affirming principles underlying volume and allocation of maintenance funding
- (2) Reducing unit costs and increasing efficiency of road management
- (3) Designing appropriate regional support arrangements
- (4) Reviewing institutional options for road management and financing
- (5) Urban road management and financing issues

Possible SSATP Interventions

- Indicator development
- Performance assessments
- Road Fund evaluation
- Road standards and maintenance costs
- Web site/dissemination
- Capacity Building

Gestion et financement de la voirie urbaine

Gestion et Financement de la Voirie Urbaine : Pourquoi ?

- Important état de dégradation de la voirie
- Le manque de voirie adéquate a un grave impact sur le fonctionnement des villes et sur les pauvres
- Nécessité de réformes institutionnelles et financières spécifiques à ce sous-secteur

Gestion et Financement de la voirie urbaine : Questions clés

- Institutions: comment coordonner les multiples intervenants pour l'entretien et l'amélioration des différents types de voiries
- Modes de financement (hors fonds routier)
- Normes techniques adaptées (voitures, bus, NMT, piétons,...)
- Gestion du trafic
- Processus participatif

Spatial Management

MAIN THEME: MOBILITY AND VULNERABILITY.

Sub Theme: Spatial Management.

Champion: Silvester O. Kasuku - Kenya

Importance of Sub Theme to SSATP

This sub theme propagates the integration of land use planning elements in transport policy both at urban and regional levels with a view to improving mobility of poor people and access to services to reduce urban and rural poverty.

KEY ISSUES

- Integrating settlement planning with transport policy to facilitate provision of transport infrastructure in settlements inhabited by poor people
- Knowledge development and dissemination.
- Right of way management and control.

1. Integrating settlement planning with transport policy to facilitate provision of transport infrastructure in settlements inhabited by poor people.

- **Objective: *To promote appropriate land use planning to facilitate the mobility of poor people in urban and rural areas***
 - Developing guidelines and toolkits for land use and transport to facilitate poverty-alleviation.
 - Improving poor people's accessibility to markets and services to their livelihoods.
 - Protecting transport/mobility interests of vulnerable people in settlement planning.
 - Protecting fragile environmental system from negative transport effects.

2: Knowledge development and dissemination

Objective: *To improve the understanding of the role of land use planning in transport infrastructure and service delivery.*

- Generating information on land use planning and transport through studies to expand the existing limited knowledge capacity in transport and land use planning.
- Disseminating information to users.

3: Right way of management and control

Objective: *To facilitate the provision and management of rights of way.*

- Protecting rights of way from encroachment and interference to minimize negative effect on mobility of poor people
- Appropriate planning for transport rights of way in urban and rural areas
- Developing guidelines for right of way planning and management

Réforme institutionnelle et sectorielle

Réforme institutionnelle et de politique: Questions clés

- Acceptation politique des réformes : processus d'appropriation
- Dialogue sectoriel, participation des usagers: comment stimuler une large consultation des partenaires, y compris les opérateurs pour (a) consensus, (b) chances de mise en oeuvre à long terme

Réforme institutionnelle et de politique: Questions clés

- Acceptation politique des synergies dégagées par une coordination institutionnelle
- Niveau d'acceptation des réformes par les usagers; comment savons-nous que les changements de politiques sont compris?
- Transfert des moyens et pouvoirs: comment éviter une coquille vide

Réforme institutionnelle et de politique: Questions clés

- Opportunité d'établir un fonds de financement spécifique (fonds des transports urbains)
- Nécessité d'une agence autonome. Comment minimiser les interférences dans la gestion de l'agence? Quelles attributions?
- Importance du rôle de la municipalité

Services de transport urbain

**SERVICES DE TRANSPORT
URBAIN**

- **Rôle des entreprises et micro-entreprises dans la génération d'emplois**
- **Renforcement des capacités des professionnels du secteur (Autorités organisatrices et opérateurs)**
- **Régulation du secteur: concurrence- coexistence- complémentarité**

**SERVICES DE TRANSPORT
URBAIN**

- **Coordination du secteur: Autorités organisatrices**
- **Professionnalisation du secteur et évolution de la micro- entreprise à la petite et moyenne entreprise**
- **Offres de services: niveau et qualité de service**

**SERVICES DE TRANSPORT
URBAIN**

- **Investissement et exploitation des infrastructures et équipements urbains**
- **Accès des opérateurs aux micro-crédits**
- **Coûts des externalités**
- **Durabilité des services et capacité à payer des usagers**

Mobility and vulnerability

KEY FOCUS FOR PRO-POOR TRANSPORT PROVISION - 1

- **Creating Opportunities**
 - **economic development linkages** (growth, markets, employment, trade)
 - **human development** (education, health—access, attendance, quality, gender)
- **Facilitating Empowerment**
 - **social development** (communications, inclusion)
 - **Empowerment & governance** (information, participation & transparency in planning, decision-making, budget allocations, implementation and monitoring)

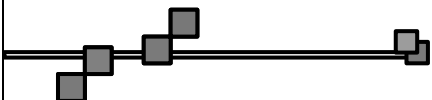
KEY FOCUS FOR PRO-POOR TRANSPORT PROVISION - 2

- **Enhancing Security (reducing risk & vulnerability)**
 - **at the households level** (affordable, reliable, safe services)
 - **at the community level** (public works, access on disaster).

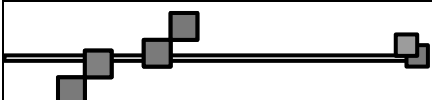
Mobility and Vulnerability: What it is about.

- **Transport contributing to the needs of the vulnerable** (esp. women, disabled, youth, children, girl-child).
- **Increasing access to economic opportunities.**
- **Safeguarding their safety and security**
- **Making the benefits from transport more inclusive.**
- **Contributing to the increased empowerment of the vulnerable.**
- **By mitigating the adverse impacts of transport actions through targeted actions.**

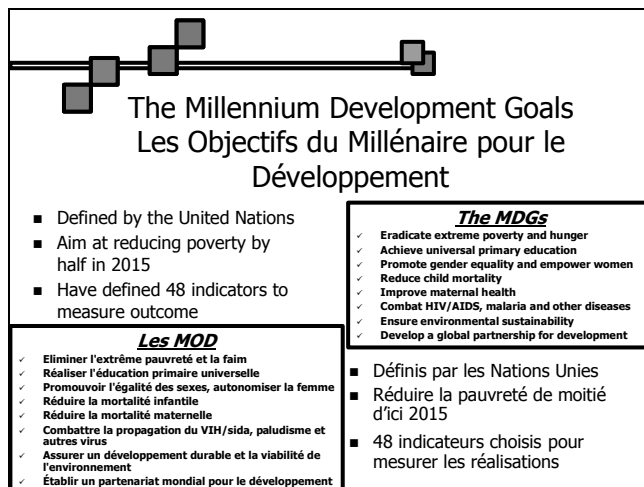
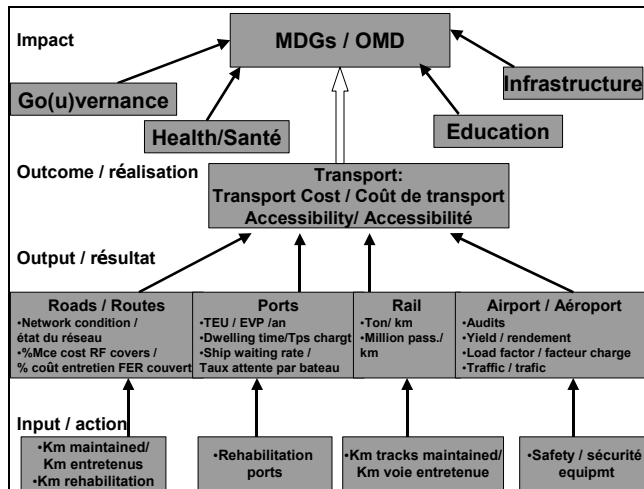
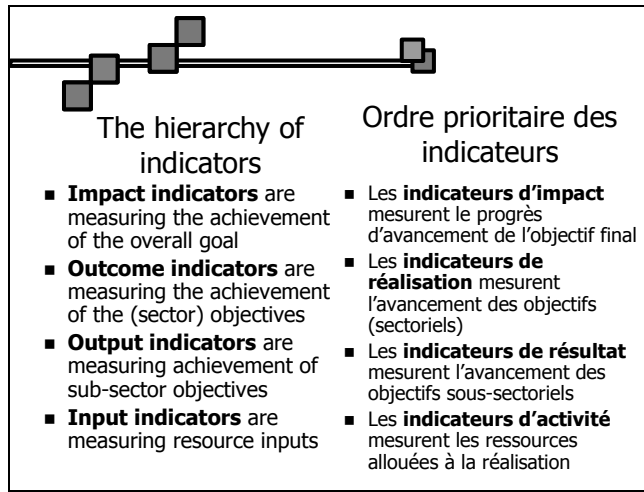
Transport sector indicators for poverty reduction



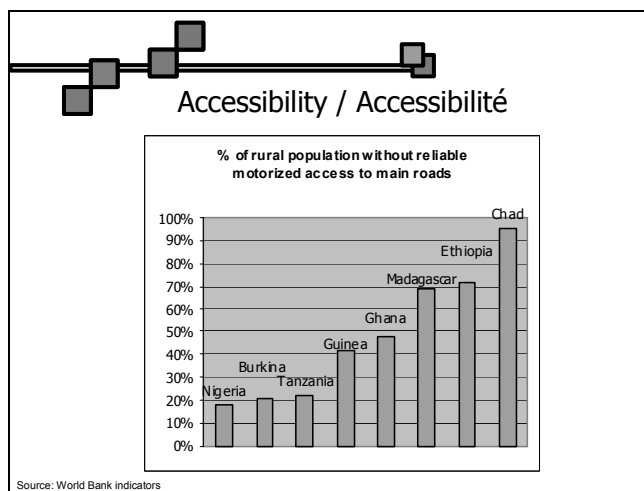
<h3>What are indicators?</h3> <ul style="list-style-type: none"> ■ They are a means of measuring the achievement of our action plans ■ They need to answer three questions: <ul style="list-style-type: none"> ■ What are we going to achieve? (quality) ■ How much? (quantity) ■ By when? (time) 	<h3>Que sont les indicateurs?</h3> <ul style="list-style-type: none"> ■ Ce sont des outils permettant de mesurer les résultats de nos plans d'action ■ Ils doivent répondre à trois questions: <ul style="list-style-type: none"> ■ Que cherchons-nous à atteindre? (qualité) ■ Quel niveau de réalisation?(quantité) ■ Quand? (délai)
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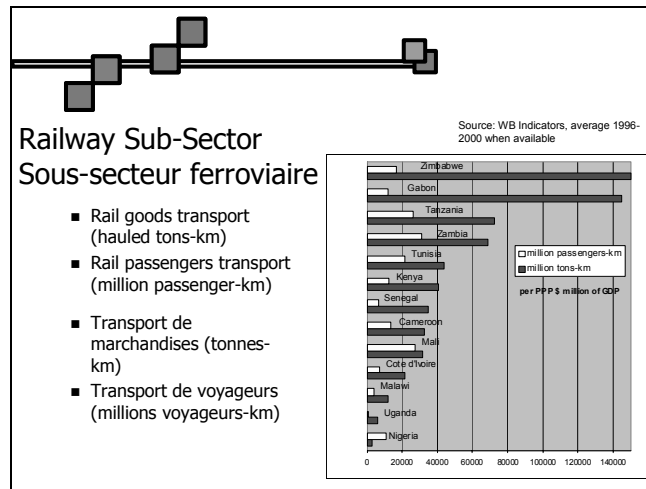
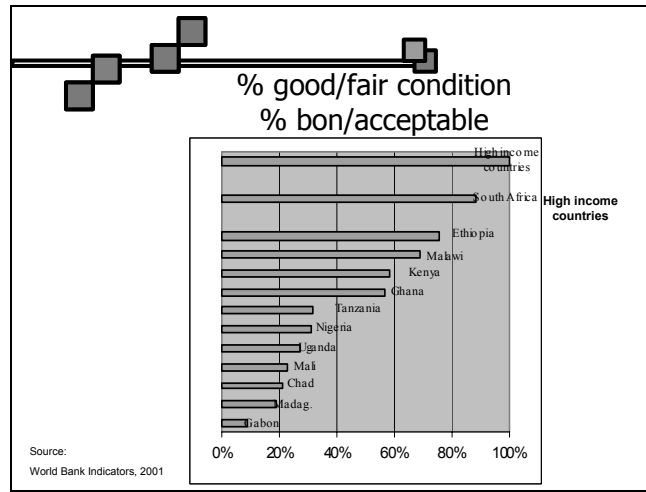
<h3>Why use indicators?</h3> <ul style="list-style-type: none"> ■ Ultimate Goal <ul style="list-style-type: none"> ■ Measuring the impact on poverty of our sector strategy ■ A Diagnostic Tool <ul style="list-style-type: none"> ■ Indicators help us to identify areas where intervention is necessary ■ Status Indication <ul style="list-style-type: none"> ■ Indicators enable us to compare development over time and between countries 	<h3>A quoi servent les indicateurs?</h3> <ul style="list-style-type: none"> ■ Objectif final <ul style="list-style-type: none"> ■ Mesurer l'impact de notre stratégie sectorielle sur la pauvreté ■ Un outil de diagnostique <ul style="list-style-type: none"> ■ Les indicateurs permettent d'identifier les domaines où une intervention est nécessaire ■ État d'avancement <ul style="list-style-type: none"> ■ Les indicateurs permettent de comparer le développement dans le temps et entre les pays
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Proposed Transport Sector Outcome Indicators	Indicateurs de résultats du secteur proposés
<ul style="list-style-type: none"> ■ Transport cost <ul style="list-style-type: none"> ■ Average cost per km for passengers using urban, intercity and rural public transport ■ Average freight cost per ton/km of international, regional, intercity and rural transport ■ Accessibility <ul style="list-style-type: none"> ■ Percentage of rural population without reliable motorized access 	<ul style="list-style-type: none"> ■ Coût des transports <ul style="list-style-type: none"> ■ Coût kilométrique pour les voyageurs urbains, interurbains et ruraux ■ Coût moyen du transport de marchandises par tonne/km du transport international, régional, interurbain et rural ■ Accessibilité <ul style="list-style-type: none"> ■ Pourcentage de la population rurale sans desserte motorisée fiable



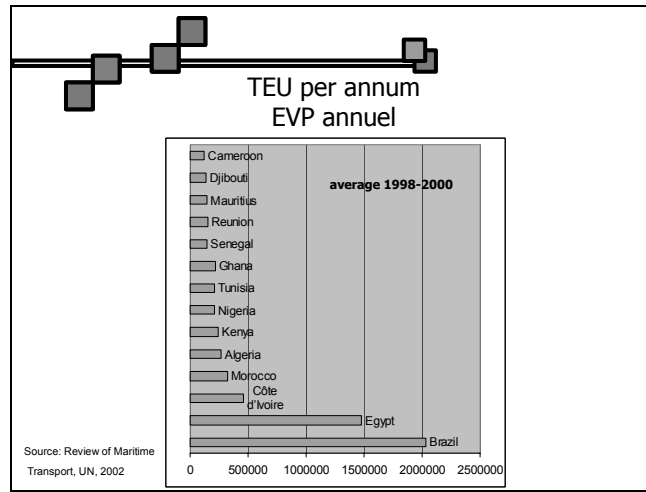
Road Sub-Sector Output Indicators	Indicateurs de résultat du sous-secteur routier
<ul style="list-style-type: none"> ■ Descriptive Indicators <ul style="list-style-type: none"> ■ Network length, density, share paved, etc. ■ Maintenance needs ■ Total vehicle-km per annum ■ Other ■ Performance Indicators <ul style="list-style-type: none"> ■ Condition of road network (share good/fair/poor) ■ Share of maintenance need covered by user charges ■ Accident risk (fatalities and injuries/vehicle-km) ■ Other 	<ul style="list-style-type: none"> ■ Indicateurs descriptifs <ul style="list-style-type: none"> ■ Linéaire, densité, % de routes revêtues, etc. ■ Besoins d'entretien ■ Nb. Km-véhicules par an ■ Autres ■ Indicateurs de performance <ul style="list-style-type: none"> ■ État du réseau (% bon/acceptable/mauvais) ■ Part des besoins d'entretien couverts par la redevance usagers ■ Risque d'accident (nb morts ou blessés/véhicule-km) ■ Autres



Port Sub-sector / Sous-secteur portuaire

- **Descriptive Indicator**
 - Total traffic per annum (ton)
 - TEU (20 foot equivalent unit) per annum
- **Performance Indicator**
 - Ship waiting rate
 - Average dwelling time for containers
 - No. of moves/hr/ship

- **Indicateur Descriptif**
 - Trafic annuel total (tonnes)
 - EVP (équivalent 20 pieds) par an
- **Ind. de Performance**
 - Taux d'attente / bateau
 - Temps moyen de stationnement des conteneurs
 - Nb. mouvements/h/bateau



Aviation Sub-Sector

- **Descriptive**
 - Airport passengers per annum
 - Number of flights/day
- **Performance**
 - Yield: rate paid per mile or kilometer (passenger fare)
 - Load factor: percentage of seats actually busy
 - Security and safety Audits and certifications by international regulators (ICAO, FAA, TSA, ECAC)

Sous-secteur de l'aviation civile

- **Descriptif**
 - Nb de passagers par an
 - Nb de vols par jour
- **Performance**
 - Rendement : tarif par passager par mile ou km
 - Facteur charge : pourcentage de sièges occupés
 - Sécurité et sûreté : Audits et certifications délivrées par les régulateurs internationaux (OACI, FAA, TSA, ECAC)

Conclusions

- Particularly at outcome level and in the road sub-sector no agreed set of indicators exists
- Multiple efforts are on-going to define indicators, but harmonization is required

Recommendations

- SSATP should assist to define an agreed set of (performance) indicators
- SSATP should assist to collect baseline data

Conclusions

- Aucun groupe d'indicateurs de résultat commun n'a encore été convenu pour ce qui touche au sous-secteur routier
- Si d'importants efforts sont menés pour définir ces indicateurs, une harmonisation reste nécessaire

Recommandations

- Il revient au SSATP d'aider les pays à définir des indicateurs de performance communs
- Le SSATP devrait apporter son assistance à la collecte des données de base

Working Group Outputs

Road management and financing maintenance

Maintenance	Optimal allocation by road type	Sources of funding	Optimal road network
Activities	Guide for models Red training/dissemination	Pam training /Dissemination Mobilize other road user charges Apply heavy vehicle taxation as they destroy the road Allocate not like usually 30% of funds to rural roads Allocate the fix amount of 3 US cents litre gasoline and diesel for rural roads leading to the main network to the local markets	Rapid assessment methodology Paper criteria for 'rightsizing' optimizing
Cross-cutting issues	Level of services		Road standards
Indicators	Guide produced/disseminated Training carried out Number of countries Number of participants	Paper, workshop to discuss results Pam disseminated Number of countries using Number of countries trained Increase in funding projected % of road maintenance needs met by road users	Methodology produced Paper produced

Reviewing institutional options for maintenance and funding

	Extend support to institutional reforms to more SSATP countries	Road Management and decentralisation Processes	Secure smooth funding for infrastructure development	Other issues Road fund autonomy Various levels of road ownership
Activities	Raise country level awareness Market reforms strategy	Reviewing existing management practices Facilitate exchange of best practices	Reviewing donor conditionalities for sector support	Broad based institutional reforms Capacity/honesty to implement reforms legal/institutional
Cross-cutting issues	Labour issues Legal issues Private-public participation processes			Country specific reforms Replication process from pilot countries Community participation
Actors	SSATP Government Road users Private sectors	Local government Civil society NGOs SSATP/Gov Private sector	Government Donors SSATP	Decentralisation of road funds Establishment of road agency with road funds Road Agency autonomy Support to 2 nd generation fund by IMF, WB,MOF
Indicators	Number of outreach events undertaken Number of new countries adopting and implementing reforms	Review completed and disseminated Number of countries adopting best practices	Review completed Recommendations discussed Number of more countries and donors moving towards sector support	Various levels of ownership

Coûts unitaires

Coûts unitaires	Capacité et performance de l'industrie de construction	Supervision efficace et capacités des agences routières	Améliorations techniques et technologiques
Activités	Revue comparative des procédures d'adjudication et de gestion des marchés publics Stratégie de développement et de renforcement de l'industrie de la professionnalisation en 2005 Formation des intervenants en 2005 Renforcement de la capacité des entreprises régionales en 2005	Formation de consultants locaux sur la démarche qualité et modèle de T.D.R pour la supervision Mise en place de CDI dans les agences routières Élaboration d'un dossier type d'appel d'offre en 2005	Échanges des expériences réussies en particulier matériaux locaux HIMO en 2005 Définition d'une approche intégrée d'études et de réalisation des infrastructures routières (économie d'échelle)
Questions transversales	Promotion des PME : professionnalisation et qualité Amélioration de la concurrence Appui à la prise en charge des considérations environnementales, de parité et de VIH/SIDA	Lutte contre la corruption La transparence	Environnement Contrat par niveau de service sur les performances pluriannuelles Gestion de l'entretien par niveau de service (GENIS)
Acteurs	AGEPAR Associations régionales de l'industrie des ingénieurs conseils Administration Bailleurs de fonds	SSATP/RMI coordinateur Agences routières Administration Bailleurs de fonds	Idem
Indicateurs	Évolution du nombre d'entreprises routières Entreprises performantes Bureaux d'études efficaces	Évolution des taux de décaissement	Longueur des routes praticables en fonction de niveaux fixes

Regional support

Regional support	RECs strengthened and its role emphasized	Associations strengthened and their roles emphasized
Activities	<p>Embedding RMI ideally in RECs programmes</p> <p>Policy instruments</p> <p>Legislative instruments</p> <p>Regional seminar</p> <p>Facilitate partners round table meetings (dialogue)</p> <p>Identification and privatization of regional trunk road network</p>	<p>Exchange of best practices, procedures, regulations, etc.</p> <p>Regional coordination and harmonisation, standards, practices, studies</p> <p>Best practices disseminated with respect to road funding and management (tools) 2004</p> <p>Road safety case studies 2004</p> <p>Practice guidelines</p> <p>Set up website 2004</p> <p>Transfer technology centres</p>
Cross-cutting issues	<p>Financial sustainability</p> <p>Capacity building</p> <p>Good governance</p>	
Actors	<p>RECS</p> <p>National RMI coord.</p> <p>Dev't partners</p> <p>Member States</p> <p>REC lead on all the actions</p>	<p>RECS</p> <p>Member States</p> <p>Association</p> <p>Association lead on associations' actions</p>
Indicators	<p>Holding of regional seminars (2004)</p> <p>Adoption of legislative policy and instruments</p> <p>Convening of round table meetings</p> <p>Define regional road network (2004)</p>	<p>Harmonized axle load limits</p> <p>Overload control harmonized</p>

Synthesis of the working groups

Maintenance Financing

	Optimal allocation by road type	Sources of funding	Optimum road network
Studies	Guide for use of road management models	Mobilize other road user charges	Rapid assessment methodology Criteria for "right-sizing"
Workshops		Mobilize other road user charges PAM dissemination workshop	
Capacity building			
Training	RED training	PAM training	
Publications	Guide for use of road management models RED version three		

Institutional options

	Road fund autonomy	Road agency capacity and autonomy	Decentralization of road management
Studies	Road fund evaluation	Review of existing management practices	Comparative assessment of experience
Workshops	Road fund evaluation	Exchange of best practices	Exchange of best practices
Capacity building	Advocacy for road fund autonomy TA for road fund		
Training	Road management and finance training	Road management and finance training	Road management and finance training
Publications			

Reducing cost

	Performance of construction industry	Road agency capacity	Technology choice
Studies	Review of comparative procurement procedures		
Workshops	Strategy for development and strengthening of construction industry		Exchange of experience on labor-based methods
Capacity building		Standard TOR for supervision Information center in road agencies	
Training	Contractor and agency training		
Publications		Standard procurement document	

Regional support

	Define regional road program	Harmonization of vehicle norms and axle loads	Working with regional entities
Studies		Review of axle load and related controls	Road safety case studies
Workshops	Coordination of regional road programs		Regional road fund and road agency associations
Capacity building	Regional data base		
Training			
Publications			

POVERTY AND MOBILITY

- Better knowledge between poverty and access to transport
 - *Study on 2 additional cities*
 - *2 national workshops*

URBAN MOBILITY INSTITUTIONS

- **Creation and Operation of Urban Transport Authorities**
 - Evaluation of existing experiences in SSA (prepare Working Paper)
 - Preparation of toolkit on institutional options (05)
 - National workshops
- **Urban Transport Financing**
 - Study of financing options (infrastructure, services)
 - WP of lessons learnt
 - Regional workshop on financing and institutions

TRANSPORT SERVICES (SMEs)

- **Regulation – competition - law enforcement (urban transport)**
 - Toolkit-regulatory framework
 - 2 sub-region. stakeholders workshops
 - Dissemination-toolkit
- **Capacity building from micro to medium (urban transport)**
 - Training module in Dakar on SME for training trainers)
- **Rural Transport Services and Infrastructure**
 - 2 case studies to identify correlation between supply and demand in low density areas
 - 2 national workshops to validate recommendations of the case studies

URBAN ROAD MANAGEMENT

- **Traffic management and road design**
 - Updating traffic management guidelines
 - Regional workshop
 - Working paper on lessons learnt
 - Dissemination of NMT toolkit
- **Urban road financing for maintenance and development**
 - Selected case studies in SSA
 - Regional workshop
 - Working paper on lessons learned
- **Institutional options for improved delivery of service**
 - Study on 6 relevant cases
 - Regional workshop
 - TA to traffic engineers

URBAN SPACE MANAGEMENT

- **Community led planning**
 - Preparation of a toolkit on urban space management and planning
 - Workshop to disseminate the toolkit

PROGRAM THEMES

PRESENTATIONS

Mobility and Vulnerability: The Sub-Themes

- **Gender and HIV/AIDS**
- **Road safety**
- **Promoting small scale enterprises in the construction industry**

With inclusion and empowerment as cross-cutting theme

Mobility and Vulnerability: Gender and HIV/AIDS

- **Poverty is a gender issue**
- **Tradition of seeing transport projects as gender free but evidence now this not so due significant differences in travel needs of men and women.**
- **HIV/AIDS impacts on transport through e.g. the way it reduces sector' capacity.**
- **Transport impacts on HIV/AIDS by being a means of its transmission**

How can we better raise awareness, increase our knowledge of their characteristics and develop effective means of responding to issues they raise?

Mobility and Vulnerability: Promoting SME in Construction Industry

- **Adequate indigenous local capacity in construction industry (consultants/contractors) increases transport' contribution to growth.**
- **Appropriately achieved, it can be a powerful tool for promoting equity, inclusion and empowerment.**
- **Unfortunately, country experience to date is more of failure than success.**
- **A major tool, labor intensive work methods, is still to be mainstreamed in most countries.**

What accounts for the uneven experience, what are the success factors, is their scope for more affirmative action and what are these.

Outputs of the working groups

Gender - HIV/AIDS- empowerment

Gender	Awareness & perception of gender	Framework for monitoring gender participation Women's participation in the transport industry	Framework for monitoring gender participation
Activities	Awareness raising program national/regional Dissemination of information Capacity building (training systems)	Empowerment Policy framework Advocacy	Tools of analysis of gender issues Provision of guidelines Training
Cross-cutting issues	Social welfare issues		Education
Actors	Ministry TPT / unions / NGOs / traditional leaders / civil society Ministry responsible for gender	Ministry TPT / unions / NGOs / civil society / contractor Ministry of trade	Ministry TPT / unions / NGOs / civil society / contractor Ministry of trade
Indicators of success	National consensus on gender issues	%age of women in TPT industry	Level of acceptability by beneficiaries

HIV/AIDS	Awareness & education Culture 1 & socialisation	Intervention on transport corridors	Intervention at construction sites
Activities	Develop and network existing awareness programs Disseminate information best practices Capacity building and training	Develop & strengthen transport relief programs Framework for monitoring programs Support for road transport industry	Develop & strengthen relief programs at construction sites / maintenance Framework for monitoring program Mainstreaming programs in tender process
Cross-cutting issues	Networking with national & regional interventions	Networking with communities along corridors Networking with national & regional interventions	Networking with communities around construction sites / maintenance
Actors	National health bodies, ministry of health, civil society, unions, NGOs, donor agencies Transport bodies	National health bodies, ministry of health, civil society, unions, NGOs, donor agencies RECs	National health bodies, ministry of health, civil society, unions, NGOs, donor agencies Contractors association, ministry of transport
Indicators of success	Level of awareness Rate of infection	Level of awareness Rate of infection	Level of awareness Rate of infection

Promotion of labor-based contracting

Promotion of labor-based contract	Appropriate policy	Advocacy	Capacity
Activities	Policy guidelines Technical assistance Studies	Information dissemination Workshop/meetings	
Cross-cutting issues	Good governance	Gender/HIV/AIDS main-streaming	Environment issues Safety at work
Actors	Private sector NGOs/Construction IND.ASS, etc. Government	Government Component coordinators ILO ASIST	Implementing agencies Private sector
Indicators	Policy implemented Increased number of small works and services contracts	Number of workshop/meetings/brochures	Increased number of SMEs Employment generated

Good practices	Success factors	Failure	How to increase market for SME	SSATP Role Advocacy Assist in policy Design Facilitate policy Implementation Gender/AIDS/HIV mainstreaming
Promote contracting	Packaging of contracts (small) Training government officials Classification/cat of contractors/consultants	Providing inappropriate equipment (inferior) Late payment from administration	Training to capacity building of contractors to have supply Exchange of knowledge	
Reduce force account	Empowering labour by providing specialist to hire	Inconsistent support from donors	Interests of SME's catered for in the contract	
Kenya	Providing support for equipment acquisition	Failure to train	Bring promotion of SME into national policy	
Ghana	Employment generation Tech. Transfer Poverty reduction Financing Contractor development	Lack of regular commitment to fund SME contracts	Policy in tenders to provide a certain % to be local/SME	
Uganda	Good policy for privatization Labour based tech. Training contractors Equipping All road categories for LB Dedicated management		Training SC consultants	

Road safety

Road Safety	Road is not recognised as a priority action	Countries are not making use of methods of reducing roads accidents	Road safety audit not carried out on regular basis
Activities	National road safety plans formulated	SSATP support sensitization exercise on good practice	SSATP to promote use of reliable indicators
Cross-cutting issues	Vulnerable road users	Space management	Road safety audit as part of road management
Actors	Policy makers	Road safety councils Consultants Private sector Organisations	Road and transport administration
Indicators	National road safety plans formulated	Number of workshops, people trained	Number of hazardous spots reduced Number of kilometres audited Number of guidelines developed

Synthesis

HIV/AIDS	Priority Issues		
Activities	Lack of awareness	Culture and socialization barriers	Transport is medium of transmission
Studies			Develop and implement sensitization programs
Workshop/Seminar	To develop existing awareness program	To develop and network existing awareness program	
Meeting /Conference			
Capacity Building			
Training			
Publication/Report	Disseminate information and best practices	Disseminate information and best practices	
SSATP Management			

Gender	Priority Issues		
Activities	Inadequate awareness and perception	Inadequate participation of women in transport industries	Lack of framework for monitoring gender issues
Studies	Formulate gender sensitive policy	Develop appropriate policy	Develop tools for analysis Develop guidelines
Workshop / Seminar	Awareness raising national and regional	Advocacy activities	
Meeting / Conference			
Capacity Building	Develop training program		
Training			Undertake training activities
Publication /Report	Dissemination of information		

Road safety	Priority Issues			
Activities	Road safety is not recognized as a priority action area	Countries are not making uses of methods of reducing road accidents	Road safety audit not carried out on regular bases in many countries	Inadequate regulatory framework
Studies	National road plans formulated			
Workshop / Seminar		SSATP supports sensitization exercise on good practices		Disseminate best practices
Meeting / Conference				
Capacity Building			SSATP to promote use of reliable indicators	

SME in Construction	Priority Issues		
Activities	Promotion of SMEs	Promotion of local consultants	Development of local construction industry
Studies		Simplify procedures	Research on local materials
Workshops	Promote use of SMEs	Promote simplified procedures	Promote good practice
Meetings/conferences			
Capacity Building			
Training	Reinforce capacity		
Publications/Reports	Good practice guidelines	Good practice guidelines	

Activities	Develop appropriate policy	Advocacy	Capacity Development
Studies	To identify good practice and develop policy guidelines		
Workshops		To promote LBC	
Meetings/conferences			
Capacity Building			To strengthen institutions and contractors
Training	To provide appropriate technical assistance to government agencies		Training for SMEs
Publications/Reports	Policy guidelines	To promote LBC	

ONGOING WORK PLENARY PRESENTATION

REGIONAL TRADE AND TRANSPORT

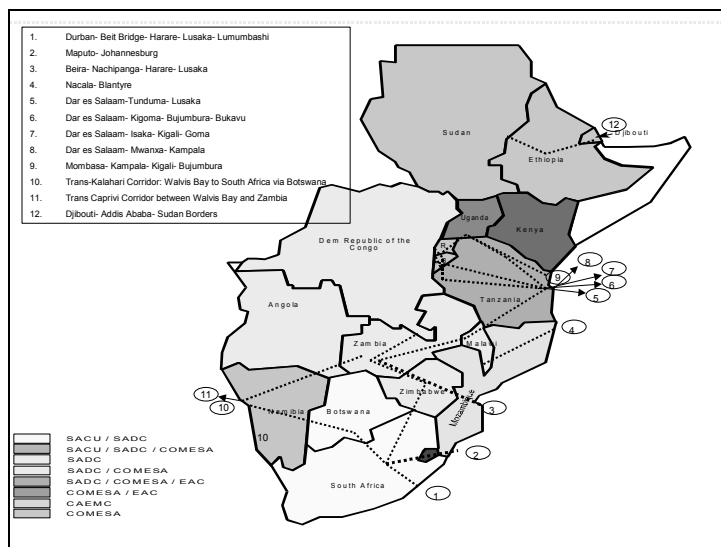
Review of Present Problems and Reform Initiatives in East and Southern Africa, by Jean Francois Marteau, World Bank on behalf of Sandra JH Coetzee, Consilium Legis (PTY) Ltd

1. THE BRIEF

SSATP Maputo Meeting (2002): Specific meeting on Eastern and Southern Africa raises need for a baseline assessment of what is going on in Trade and Transport in the region.

Financed by SSATP and DBSA, with the objectives to :

- Review Recent studies and reports covering trade, transport and transit in East and Southern Africa along 12 selected corridors
- Identify ongoing assistance programs in the field of trade, transport and transit
- Identify priorities to improve the facilitation of trade, transport and transit



2. THE STUDY

- ToRs discussed with the Eastern and Southern African RECs (COMESA, SADC, EAC)
- Desk study
- An indication of achievement on how far each corridor has progressed and how far are we away from being able to monitor impact, which, in turn, will highlight what is still missing and make it easier to priorities corridors for the purposes if donor assistance
- The results reported in this report should not be considered to be final but rather as a point of common departure (rolling baseline) towards the evolution of a comparative platform for consultation and planning between stakeholders
- The rolling baseline document will ultimately feed into individual corridor action plans that will be updated periodically as and when better information becomes available

3. THE DOCUMENTARY ENVIRONMENT

- Rationale, scope and purpose of studies differ and there is no clearly identifiable comparative basis amongst corridors, definition of corridor varies between RECs
- The studies do not contextualize corridor development, management and priorities with reference to global trade flows and market shipping requirements
- Corridor-specific data is limited
- None of the studies reviewed present a “total” corridor development and management model
- Corridor-related impact type information is limited , sometimes outdated and uneven
- The focus of information differs between corridors
- Studies tend to have wide focus and most studies lack operational detail
- A limited information base is used as a point of departure
- Monitoring reports mainly focus on process monitoring rather than impact monitoring

4. DONOR PROJECTS

Mombasa – Kampala – Kigali – Bujumbura	• IDA/ Danida	Rehabilitation of Sultan Hamud – Nairobi. Proposal submitted.	US\$ 25 million
	• KFW	Reconstruction of Makaba – Bugiri road link. Funds secured. Project completed.	US\$ 5 million
	• EU	Bitumenisation of Kigali – Nyamata – Nemba road link.	US\$ 20 million
	• EU	Rehabilitation of Bujumbura – Gatumba road link. Proposal submitted.	US\$ 3 million
	• EU	Bitumenisation of Kirondo – Gasenyi road link. Proposal submitted	US\$ 12 million
	• ADB/ EU/ KFW	Periodic maintenance of Bukavu – Kamanyala road link. Proposal complete but not submitted to donors	
	• EU/ World Bank	Rehabilitation of Goma – Beni road link. Proposal completed but donors to be approached.	US\$ 10.5 million
	• ADB/ EU/ World Bank	Spot rehabilitation of Kisangani – Nla Nia road link. Proposal completed but donors to be approached.	US\$ 6.3 million

4. DONOR PROJECTS (cont'd)

Mombasa – Kampala – Kigali – Bujumbura	• ADB/ EU/ World Bank	Rehabilitation of earth road Komanda – Beni. Study completed but no proposal yet.	
	• EU/ USAID	Implementation of harmonized overloading control procedures based on COMESA 8/10/16/24 standard with private sector participation. Proposal submitted to donors.	US\$ 0.5 million
	• World Bank	Roads concessioning study. Funds secured and study underway.	
	• World Bank	Uganda railway concessioning study. Funds secured and study underway.	
	• World Bank	Kenya railway privatisation. Funds secure and study underway.	
	• French AID	Pilot Cargo Tracking Initiative (SSATP Facilitation Audit). Project proposed and funds secured for Part I of the project ie. Pilot project implementation.	
	• ECA	Study to develop cargo and transport equipment tracking system along northern corridor. Funds secured and project underway.	US\$ 0.25 million

4. DONOR PROJECTS (cont'd)

Mombasa – Kampala – Kigali – Bujumbura	• ECA	Feasibility study for vehicle / cargo tracking system. Funds secured.	US\$ 45 000
	• French AID	Safety navigation study. Funds partially secured. Funds still required for planning, programming and implementation phase.	US\$ 0.2 million secured. US\$ 3.4 million still required.
	• ECA/ UNCTAD/ World Bank	Revision of Northern Corridor Transit Agreement. Proposal submitted. World Bank considering.	US\$ 55 000
	• World Bank	Establishment of northern corridor database. Proposal submitted. World bank considering.	
	• USAID/ REDSO	Customs fraud and cargo diversion study and implementation strategy. Study completed but implementation strategy required.	Additional funds required for implementation strategy

4. DONOR PROJECTS (cont'd)

Mombasa – Kampala – Kigali – Bujumbura (cont)	• EU	Support to transit transport: radio communication system. Proposal submitted and EU considering.	US\$ 55 000
	• World Bank	Transport sector project (supplemental credit) for infrastructure improvement and private sector development. Ongoing.	US\$ 45 million
	• World Bank	Road development programme project, Phase I. Ongoing up to 2004.	US\$ 119.94 million
	• World Bank	Road development programme project, Phase II. Ongoing up to 2006.	US\$ 97 million
Dar es Salaam – Kigama – Bujumbura – Bukavu	• ADB/ EU/ IDA/ World Bank	Road infrastructure upgrading.	
	• World Bank	Port and railway reform.	
	• World Bank	Transport sector project (supplemental credit) for infrastructure improvement and private sector development. Ongoing.	US\$ 45 million
	• World Bank	Integrated roads project to support infrastructure rehabilitation and maintenance policy and institutional reforms. Ongoing up to 2004.	US\$ 582.4 million

4. DONOR PROJECTS (cont'd)

REGIONAL PROJECTS IMPACTING ON CORRIDORS		
• GTZ	Advisory service for private business including transport operators. Ongoing up to December 2005.	Euro 11.2 million
• World Bank	Regional trade facilitation project. Ongoing up to 2004.	US\$ 7.15 million
• UNCTAD	ASYCUDA: Regional Harmonisation of Customs and Trade Statistics Systems (RHSTSS)	
• USAID	Road traffic safety review. Project documents under preparation by COMESA/ECA. Date of submission to USAID unknown.	
• USAID	Southern Africa Transport Network: Comparative Transit Transport Cost Analysis.	Project completed.
• USAID	Comparative Transportation Cost Analysis in East Africa.	Project completed.
• GTZ	Vehicle and driver standards and limited road transport operator capacity building.	Project completed.

4. DONOR PROJECTS (cont'd)

Main donors.

In country projects

- the EU (in the majority of corridors),
- USAID and the World Bank with an involvement in all the corridors.
- The ADB is also an emerging dominant donor.

Regional perspective

- USAID in the SADC region
- the EU and the World Bank in the EAC/COMESA regions.
- Donor dominance creates the impression that single donors are attending to all corridor development needs.

Emerging Shift from traditional donor funding arrangements to donor consortia arrangements involving public (regional)-private (foreign) and private (regional)-private (foreign) partnerships

5. TRAFFIC FLOWS

- **Top three SADC corridor road routes:** In the case of road transport, three corridors predominate and capture 80% of the road freight market: Beira-Lusaka corridor; Durban-Lusaka via Beit Bridge and Durban-Lusaka via Plumtree
- **Top three SADC corridor rail routes:** Maputo-Johannesburg corridor; Durban-Lusaka via Beit Bridge corridor, and Durban-Lusaka via Plumtree corridor
- **Top EAC corridor road routes:** Mombasa-Nairobi- Nakuru- Kisumu-Busia- Kampala- Masaka- Mbarara- Kigali- Bujumbura
- **Top EAC corridor rail route:** Mombasa- Malaba- Kampala- Kasese
- **Top EAC corridor rail/road route:** Dar es Salaam- Isaka (rail)- Kigali-Goma (road)

5. TRAFFIC FLOWS (cont'd)

- **Port rankings based on volume:**
 - Durban. Dry cargo (9 359 000 tons); Containers (1 080 000 TEUs); Bulk/break-bulk (16 50000 tons)
 - Mombasa (1997 statistics do not provide breakdowns such as for SADC ports). Dry cargo (approximately 5 389 000 tons); Containers (250 000 TEUs); Bulk liquids (2880000 tons)
 - Maputo. Dry cargo (6 250 000 tons); Containers (28 000 TEUs); Bulk/break-bulk (5810000 tons)
 - Dar es Salaam. Dry cargo (4 200 000 tons); Containers (120 000 TEUs); Bulk/break-bulk (2 15 000 tons)
 - Beira. Dry cargo (2 950 000 tons); Containers (60 000 TEUs); Bulk/break-bulk (2 260 000 tons)
 - Walvis Bay. Dry cargo (3 300 000 tons); Containers (50 000 TEUs); Bulk/break-bulk (not applicable)
 - Nacala. Dry cargo (1 600 000 tons); Containers (30 000 TEUs); Bulk/break-bulk (1 075 000 tons)

6. CORRIDOR INSTITUTIONS

- Mombasa corridor (Transit Transport Co-ordination Authority (TTCA));
- the Dar es Salaam – Zambia Malawi corridor (North – South Corridor Transport Coordinating Committee (TCC)); and
- the Trans Kalahari corridor (Trans Kalahari Corridor Management Committee (TKCMC)).
- Early stage of thinking on the Trans Caprivi Corridor
- **GOOD EXAMPLE:** The Northern Corridor (TTCA) has started corridor action plans. The plans focus on roads and are an embryonic form.
- **GOOD EXAMPLE:** The North – South Corridor (TCC) is a pro-active, private, inclusive and home grown needs driven corridor institution worthy of emulation.

7. ASSESSMENT OF PRINCIPAL SOFT ISSUES

COUNTRY	POLICY	LAWS	REGULATORS
Burundi	3	4	4
Kenya	3	3	3
Rwanda	3	4	4
Tanzania	2	3	3
Uganda	2	3	3
Djibouti	4	4	4
Ethiopia	3	3	4
Angola	3	4	4
Botswana	2	3	3
DRC	4	4	4
Malawi	2	2	3
Mozambique	2	3	3
Namibia	2	2	3
South Africa	2	2	2
Zambia	2	3	3
Zimbabwe	2	3	3

1. Policy completed; reform legislation enacted and implemented; regulators mobilized.
2. Policy requires revision (minor gaps); draft legislation prepared; regulatory framework enacted, but regulator not mobilized.
3. Policy framework inadequate; draft legislation or regulatory framework under preparation.
4. Policy framework inexistent; no draft legislation or regulatory framework under preparation.

7. ASSESSMENT OF PRINCIPAL SOFT ISSUES (cont'd)

SECTOR RANKINGS PER CORRIDOR												
SECTOR	DUR-LUM	JBG-MAP	BEI-LUS	NAC-BLA	DAR-LUS	DAR-BUK	DAR-GOM	DAR-KAM	MOM-BUJ	TKC	TCC	DJI-SUD
Institutional	3	4	3	1	3	4	3	5	2	3	5	6
Roads	4	2	2	2	2	3	4	2	4	5	2	4
Road Transport	1	1	3	3	5	5	4	5	1	1	2	3
Road Traffic	5	5	5	5	4	2	4	3	3	6	5	6
Railway	5	3	4	4	4	4	4	4	5	N/A	N/A	4
Maritime	2	3	4	5	1	2	2	3	5	2	2	4
Inland Waterways	N/A	N/A	N/A	2	N/A	4	N/A	4	5	N/A	N/A	N/A
Transit reforms	5	5	6	6	6	6	6	6	6	4	6	6

7. ASSESSMENT OF PRINCIPAL SOFT ISSUES (cont'd)

- Assessed across all the corridors, the sectors rank as follows in decreasing levels of progress achieved:
 - Road transport reform
 - Roads reform
 - Maritime reform
 - Road traffic reform
 - Railway reform
 - Inland waterway reform
 - Transit reform

7. ASSESSMENT OF PRINCIPAL SOFT ISSUES (cont'd)

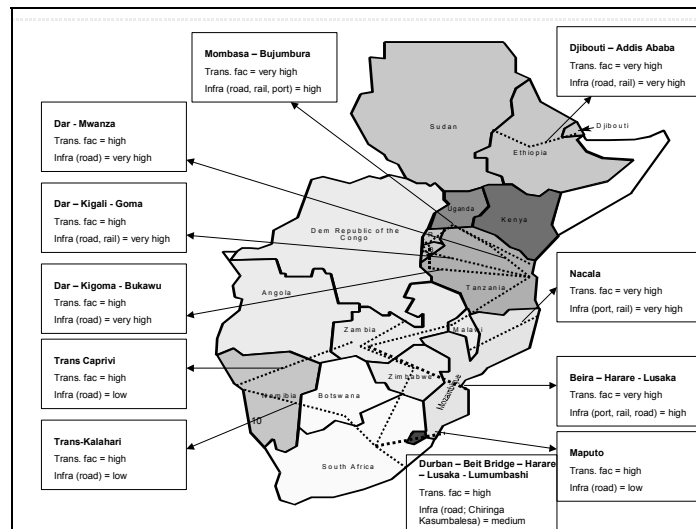
- Across all corridors, progress is least evident in corridor institutions, transit facilitation and operations.
- Even where corridor institution exist, impact of transit facilitation and operational aspects remains low.
- Incomplete national reforms are constraining corridor implementation.

8. INFRASTRUCTURE ASSESSMENT

Corridor	Port	Road	Rail	Intermodal
Mombasa – Kampala – Kigali – Bujumbura	Poor	Fair – Good	Poor	Fair. Comprehensive needs assessment required
Dar – Kigoma – Bujumbura – Bukavu	Fair	Fair – poor. 2 missing links (Dodoma-Issuno, Bujumbura-Bukawo)	Poor	Fair. Comprehensive needs assessment required
Dar – Isaka – Kigali – Goma	Fair	Fair – poor	Poor	Fair. Comprehensive needs assessment required
Dar – Mwanza – Kampala	Fair	Fair – poor	Poor	Fair (PPP for the Isaca transhipment facility). Comprehensive needs assessment required
Djibouti – Addis Ababa – Sudan Borders	Fair – good	Poor	Poor	Poor (Addis Ababa dry port required). Comprehensive needs assessment required

8. INFRASTRUCTURE ASSESSMENT (cont'd)

Corridor	Port	Road	Rail	Intermodal
Durban – Beit Bridge – Harare – Lusaka – Lumumbashi	Good	51% good 17% fair 22% poor	Fair – good (RSA ZIM) Zambia DRC – poor	Fair. Facilities required in DRC. Comprehensive needs assessment required
Maputo – Johannesburg	Poor – fair	Good	Fair – good	Comprehensive needs assessment required
Beira – Machipanda – Harare – Lusaka	Poor	3% good 26% fair 43% poor 28% unknown	Poor	Comprehensive needs assessment required
Nacala – Blantyre	Poor	Poor	Poor	Needs assessment undertaken: Lwonde Logistics and Industrial Centre and hipata/Michinji Cargo Centre required
Trans Kalahari Corridor Walvis Bay to SA via Botswana	Good	73% good 27% fair		Comprehensive needs assessment required
Trans Caprivi Corridor between Walvis bay and Zambia	Good	65% good 20% fair 15% poor		Comprehensive needs assessment required
Dar – Tunduma - Lusaka	Fair	13% good 21% fair 34% poor	Poor	Comprehensive needs assessment required



10. MISSING LINKS: ENABLING ENVIRONMENT

- Continue or accelerate reforms with high corridor impact, namely:
 - Integrated transport: none of the states reviewed has a comprehensive integrated transport policy that addresses intra and inter-modal synergy, competition and optimal utilization of modes.
 - Cross-border investment: all the corridor states reviewed need a (guiding) legal framework to empower a responsible Minister to conclude agreements with other states
 - Transit facilitation: with the exception of South Africa, no other corridor state has legislation to enable border-post reforms, such as the introduction of joint controls that may include one-stop border-post operations.

10. MISSING LINKS: ENABLING ENVIRONMENT (cont'd)

- Road transport: all corridor states, possibly with the exception of Malawi, Tanzania and Zimbabwe reviewed need comprehensive legal frameworks to enable decriminalisation of overloading offences, the introduction of administrative penalties. All corridor states need a legal framework to enable the establishment of PPPs in weighbridge operation and management.
- Road traffic: the majority of corridor states reviewed need legal frameworks to enable implementation of harmonized vehicle and driver standards.
- Regulatory framework: all corridor states reviewed with the exception of South Africa and Namibia (ports) need regulatory frameworks for ports and railways.
-

11. MISSING LINKS: TRANSIT FACILITATION

- Harmonized customs documentation and procedures: corridor states other than Zimbabwe, Zambia, Tanzania and Namibia need to complete implementation of the COMESA/SADC CD Customs Declaration document. Arrangements, such as those provided for in the Convention on the International Transportation of Goods under cover of TIR Carnets (TIR Convention) may serve as useful guidelines
- Regional Customs Guarantee Scheme (RCBG): Both COMESA and SADC have accepted the principle of implementing the RCBG. Implementation is required in the majority of corridor states.
- Establishment of one-stop border posts
- Border-post capacity strengthening for border-posts that will not be converted to one-stop border-posts in the short to medium term

12. MISSING LINKS: OPERATIONS

- Ports
 - To fill impact information gaps for ports with particular reference to external / internal trade and commodity information. Current corridor approaches are not responsive to trade expansion needs
 - To maintain a unified information system amongst the regional ports.
- Railways
 - improve inter-activity between cargo tracking systems.
 - To assist corridor states to develop railway inter-networking arrangements.
 - To assist with the revision of the EAC Tripartite Railways Agreement to allow for a privatised environment.

12. MISSING LINKS: OPERATIONS (cont'd)

- Road transport
 - Capacity building of road transport operators
 - road transportation agreements
 - strengthen capacity to implement an administrative system of vehicle overloading control.
 - assist with introduction of harmonised third party insurance.
- Road traffic
 - harmonised commercial vehicles and driver standards.
 - road safety implementation strategy including an HIV/ Aids strategy.
- Inland Waterways
 - safety dimension of inland waterways legislation and operations
- Integrated transport
 - audit current recommendations on road/rail competition

13. MISSING LINKS: HARD ISSUES

- Port Infrastructure
 - Expansion of Mombasa port container terminal
 - Upgrading of Kigoma port
 - Improvement of transit cargo facilities at the Dar es Salaam port
 - Maputo port improvements
 - Upgrading of the Nacala port
 - Handling equipment for port of Djibouti
- Roads
 - Rehabilitation of EAC roads in accordance with the EAC needs assessment already submitted to the donors in April 2003
 - To continue with rehabilitation of the Djibouti corridor roads with World Bank and EU funding (already committed)
 - To assist ASANRA to prepare a comprehensive corridor-based roads needs assessment for SADC

13. MISSING LINKS: HARD ISSUES (cont'd)

- Rail
 - Apart from Zambia Railways (concessioning signed) and some of the Mozambique concessions, need for support in rehabilitation and support private sector involvement in all the railways
 - Ongoing studies in Kenya, Uganda, Tanzania
- Inter Modal
 - comprehensive needs assessment
 - To assist development of a proposal for the introduction of a PPP for the Isaka Transshipment facility
 - To assist with construction of a dry port at Addis Ababa. NEPAD/ COMESA have set this priority. A proposal has been prepared and is to be submitted to the EU possible for funding under the Railway Rehabilitation Study
- Border-post facilities

14. ANCILLARY OBSERVATIONS: CORRIDOR PRIORITISATION

- There are two arterial corridor bands, namely the
- North – South corridor (Tanzania – Zambia – Zimbabwe – South Africa)
- and the East-West corridor band linking the ports of Mombasa and Dar es Salaam to the Great Lake countries.
- The other corridors appear to serve as feeder linkages for the landlocked countries
- Corridor priorities to be based on criteria such as
 - Intra regional trade
 - Traffic volumes
 - Cost
 - Frequency of service
 - Reliability of service
 - Duration of a trip
 - Multinational commitment to corridor development
 - Private sector inclusion and commitment to privatization
 - Legal and regulatory harmonization per sector
 - Catalytic or “value-for-money” impacts on landlocked countries
 - The number of land-locked countries affected
 - The level of readiness of the enabling environment

15. ANCILLARY OBSERVATIONS: CORRIDOR INSTITUTIONS

- Corridor states will be the primary drivers and implementers of reform on the home front and have a proactive role to create the enabling environment through the preparation of integrated transport and modal reform policy frameworks supported by enabling legal frameworks and implementation strategies that also address an integrated corridor approach
- Corridor committees will be the primary corridor planning and monitoring agents.
- RECs can assist by providing the broad vision, general trade data, a menu of investment opportunities, peer review, information exchanges, development of a good practices toolkit and cross-corridor monitoring.
- Donors can assist corridor states and RECs to collectively coordinate responses to corridor needs

16. ANCILLARY OBSERVATIONS: CATALYTICAL RESPONSES

16. Corridor inclusivity: Achieving institutional inclusivity is more important than the format of corridor agreements (MoU or constitution or treaty)

17. Fast tracking border post reforms: Deburdened transit documentation and processes, such as those envisaged under the Convention on the International Transportation of Goods under Cover of TIR Carnets (TIR Convention)

18. Fast tracking privatisation

The Federation of Eastern and Southern African Road Transport Associations, by Barney Curtis

Vision and Objectives

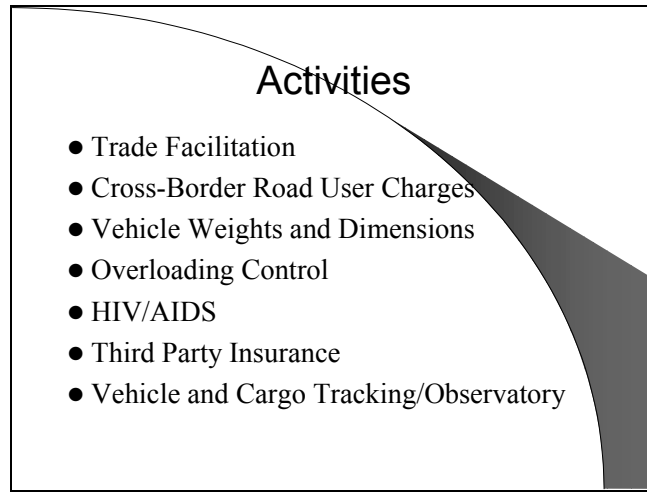
- Vision
 - Value of the Road Transport Industry
 - Enhance Efficiency and Competitiveness
- Objectives
 - Support and Strengthen NRTAs
 - Legislation
 - Participate in SATCC RSCom
 - Participate in HIV/AIDS activities
 - Cost-effective Training
 - Settle Disputes
 - Co-operate with Other Bodies

Background

- Founded in 1993
- Funded by CIDA for 3 yrs
- Produced valuable report on Border Posts
- Became valuable to SADC, USAID, Govts etc. as representative of Industry
- Funded by USAID for 2 yrs
- Now short of funds

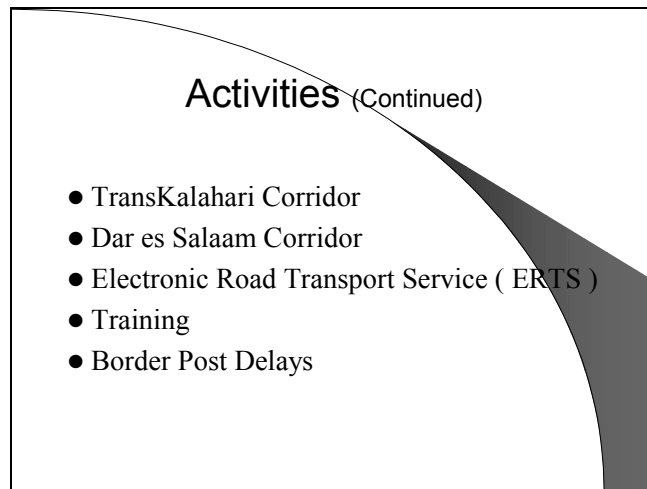
Structure

- Section 21 Company Not for Gain
- Members are National Road Transport Associations in the Region
- Secretariats in Johannesburg and Harare
- Member of the SATCC RSCom
- Two Areas of Responsibility
- AGM every year



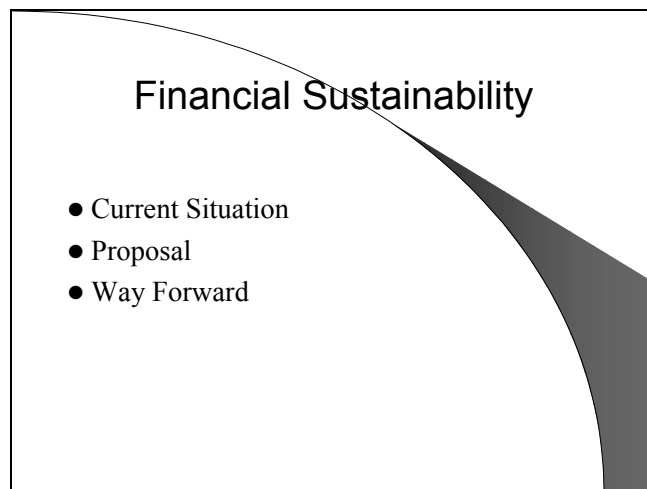
Activities

- Trade Facilitation
- Cross-Border Road User Charges
- Vehicle Weights and Dimensions
- Overloading Control
- HIV/AIDS
- Third Party Insurance
- Vehicle and Cargo Tracking/Observatory



Activities (Continued)

- TransKalahari Corridor
- Dar es Salaam Corridor
- Electronic Road Transport Service (ERTS)
- Training
- Border Post Delays



Financial Sustainability

- Current Situation
- Proposal
- Way Forward

PMAESA facilitation action plan

What is PMAESA?

- PMAESA is a regional association for port industry in Eastern and Southern Africa:
 - Covering from Sudan in the north to Namibia in the south, including some landlocked countries and the Indian Ocean Islands.
 - Members comprise the national port authorities, port operators, ministries of transport etc...

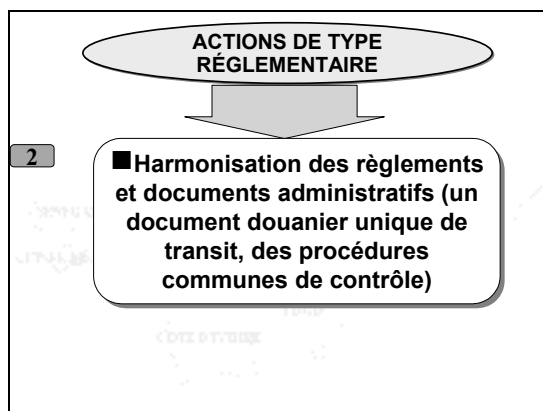
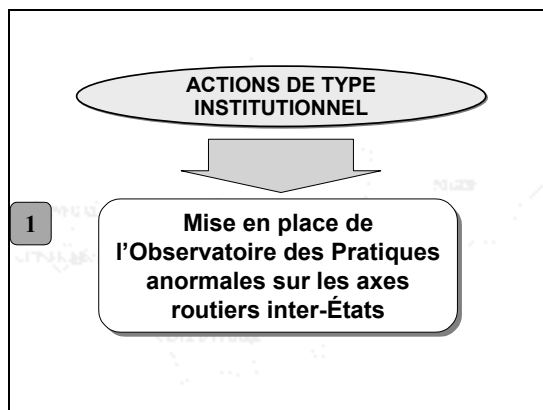
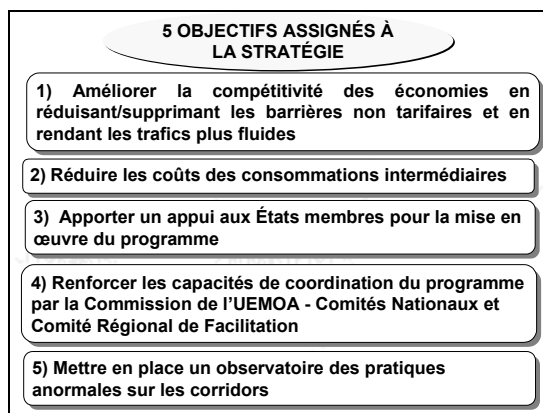
Objectives of PMAESA

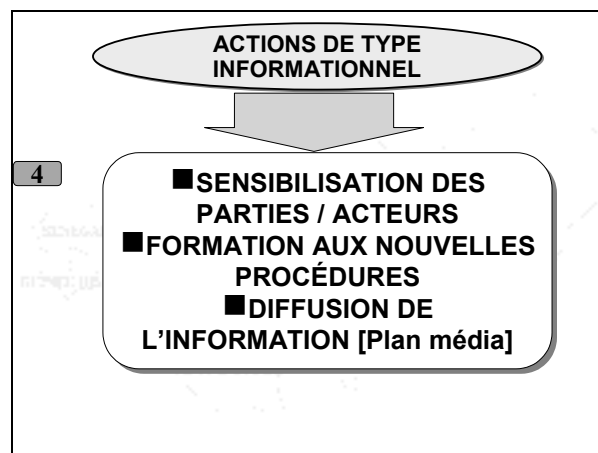
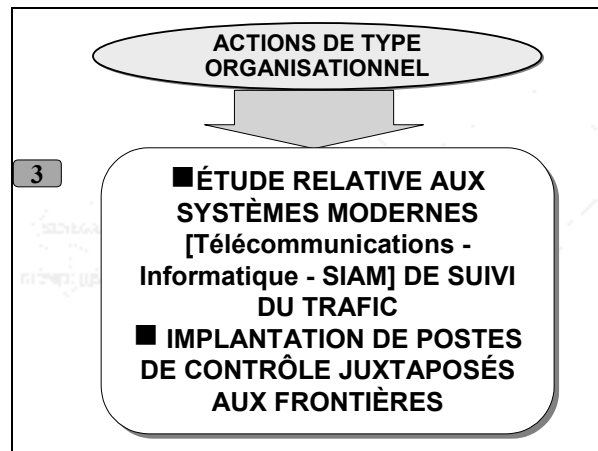
- Promote exchange of experience and information:
 - between members
 - in the port, transport and trade arenas
- Promote efficiency for ports (operations, safety, security, etc...)
- Establish and maintain relations with other stakeholders:
 - regional / international / industry-related organisations
 - for the development of maritime activities

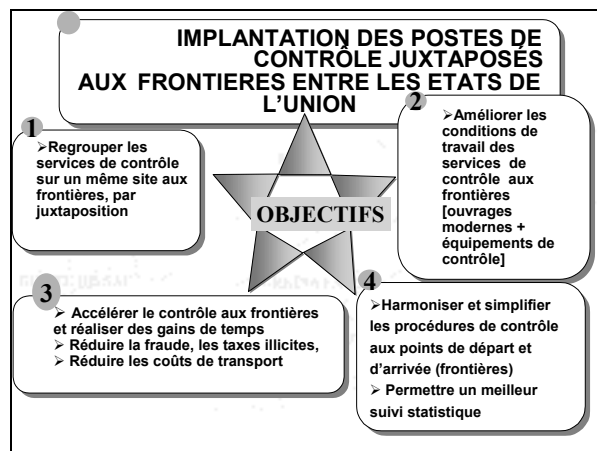
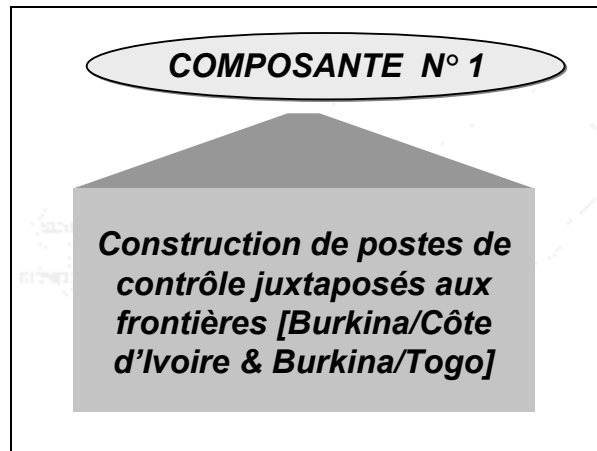
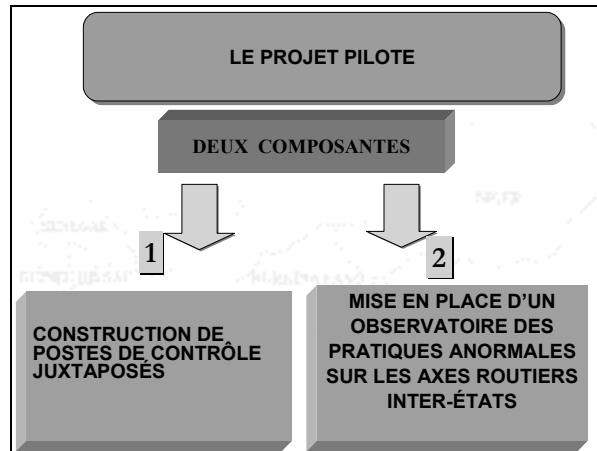
Port Operations

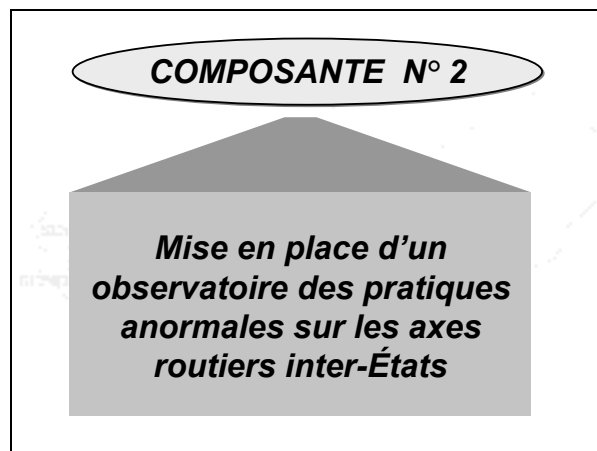
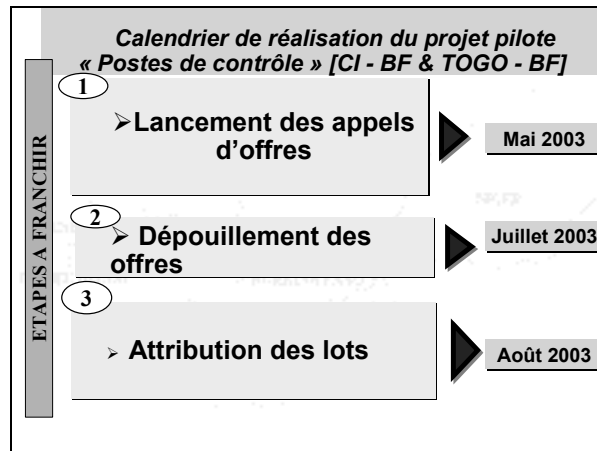
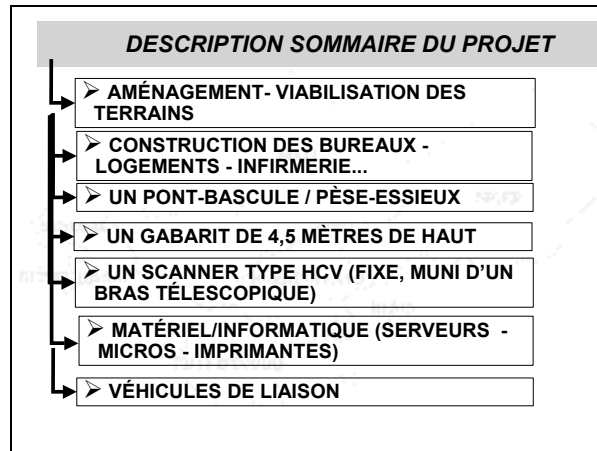
- Port restructuring:
 - promotion of landlord port model and follow-up of projects
 - effects of Private Sector Participation (PSP) on port productivity
- Performance indicators:
 - Regional statistical brochure
 - Competitive environment analysis

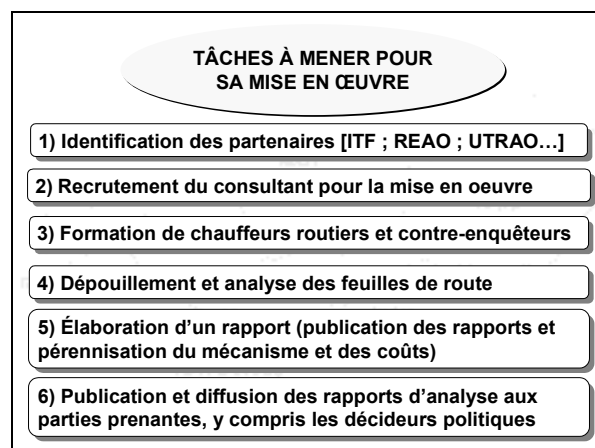
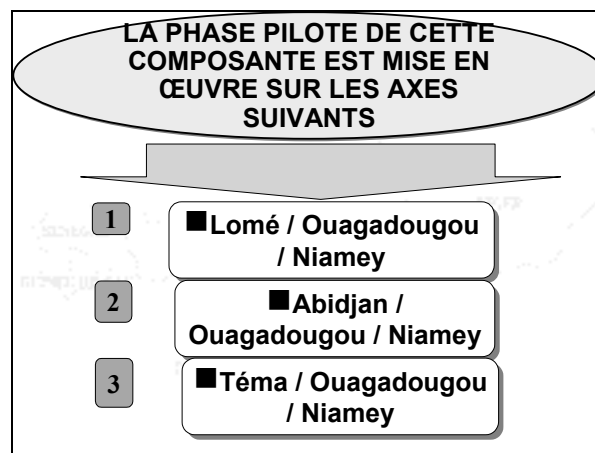
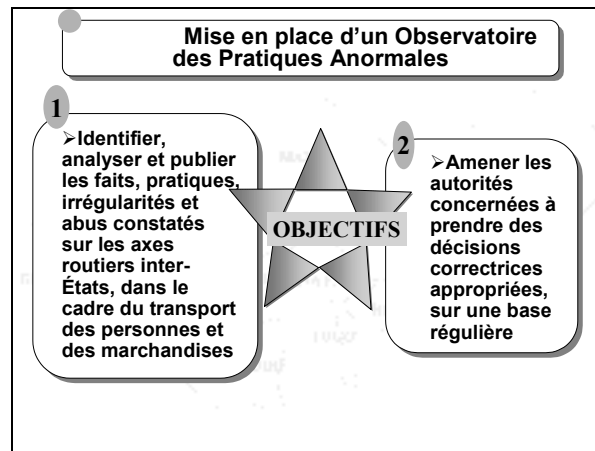
Rapport d'étape relatif au programme de facilitation des transports et du transit routiers inter-États, par Hélène Guissou, UEMOA

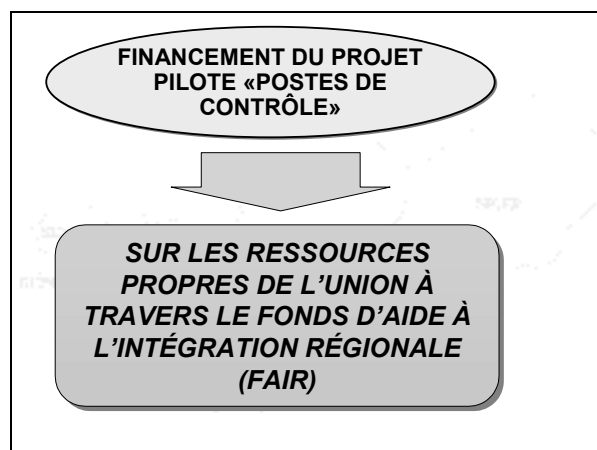
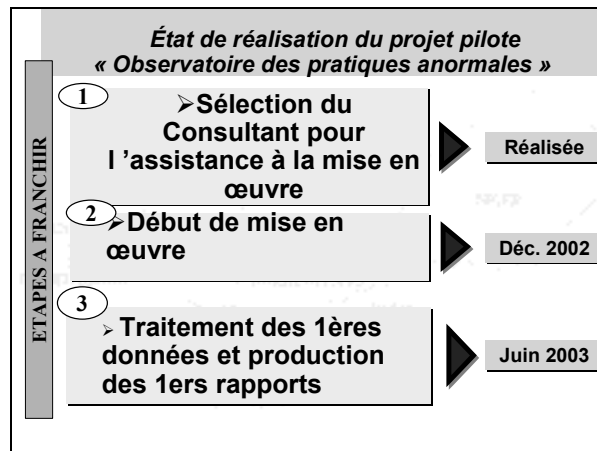


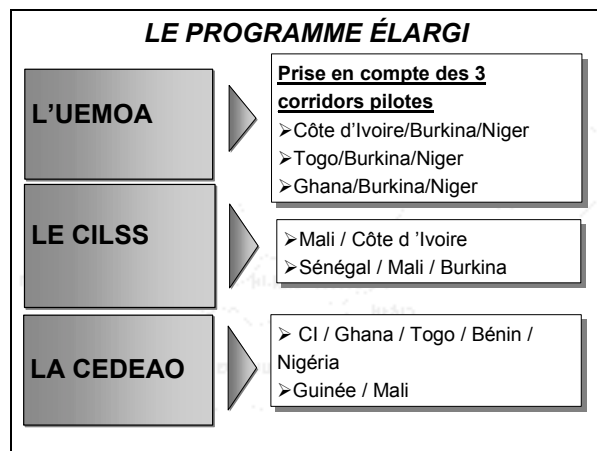
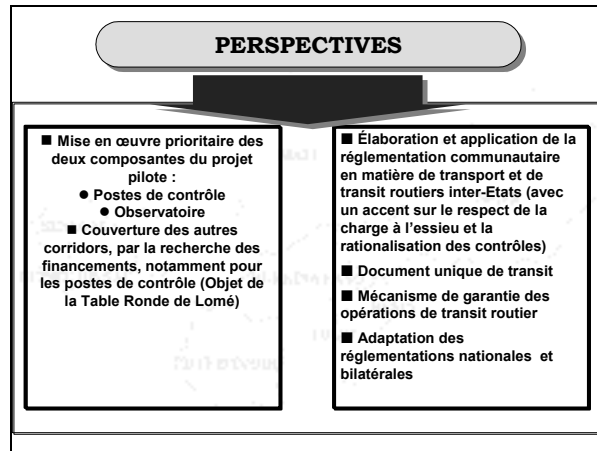


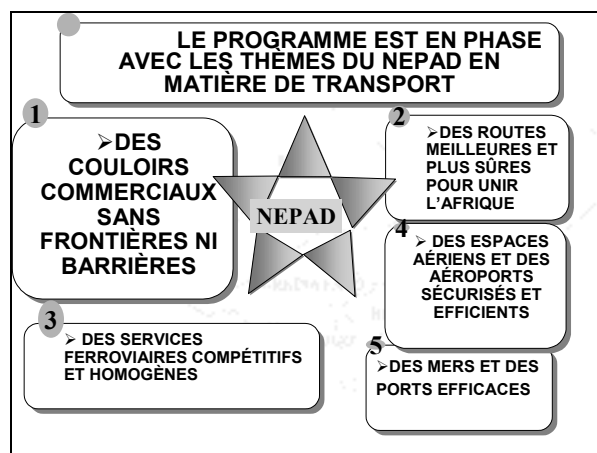
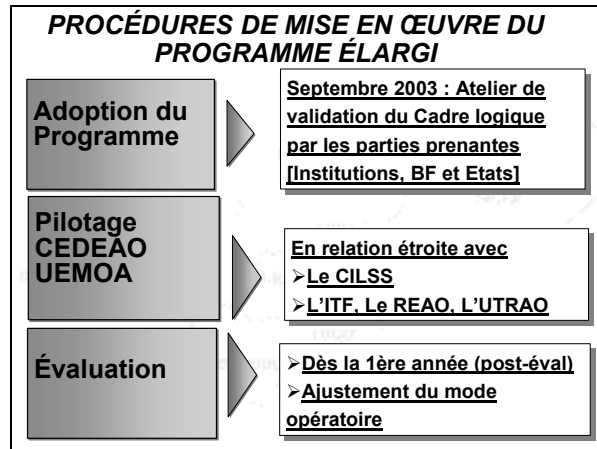












CEMAC and its activities, by Col. Benjamin N'Dala

CEMAC General presentation

- 6 member States: Cameroon, CAR, Congo (Brazzaville), Gabon, Equatorial Guinea, Chad, two land-locked
- 30 million inhabitants,
- Situated between Nigeria (100 million inhabitants) and the DRC (60 million inhabitants)

Handicaps

- Extensive region with poor transport system
 - Few or no links with the big neighbors
 - No single bitumen link between one capital and another
 - Forest cover to be protected (2nd largest forest in the World)
- Equatorial climate, giving rise to major constraints for road construction and maintenance;
- Sparse population density
- Political instability has raged in the area and surroundings over the years

Assets

- A major navigable river system: the Congo Basin (2000 km of navigable water)
- Railway links in three countries, with possibilities for multi-modal transport
- Petroleum (in 5 out of 6 countries)
- Long tradition of integration
- 3 regional maritime ports
- Judicial Integration of Commercial Law (ohada)

CEMAC's achievements

- A single customs territory (a customs union with a common external customs tariff, customs code, investment code)
- Adoption in 2000 of a priority road network, a priority and integrated road network to complete internal and external networks by 2010. Major part of the financing assured, and implementation started.
- Joint maintenance of water transport infrastructure (SCEVN - Congo-RCA)
- Increased cooperation with the DRC (RVF, CICOS (Congo Basin Commission))

Harmonisation of regulations governing transport and trade

- Highway Code, including a harmonized axle load control system (13 tons) and uniform penalties (1989-2001)
- Common Merchant Marine Code (1994-2001)
- Civil Aviation Code (2000), Air Cooperation Agreement (1997)
- Inland Waterways Navigation Code CEMAC-RDC
- Legal frameworks for multi-modal and road transport exploitation (1999)
- Regulating of road transit goods (1999)

The CEMAC corridors

- 5 corridors
- Douala - N'Djamena (rail/road or road)
- Douala - Bangui (road or rail/road)
- Libreville - Franceville Northern Congo and CAR (rail/road and waterway)
- Trans-Equatorial (Pointe Noire-Brazzaville-Bangui-N'djaména) (rail-waterway)
- Matadi-Kinshasa-Bangui (pipeline-waterway)

Problems along the corridors

Routes in Cameroon:

- Physical (infrastructure insufficient along all corridors)
- Insecurity (CAR)
- Port clearance time (Cameroon)
- Customs fraud under the cover of transit trade
- Different customs working hours between the countries;
- Bank guarantees [customs bonds] (Cameroon);
- Multiple roadblocks
- Weak capacity of small local transporters;
- Insufficient axle load control check points.

Problems along the corridors (continuation)

- Trans-Equatorial Route:
- Malfunctioning of the CFCO (railway) due to civil war;
- Low water level, reducing navigation time to 8 to 12 months along the Oubangui;
- Ageing river port installations and equipment (1960-1970);
- Absence of passenger service and livestock barges;
- Environmental risks AIDS (transporting passengers on barges meant for petroleum products);
- But no facilitation problems.

Action undertaken by CEMAC - facilitation

- Integrated dialogue between CEMAC and all its donors on the customs union and transport facilitation
- Analysis of the malfunctioning of the customs union (completed);
- Drawing up an action plan aimed at improving the customs union (ongoing)
- Relaunching the project for the Inter-State transit system (in its early stages)

Ongoing preparations for support by donors

World Bank Grant (IDF) for transport facilitation in the CEMAC area (400 000 \$):

- *Choice and beginning of the implementation of a transit regime;*
- *Follow-up of the performance of the corridors starting from Cameroon;*
- *Consultation between the stakeholders on the corridor starting from Cameroon;*
- *Integrating the CEMAC regulations within the national laws of the member countries;*
- *Assessment of road control policies [axle load limits, traffic offences]*

Donor Support(continuation)

- European Union Regional Program (transport facilitation = central theme)
 - Support in the maintenance of navigable waterways
 - Follow-up of the Roads Program
- Assistance by France (SOCATRAF, leasing of the SCEVN).
- Support by Japan to the SCEVN [Common Navigable Waterways Service]

Conclusions

- Facilitation problems in the two corridors is not as difficult as elsewhere: never more than one border, and main problem = communication between customs
- A coherent approach with the SSATP Program – REC chapter
- SSATP's expectations : Need for long term technical assistance to solve the problems of capacity at the CEMAC and CICOS [Congo Basin] Secretariats

ROAD MANAGEMENT

SSA Overload Control Management Initiative

Objective of Presentation

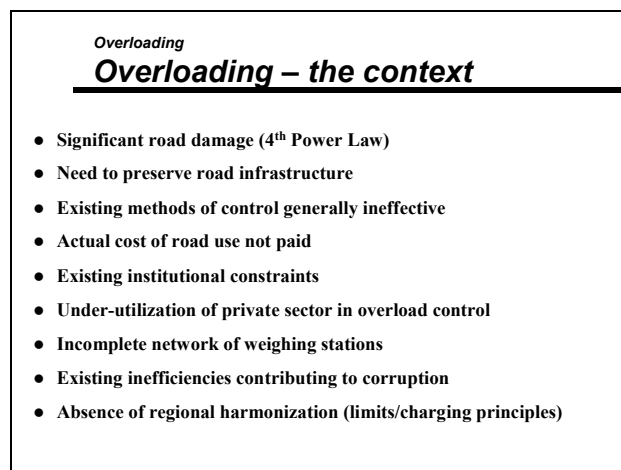
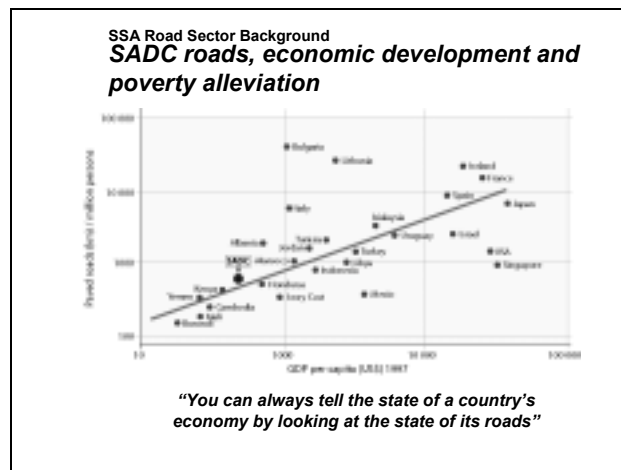
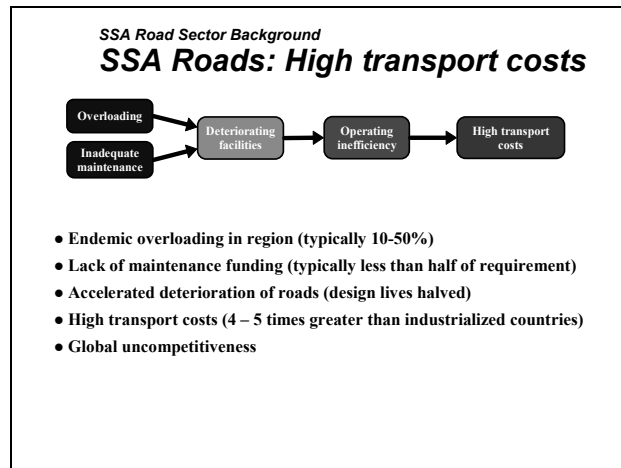
- To brief stakeholders on the goals and objectives of the on-going survey on overload control
- To outline the way forward for completion on Phase 1

*SSA Road Sector Background****Role and Importance of Roads***

- **Life blood of SSA economy**
 - Strongly linked to trade and poverty reduction
 - essential catalyst for socio-economic development
 - large contribution to efforts of productive sectors
 - employment generation as largest service sector
- **Most pervasive of all SSA economic activities**
 - typically more than 85% of travel by road
 - larger than other transport modes combined
- **Because of its size alone, road networks in Africa must be considered a “SPECIAL ASSET”**

*SSA Road Sector Background****Road Sector Data (1997)***

Region	Area (mill.km2)	Pop. (million)	Roads (km)	Vehicles (Nos.)
CEMAC	5,4	57	250 000	395 000
ECOWAS	6,1	208	441 428	1 491 595
COMESA	5,2	161	327 211	1 007 729
SADC	6,9	134	963 310	7 753 133
	23,6	560	1 981 949	10 647 457



Overloading
Features of status quo

- Current systems provide a criminal response to overloading
 - Low conviction rates due to legal technicalities
 - Courts bogged down with “non-serious” cases
- Current approaches conducive to bribery and corruption
- Criminal response does not provide any institutional controls or financial links between RA’s and actual road damage
- No “price” for overloading. Fines non-economic
- RA’s have primary responsibility for road preservation but limited role in regulation


Overloading
Regional consensus on Problem

The onerous and costly impact of vehicle loading in the SSA region has been a negative feature of the transport industry for the past few decades. Precious infrastructure, worth millions of dollars, has been lost through accelerated deterioration of roads and indifferent attention to maintenance. Unless urgent steps are taken to halt this unacceptable situation of overloading, the poor condition of roads will provide a formidable barrier to further economic development in the SSA region.


➔ **Need for new Overload Control Management Initiative (OCMI) – similar in scope to the Road Management Initiative (RMI)**

Overloading
Vision & Mission

Mission: Managing vehicle overloading to achieve a reduction to less than 10% in all RECs by 2010.



**Vision
2010**



Approach

- **Essential aspects of Program**
 - **Driven by RECs**
 - **High on RECs, SSATP and donors' agenda**
 - **Vital role by RECs in facilitating completion of survey questionnaire and returning it for analysis**

New approaches

Features of OCMI

- **OCMI based on SADC Protocol which can be adapted as appropriate to all RECs.**
- **New approach includes a Vehicle Loading Control Strategy which comprises:**
 - **MoU on Vehicle Loading**
 - **Model Legislative Provisions on Management of Vehicle Loading**
- **Above documents constitute important reforms which address most glaring short-comings of traditional approaches**

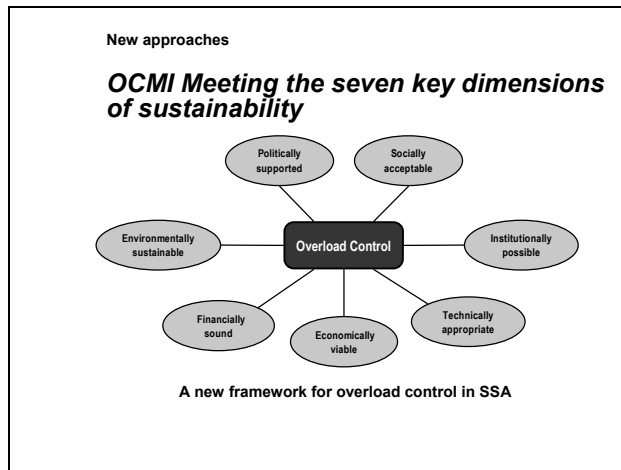
New approaches

Features of OCMI

- **Introduction of a Regional Vehicle Overloading Control Association (REVOCA) in each REC as well as a national Vehicle Loading Advisory Committee (VLAC) comprising public/private sector stakeholders**
- **Introduction of a REC strategy on overload control which focuses on regional corridors to ensure a coordinated, harmonized approach within and between RECs**
- **Operation of a self-regulatory system which places the onus for overload control on transport operators and freight forwarders**
- **Application of administrative disincentives to combat overloading practices**

New approaches
Features of OCMI

- Decriminalization of offenses for overloading by handling them administratively and imposing a requirement on the overloader to pay an overloading fee
- Linking level of imposed fees for overloading with actual cost of road damage, i.e. by imposing economic fees
- Outsourcing weighbridge operations to the private sector on a concession basis, i.e. embarking on a commercialized public/private sector approach to overload control



Way Forward
Program

Phase 1:

Activity	Month No.					
	1	2	3	4	5	6
Phase 1						
1. Inform stakeholders	█					
2. Collect and review info	█	█				
3. Prepare/disseminate quest.		█	█			
4. Follow up questionnaire			█	█		
5. Visit selected countries				█	█	
6. Prepare Study Report					█	█
7. Present study findings						█
Phase 2	To be decided upon on basis of outcome of Phase 1					

*Way Forward****Survey of status Quo***

- Key issues to be addressed in survey include:
 - Stakeholders perceptions of proposed REC vision for a sustainable solution
 - Barriers, constraints and concerns that could hamper reform process
 - Possible need for a change in regional approach, focus and resources
 - Indicators to be used to monitor progress
- Survey will be undertaken with a questionnaire and visits to selected countries

*Way Forward****Survey of status Quo***

- Survey will provide factual overview of status quo and recommend way forward w.r.t:
 - An agreed regional strategy for a sustainable solution to overload control
 - Action Plan for implementation

*Way Forward****Program***

- Phase 1:
 - Desk study (data review/analysis, questionnaire)
 - Fieldwork (visits to selected countries/discussions with stakeholders)
 - Analysis and reporting (Phase 1 Report)
- Phase 2:
 - Presentation of Phase 1 findings at regional meeting
 - Agree way forward, resources required and Action Plan for Implementation
- Phase 3:
 - Implementation of agreed sustainable, regional strategy

Conclusion

- **There is no doubt that:**
 - We have a vehicle overloading problem
 - We have a comprehensive policy framework and approach to the problem
 - We have a regional strategy to deal with the problem
 - We seem to be stuttering along the way
- **What we now need is planned and coordinated action at national and regional levels**
- **The implementation challenge is on!**

Future Steps?

- **Phase 1 report**
 - Synthesis of best practice
 - Recommendations on way forward
- **Phase 2**
- **RECs workshop to agree implementation program**
 - Advocacy tools for facilitation
 - Pilot scale projects
 - Lessons learned
- **Phase 3**
 - Full scale extrapolation to all RECs

Future Steps (Cont'd)

- **Phase 1**
 - Synthesis of best practice
 - Recommendations on way forward
- Following the Kigali meeting, all RECs are urged to facilitate the completion of Phase 1 by writing to their respective members states and, in turn, urging them to complete the questionnaire and to return it by 30 June to the address indicated on the form.**

OVERLOAD CONTROL MANAGEMENT INITIATIVE -AN AGENDA FOR REFORM

Introduction

Background

Endemic overloading of commercial vehicles, typically of the order of 10 – 50%, has led to the accelerated deterioration of roads in most sub-Saharan African (SSA) countries. This problem, coupled with lack of road maintenance, has contributed directly to poor road conditions and inordinately high transport costs. Moreover, these problems have led to the loss of precious infrastructure, worth millions of dollars, which has had an adverse impact on the economies of all the sub-regions (SADC, COMESA, ECOWAS, UDEAC) and their attempts to achieve sustainable economic growth and development and poverty alleviation.

The issue of vehicle overloading, and the urgent need for its more effective control, has been a key item on the agenda of all of the Regional Economic Communities (REC's) for the past 15 years. During this period, there has been an evolution in thinking as regards how best to control vehicle overloading. What has become most apparent is that the traditional, government driven, approaches to overload control have been ineffective for a variety of reasons and likely to remain so unless there is a radical change in philosophy.

The following key issues arise from the background review of overload control developments in the various SSA countries:

- What are the shortcomings of traditional approaches to overload control management?
- How can traditional approaches be reformed to provide a more effective means of overload control?
- Why are agreed, new, approaches to overload control management not being implemented?

These issues are discussed briefly below.

Traditional approaches to overload control

Features of the status quo

The most significant features of traditional approaches to overload control in many SSA countries are as follows:

- Current systems provide a **criminal response** to incidences of overloading which results in very low conviction rates due largely to legal technicalities and the inability of the

courts to effectively cope with what is considered “non-serious” cases compared to more serious crime cases. As a result, there are few incentives to overloading.

- In-house operation of weighbridges involving relatively low paid staff has been conducive to **bribery and corruption** with the result that unscrupulous operators readily engage in such malpractice;
- The criminal response does not provide any **institutional controls** or **financial links** between road authorities and actual road damage.
- There is no “**price**” for overloading and offenders pay little, if any, money to road authorities to compensate for their increased burden of maintenance costs. What they do pay to Government is very low in relation to the cost of the damage done and is not really a deterrent to overloading. Indeed, it pays operators to deliberately overload and pay relatively low fines on “*admission of guilt*” for so doing;
- Among transport authorities, only the **traffic police** (and sometimes transport inspectors) have a direct responsibility to control overloading practices. However, their efforts have little deterrent value due to the constraints of the criminal justice system;
- Road authorities, who have a **primary responsibility** for preserving the road infrastructure, have a limited role in regulating vehicle loading;
- The current systems fail to achieve the primary goal of **preserving the road infrastructure**. Instead, they are characterized by inefficiency and inequities.

New approaches to overload control

Features of the new approach

Based on extensive consultations with a cross-section of both public and private sector stakeholders in the SADC/COMESA region, a vehicle loading reform strategy has been produced which comprises two instruments to be annexed to the SADC Protocol on Transport, Communications and Meteorology. These are:

- a Memorandum of Understanding on Vehicle Loading; and
- Model Legislative Provisions on Management of Vehicle Loading.

In addition, a Model Agency Contract in respect of Facilitation and Operation of Weighing Stations has also been prepared.

The above documents constitute important reforms in overload control which respond to the most glaring shortcomings of traditional approaches. The main elements of what may be termed as an **Overload Control Management Initiative (OCMI)**, similar in concept to the well known *Road management Initiative (RMI)*, may be summarized as follows:

- Introduction of a **Regional Vehicle Overloading Control Association (REVOCA)** comprising public and private sector representatives to oversee implementation of the OCMI as well as a national **Vehicle Loading Advisory Committee (VLAC)** comprising public/private sector stakeholders to advise the responsible Minister on overloading fees
- Introduction of a **regional strategy** on overload control which focuses on controlling heavy vehicles moving on regional corridors in order to ensure a **co-coordinated approach** within SADC countries.
- Operation of a **self-regulatory system** which places the onus for overload control on transport operators and freight forwarders.
- Application of **administrative disincentives** to combat overloading practices.
- **Decriminalization** of offences for overloading by handling them administratively and imposing a requirement on the overloader to pay an **overloading fee**.
- Linking the level of imposed fees for overloading with the actual cost of road damage, i.e. imposing **economic fees**.
- **Outsourcing** weighbridge operations to the private sector on a concession basis, i.e. embarking on a commercialized public/private sector approach to overload control.

Need for and objectives of the survey

Current concerns

Despite the many laudable initiatives that have been promoted by the REC's in the past, for various reasons overloading remains a major problem and is still costing SSA countries dearly in terms of accelerated deterioration of roads. Lack of progress with implementation of these initiatives, such as the SADC/COMESA OCMI, is therefore an issue of major concern to all member states.

Any attempt by cooperating partners to contribute to the regional initiatives on controlling overloading requires a comprehensive establishment of the status quo in order to determine the barriers that have frustrated the attainment of an effective solution and to devise solutions for overcoming them.

Objectives of the survey

In view of the above concerns, the main objective of the survey is to quickly establish the status quo as regards overload control in a selection of Sub-Saharan (SSA) countries. This information will provide a sound basis for determining what are the main barriers to implementation of the OCMI and what action can be taken to effectively and urgently curb overloading in SSA countries.

Some of the key issues to be addressed during the survey include:

- Establishment of current approaches to overload control management which will provide baseline data from which to move forward to a more effective solution.
- Country's views on new approaches to overload control management based on existing or emerging, regional and international, best practice and the barriers and constraints hampering their implementation.
- The current situation as regards heavy goods vehicles taxation and road user charges as a basis for developing strategies for economic overload charging.
- The best way of moving forward from Phase 1 in a sustainable and viable manner and determination of the resources for doing so.

Based on the outcome of the survey, a report will be prepared which provides a factual overview of the overload control situation initially in the SADC/COMESA regions and subsequently in the ECOWAS/UDEAC regions.

- an agreed regional strategy for a sustainable solution to overload control
- the means and resources required to implement the strategy and an Action Plan for its implementation.

Overloading and truck taxation survey

Background

Endemic overloading, coupled with inadequate funding of road maintenance and institutional weaknesses remain as major barriers to economic development and poverty alleviation in many developing regions of the world, including Sub-Saharan Africa.

Despite the many laudable initiatives that have been promoted by Regional Economic Committees such as SADC, COMESA, ECOWAS and UDEAC, for various reasons overloading remains a major problem.

Any attempt to contribute to the regional initiatives on controlling overloading requires a comprehensive establishment of the status quo in order to determine the barriers that have frustrated the attainment of an effective solution and to devise solutions for overcoming them.

In view of the above, and as part of its assistance program to the transport sector in developing countries, GTZ is proposing, in the shorter term (Phase 1), to carry out an overloading and truck taxation survey in a selection of Sub-Saharan African (SSA) countries. Depending on the outcome of this phase, a second phase, focusing on concrete implementation issues, will be considered

Objectives

The ultimate objective of the GTZ assistance is to contribute to the development and implementation of an effective and efficient system of overload control in developing regions of the world, including the SADC region. This is to be achieved in various inter-dependent phases of assistance with the following objectives:

Phase 1: The main objective of this phase is to carry out an overloading and truck taxation survey in a selection of sub-Saharan African (SSA) countries in order to establish the status quo as regards overload control and truck taxation. The main output of this phase will be the preparation of a report for GTZ and its cooperating partners which provides a factual overview of the situation in the study area and recommends the way forward.

Phase 2: The main objective of this phase will be the presentation, at a regional workshop, of the findings and recommendations of Phase 1. The output of this phase will be:

- an agreed regional strategy for a sustainable solution to overload control and truck taxation
- the means and resources required to implement the strategy
- an Action Plan for implementation of the strategy

Phase 3: The main objective of this phase will depend on the outcome of the previous phases, with a focus on actual implementation of an agreed regional, sustainable strategy that will achieve a reduction of overloading in SSA countries.

Scope of work

Phase 1:

- desk study (data review and analysis, preparation of questionnaire, etc)
- fieldwork (visits to selected SSA countries and discussions with stakeholders)
- analysis and reporting (Study Report based on outcome of desk study and field visits)

Phase 2: (To be decided upon on basis of the outcome of Phase 1)

- Regional Workshop to present findings, including outline strategy
- Development of Action Plan for implementation of strategy

Phase 3: (To be decided upon on the basis of the outcome of Phases 1 and 2)

- Implementation of an agreed regional, sustainable strategy on overload control in SSA countries

Program

The program for Phase 1 is shown below. It is expected to extend intermittently over a period of just less than six months with ample time allowed between activities to allow information to flow from informants and cooperating partners

Phase 1 Program

Activity	Month No.																											
Phase 1	1				2				3				4				5				6							
1. Inform stakeholders																												
2. Collect and review info																												
3. Prepare/disseminate quest.																												
4. Follow up questionnaire																												
5. Visit selected countries																												
6. Prepare Study Report																												
7. Present study findings																												
Phase 2	To be decided upon on basis of outcome of Phase 1																											

SURVEY QUESTIONNAIRE

Questionnaire A: Current Approaches to Overload Control Management

The objective of this questionnaire is to establish current approaches to overload control through collection and analysis of available data and through information received from visits to selected countries. This information will provide comprehensive baseline data which will allow the barriers that have frustrated the attainment of an effective solution to be determined.

Questionnaire B: New Approaches to Overload Control Management and Barriers and Obstacles to their Implementation

The objective of this questionnaire is to determine country's views of new approaches to overload control management for application in their country based on existing or emerging, regional and international, best practice. Also, to determine the barriers and obstacles to implementation of these new approaches. This information will provide a good indication as to country's views and receptivity to the introduction of new approaches and the barriers and obstacles that will need to be overcome for their implementation.

Questionnaire C: Heavy Goods Vehicle Taxation and Road User Charges

The objective of this questionnaire is to establish the extent to which heavy goods vehicles are taxed and pay road user charges. This information will enable strategies to be developed for economic overload charging.

Questionnaire D4: The Way Forward

The objective of this questionnaire is to determine country's views on how best to move forward from Phase 1 of the project in a sustainable and viable manner with establishment of resources required to do so.

Return of Questionnaire

1. The authority for overload control in each SADC member state is requested to please complete and return the questionnaire by **15 December, 2002**.
2. The questionnaire should be returned to the following address:
 - (1) Electronic format (by e-mail): mipinard@global.bw
 - (2) Hard copy: InfraAfrica Consultants, Private Bag 00426, Gaborone, BOTSWANA
 - (3) Fax: Attention M I Pinard: No; +267 3911494
3. For any queries on the survey questionnaire, please contact:

Mike Pinard – Tel. No:	+ 267 3911399 (O)
	+ 267 3971381 (H)
	+ 267 71311629 (Cell)
4. Your participation in this important survey and completion of the questionnaire would be highly appreciated.

Questionnaire A

CURRENT APPROACHES TO OVERLOAD CONTROL MANAGEMENT

Answer each question with Yes or No

If you don't know the answer, leave the Yes or No boxes blank and write near them: *Don't know*

Issue 1: Legal and Regulatory**Current axle load and gross vehicle mass (GVM) limits in the country?**

(a) Steering.....tons. (b) Single.....tons. (c) Tandem.....tons. (d) Tridem.....tons.(e) GVM.....tons

- (b) Are these limits applied:
- (i) On all routes:.....Yes No
 - (ii) Selected routes:.....Yes No
 - (iii) If yes, which one(s)

(c) Is the Bridge Formula applied to control GCM?.....Yes No

Current legislation on overloading

(a) In what year was current legislation enacted/last updated?.....Year.....

(b) Are there plans to update current legislation?..... Yes No

(c) If yes, what aspects are to be updated?.....

- (d) Is current legislation based on a
- (i) Prosecution system (criminal offence)...Yes No
 - (ii) Infringement system (administrative adjudication) Yes No

Legislation provisions

- (a) Does the current legislation provide for:
- (i) off-loading of over-loaded vehicles.....Yes No
 - (ii) penalizing habitual offendersYes No
 - (iii) hazardous substances and perishable goods Yes No

Penalties for overloading

- (a) Are current penalties based on:
- (i) fixed fine, irregardless of extent of overload?...Yes No
 - (ii) progressive fine/fee, based on (i) extent of overload Yes No
 - (ii) distance traveled..... Yes No
- (b) Where applied, do progressive fines reflect the estimated, economic damage of the overload Yes No
- (c) Do current fines reflect the overloading profit of the truck owner?Yes No

Overloading Offenders

- (a) Are the transport companies that are most inclined to overload their trucks known to the authorities?
Yes No

- (b) Which makes of trucks are mostly overloaded? (a) (b).....(c).....
- (c) What kind of goods (timber, cement, sand...) are mostly overloaded? (a)(b)... (c).....
- (d) In general, do truck drivers know the maximum legal load they can carry?..... Yes No
- (e) Is the maximum load permitted marked on the vehicle?..... Yes No

Issue 2: Institutional and Organizational

Responsibility for overload control

- Which organization is responsible for (a) weighing ?
- (i) Roads Department/Agency Yes No
- (ii) Traffic inspectorate.....Yes No
- (iii) Other(specify).....Yes No
- (b) enforcement of regulations? (i) Police Yes No
- (ii) Other(specify)...Yes No

Funding and cost of overload control

- (a) Which organisation is responsible for *capital* funding of control: (i) Government Yes No
- (ii) Donor.....Yes No
- (b) Which organisation is responsible for *recurrent* funding of control: (i) Government. Yes No
- (ii) Donor..... Yes No
- (iii) Other(specify) Yes No
- (c) What is the estimated annual amount spent on overload control? Amount (US\$).....
- (d) What happens to fees/fines collected from offenders? (i) Reverts to Government...Yes No
- (ii) Deposited into a RF..... Yes No
- (iii) Other (Specify) Yes No

Issue 3: Overload Control Infrastructure

Numbers of weighbridges

- (a) Details of permanent (fixed) weighbridges

<u>Details of Fixed W'bridges</u>	<u>Number</u>	<u>Condition</u>		
		Good	Fair	Poor
Manual operation				
Computerised operation				
Single (1m x 3m)				
Multi-axle(4m x 3m)				
Multi-deck(> 4m x 3m)				
Border location				
Internal location				

(b) Number of portable weighbridges operated in the country.....Number.....

3.2: Locations of weighbridges

(a) Location of permanent weighbridges: (i) at all strategic border crossings with neighbouring countries?

Yes No N/A

If No, what is the shortfall?.....Number.....

(ii) At all strategic internal routes?.....Yes No

If No, what is the shortfall?.....Number.....

Issue 4: Operations and Manpower

4.1: Operating hours

(a) How many hours per day are the weighbridges operated?Number of hours.....

(b) Are weighbridges operated:(i) at night?Yes No .

(ii) on weekends?.....Yes No .

(iii) on holidays?Yes No .

4.2: Personnel involved in overload control

(a)Number of persons involved in the entire country in overload control? (i) No. Supervisors.....

(ii) No. Staff.....

(b) Number of persons involved per fixed station in overload control? (i) No. Supervisors.....

(ii) No. Staff.....

(c) Do the control staff have specific job descriptions with minimum qualifications? Yes No

(d) Are the overload control staff trained and certified to carry out their duties?.....Yes No

(e) Is the private sector involved in any aspects of overload control?Yes No

(d) If yes, in what aspects?.....

Issue 5: Database on Overload Control

5.1: Data Capture, analysis and reporting

(a) Is the data captured on control operations subsequently analysed and reported?.....Yes No

(b) If yes, is there a historical database capable of producing trends on overloading?.....Yes No

Issue 6: Overall Assessment of Current Practice on Overload Control

6.1: Overall Assessment

(a) Overall assessment of overload control practice in your country:.....Good Fair Poor

(b) If considered *good*, what were the contributing factors?

(i) public awareness?

(ii) political backing?

(iii) cooperation from trucking industry?

(c) If considered *poor*, what were the key problems?

- (iv) sufficient resources?
- (v) enabling legal procedures?
- (vi) adequate no. of weighbridges?
- (vii) other?
- (i) political interference?
- (ii) lack of resources?
- (iii) commercial resistance?
- (iv) malpractice? (
- vii) other

6.2: Any other comments?

(a) Please list any other comments you would like to make on overload control in your country in terms of improving its efficiency and effectiveness.

- (i)
-
-
- (ii)
-
-
- (iii)
-
-
-

Questionnaire B

CURRENT APPROACHES TO OVERLOAD CONTROL MANAGEMENT,
BARRIERS AND OBSTACLES TO THEIR IMPLEMENTATION

Issue 1: Legal and Regulatory

1.1: Decriminalization of offenses for overloading by treating them *administratively*?

- (a) Do you agree with the approach stated above?..... Yes No
- (b) If yes: (i) are there any barriers and obstacles to implementation?..... Yes No
- (ii) If yes, what are they?.....

.....
If no, what concept do you think would be better and why?.....

1.2: Operation of a *self regulatory system* which places the onus for overload control on *transport operators* and *freight forwarders* and, where overloading occurs, imposes a requirement on them to pay an *overloading fee*.

- (a) Do you agree with the approach stated above?..... Yes No
- (b) If yes: (i) are there any barriers and obstacles to implementation?..... Yes No
- (ii) If yes, what are they?.....

.....
(b) If no, what concept do you think would be better and why?.....

1.3: Linking the level of fees for overloading with the *actual cost of road damage*, i.e. imposing *economic fees*

- (a) Do you agree with the approach stated above?..... Yes No
- (b) If yes: (i) are there any barriers and obstacles to implementation?..... Yes No
- (ii) If yes, what are they?.....

.....
(c) If no, what concept do you think would be better and why?.....

1.4: Linking the level of imposed fees for overloading with the *profit* of successful overloading?

- (a) Do you agree with the approach stated above?..... Yes No
- (b) If yes: (i) are there any barriers and obstacles to implementation?..... Yes No

(ii) If yes, what are they?.....

.....
.....

(d) If no, what concept do you think would be better and why?.....

.....
.....
.....

Issue 2: Institutional and Organizational

2.1: Outsourcing overload control operations to the private sector on a concession basis, i.e. embarking on a commercialised public/private sector approach to overload control.

(a) Do you agree with the approach stated above?.....Yes No

(b) If yes: (i) are there any barriers and obstacles to implementation?..... Yes No

(ii) If yes, what are they?.....
.....

(c) If no, what concept do you think would be better and why?.....

2.2: What percentage of overloading cases do you think are detected in your country?

(i).....1% (ii).....5% (iii).....10% (iv).....25%

(v).....50% (vi).....> 50% (vii) Don't know

Questionnaire C

HEAVY GOODS VEHICLE TAXATION AND ROAD USER CHARGING

Issue 1: Vehicle Import Taxation**1.1: Current vehicle import taxation in the country?**

(a) What is the percentage import tax on HGVs ?

.....%

Issue 2: Annual Vehicle Taxation/Annual License Fee**2.1: Taxation Principle**

(a) Is the Annual License Fee based on the **User Pays Principle**, i.e. that road users should pay for all fixed and current cost of the infrastructure they are using? Yes No

(b) If no, is revision of annual vehicle license fees considered? Yes No

2.2: Level of Annual License Fees

(a) Is the Annual License Fee for the various classes of vehicle based on

(i) Motor size..... Yes No

(ii) Tare weight.....Yes No

2.3: Annual License Fees for HGVs

(a) What is the Annual License Fee for (local currency)

(i) 2-axle - 4x2 Trucks

(ii) 3-axle - 6x4 Trucks

(iii) 4 Axle Articulated Vehicle

(iv) 5 Axle Articulated Vehicle

(v) 6 Axle Articulated Vehicle

(vi) 7 or more Axel Articulated Vehicle

Issue 3: Charges to Foreign Transit Vehicles**3.1: Level of charges**

(a) Are foreign transit vehicles charged? Yes No

(b) If Yes, what are the transit fees for (local currency/100 km)

(i) 2-axle - 4x2 Trucks

(ii) 3-axle - 6x4 Trucks

(iii) 4 Axle Articulated Vehicle

(iv) 5 Axle Articulated Vehicle

(v) 6 Axle Articulated Vehicle

(vi) 7 or more Axel Articulated Vehicle

Issue 4: Fuel Levy

A fuel levy is a charge applied to every litre of petrol and diesel purchased. The charge may differ for petrol and diesel, and is included in the pump price of the fuel. The charge is collected by the fuel companies and paid over to the government on the basis of the total quantity of fuel sold, either to the consolidated fund or to a separate account in cases where a dedicated road fund has been established.

4.1: Fuel prices and levies

(a) What is the present pump fuel price in the capital city? (i) Petrol/ liter. (ii) Diesel/ liter

(b) What is the present fuel levy on fuel per liter? (i) Petrol/ liter. (ii) Diesel/ liter

(c) Is there a VAT on Fuel? Yes No .

If yes, what % of the fuel price is it? (i) Petrol/ liter. (ii) Diesel/ liter

4.2: Road fund levy(a) Is there a Road Fund levy: Yes No . If yes, what is it? (i) Petrol/liter. (ii) Diesel/liter(b) If No, is establishing of a Road Fund levy being considered? Yes No (c) Is fuel levy a major source of revenue for the dedicated road fund? Yes No

(d) If Yes, is the fuel levy paid to a separate account (i.e. not into the Government Consolidated Fund?

Yes No

(e) If Yes, who operates the separate account?

Issue 5: Transport Costs and Weight-distance Charges**5.1: Present Situation**

(a) What is the average present goods transport costs in the country (US cents per ton kilometre) for the following:

(i) What is the cost (US cents/ton-km) of transporting a given number of 50 kg cement bags (state number) between the capital city and the second large city (state distance). Cost: (US cents/ton-km)

No. of 50 kg bags:.....

Distance (km):.....

(ii) What is the one-way cost of transporting 200 No. 50 kg cement bags over any given distance

Cost:.....

Distance (km):.....

(iii) What is the one-way cost of transporting 2000 No. 50 kg cement bags over any given distance

Cost:.....

Distance (km):.....

5.2: Weigh-distance charges

- (a) Are weight-distance charges applied in the country?.....Yes No
- (b) If No, is their introduction being contemplated?.....Yes No
- (c) If Yes, what are the present weight-distance charges in ton-km (local currency)?
- (i) 4x2 Trucks
 - (ii) 6x4 Trucks
 - (iii) 4 Axle Articulated Vehicle
 - (iv) 5 Axle Articulated Vehicle
 - (v) 6 Axle Articulated Vehicle
 - (vi) 7 or more Axle Articulated Vehicle

Issue 6: Emission Related Vehicle Taxation**6.1: Present Situation**

- (a) Does present vehicle tax rate take into account the specific environmental effect of vehicle types?
Yes No

Questionnaire D

THE WAY FORWARD

Issue 1: Next Steps

(a) Following completion of Phase 1 of this project, what should be the next steps in sustaining the effort to achieve an effective solution to Overload Control Management?

.....
.....
.....

Issue 2: Ownership

(a) What should be done in your country and regionally to engender ownership of the new Overload Control Management Initiative?

.....
.....
.....

Issue 3: Financing

(a) How can sustainable funding be secured for implementing and sustaining the new Overload Control Management Initiative?

.....
.....
.....

Issue 4: Responsibilities

(a) What are the best arrangements at national and regional level for securing clear, accountable responsibilities and matching authority for implementing the Overload Control Management Initiative?

.....
.....
.....

Issue 5: Any other Comments

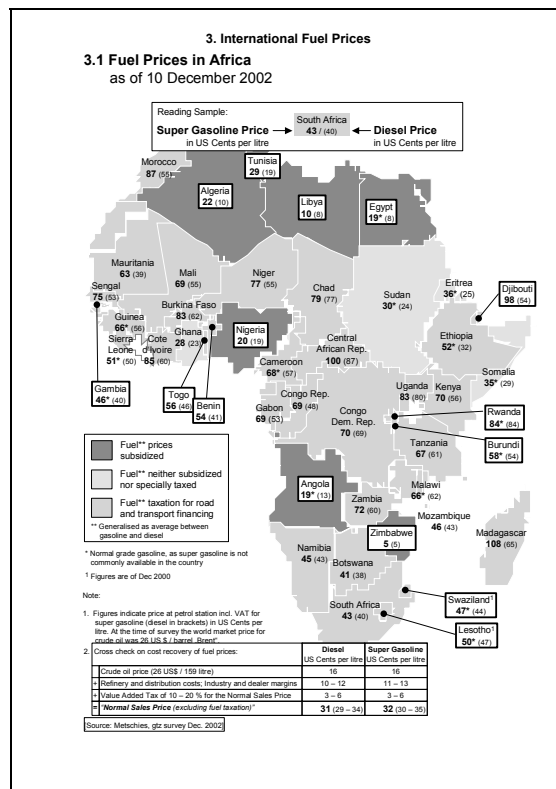
(a) Do you have any other comments on the way Forward to more effective control of overloading?

.....
.....
.....

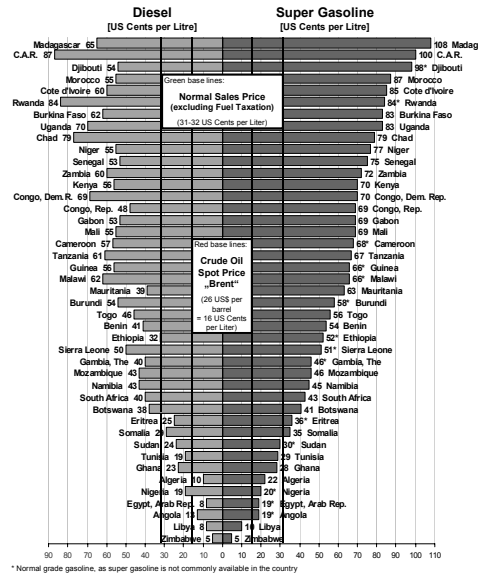
Fuel and Vehicle Taxation in Africa, by Dr. Gerhard P. Metschies, GTZ

Why fuel taxes are so important?

- Detailed studies reveal that an average of **10 US cents per liter Gasoline and Diesel** are necessary to finance the maintenance of the road network under normal circumstances.
- Even the **Rural Roads** can be financed by **2 to 3 US cents per litre fuel** (mostly administered within a Road Fund).

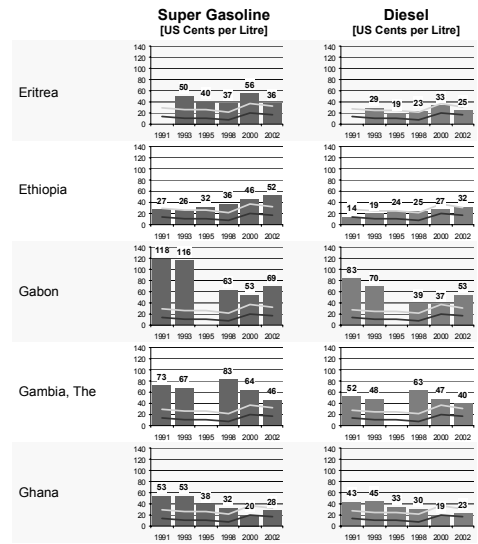


3. International Fuel Prices
3.1.1 Comparison of Fuel Prices in Africa
as of 10 December 2002

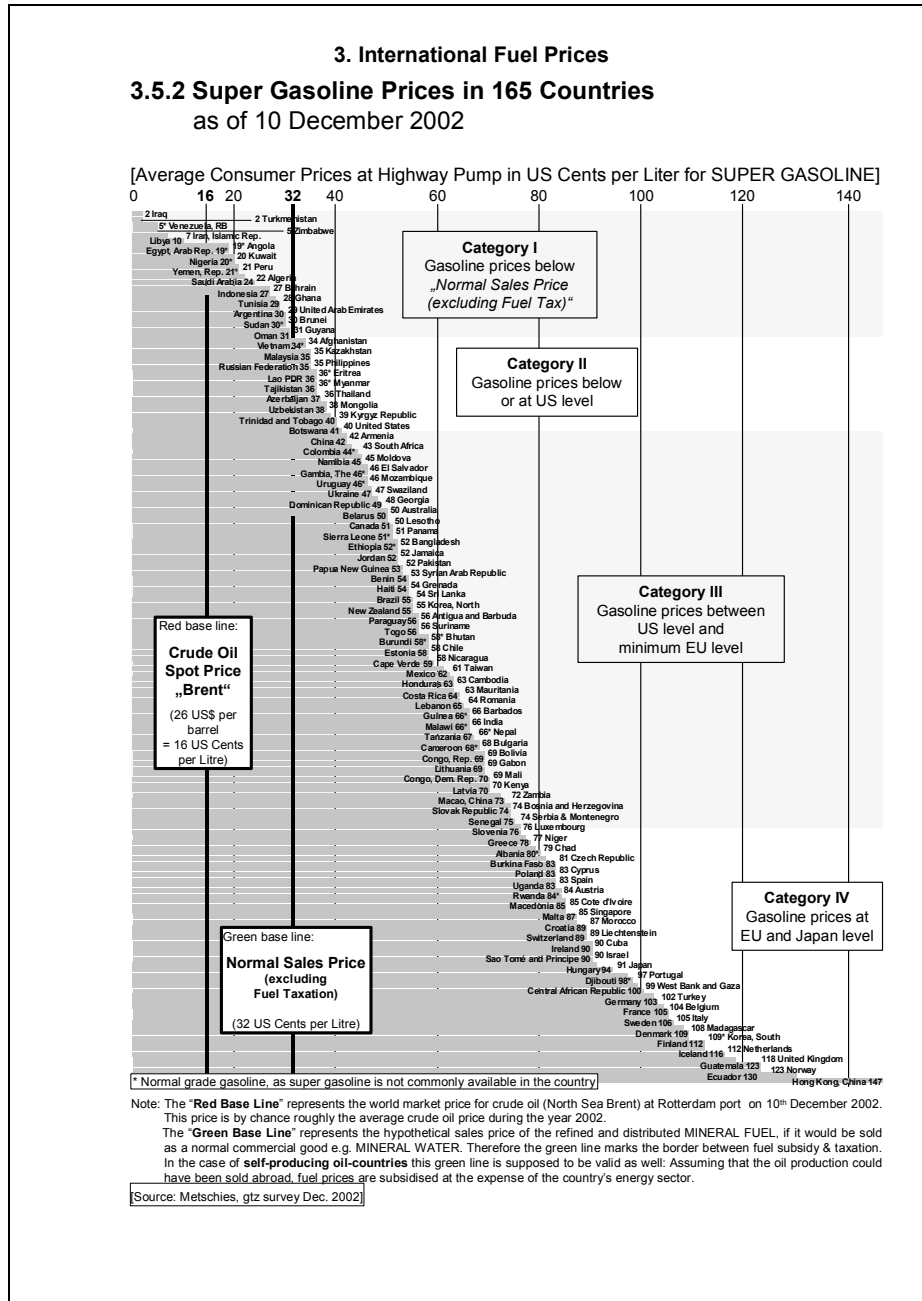


* Normal grade gasoline, as super gasoline is not commonly available in the country.
 Note: The "Red Base Line" represents the world market price for crude oil (North Sea Brent) at Rotterdam port on 10th December 2002. This price is by chance roughly the average crude oil price during the year 2002.
 The "Green Base Line" represents the hypothetical sales price of the refined and distributed MINERAL FUEL, if it would be sold as a normal commercial good e.g. MINERAL WATER. Therefore the green line marks the border between fuel subsidy & taxation. In the case of self-producing oil-countries this green line is supposed to be valid as well. Assuming that the oil production could have been sold abroad, fuel prices are subsidised at the expense of the country's energy sector.
 Source: Metchies, gtr survey Dec. 2002

3. International Fuel Prices
3.1.3 Detailed Time Series of Fuel Prices in Africa
1991 – 2002 (from Eritrea to Ghana)



Note: The graphs above show actual prices paid
 Sources: GTZ Fuel Price Surveys, 1991, 1993, 1995, 1998, 2000, 2002



4. Fuel Taxation and State Financing

**Different Fuel Policy of Oil EXPORTERS –
NORWAY and TURKMENISTAN**

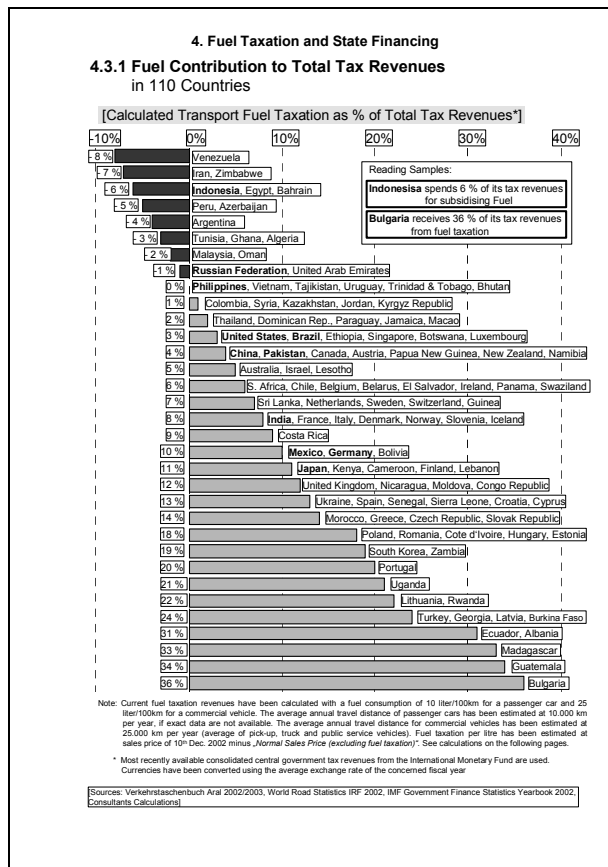
	Inhabitants	Surface area	Gazoline price	Diesel price
Turkmenistan	4.5 million	488 000 sq km	2 US cents	1 US cent
Norway	4.8 million	324 000 sq km	123 UScents	118 US cents

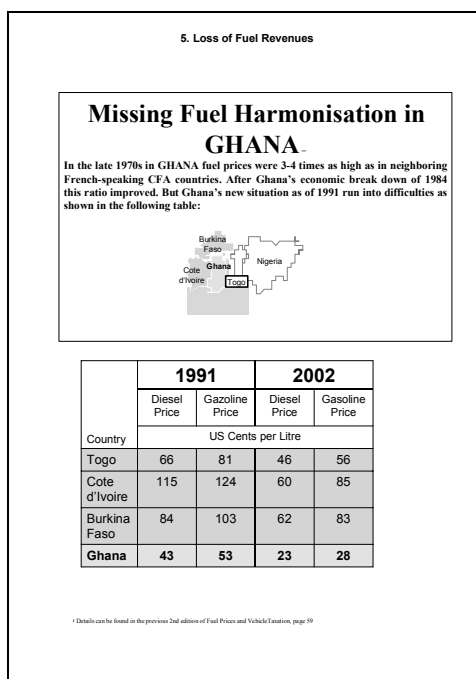
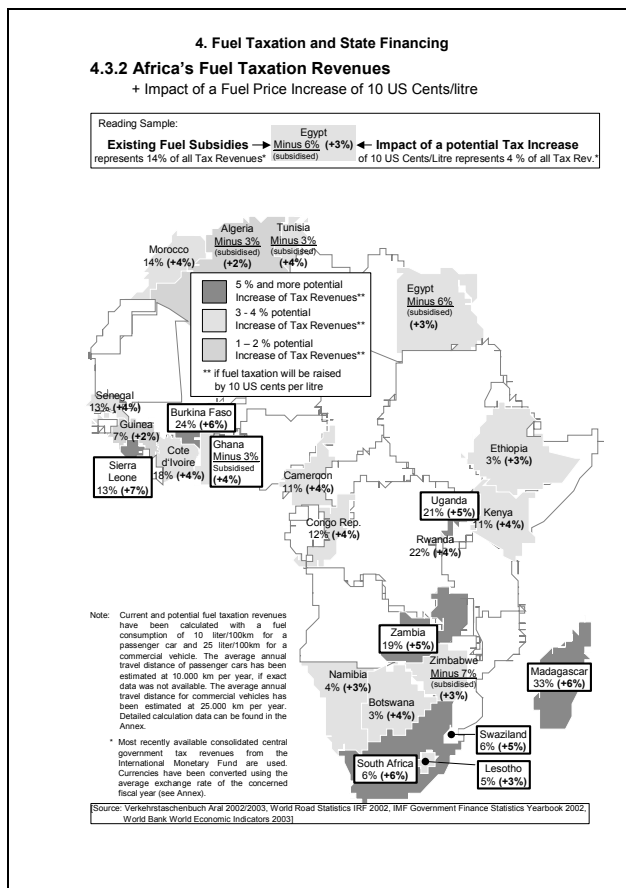
**Fuel Policy of Oil Importers –
CUBA and ZIMBABWE**

With the breakdown of the central command economy in Eastern Europe and the dissolution of the Council for Mutual Economic Assistance COMECON* in June 1991 all countries – including member states as Cuba, Mongolia and Vietnam – had to follow the principles of the market economy based on world market prices and on convertible currencies. This holds true specifically for the oil sector.

The Cuban solution is to transfer the new conditions from the government to the consumer, i.e. to ask the cuban individual consumer to **pay his petrol in foreign currency (US \$)** at all filling stations in the country (gasoline for 90 US cents and diesel 45 cents). This is a viable solution, similar to the practice in many developing countries to pay all flight tickets even locally in US \$. Thus the procurement of foreign currency (from what sources whatsoever) remains the task of the consumer.

The other solution is that of **Zimbabwe**. At the exchange rate of the parallel market, which indicates the real situation in the long run everywhere, petrol sells in Zimbabwe at 5 US cents only per litre. The import of fuel was calculated at the tremendously overvalued local currency exchange rate and the consumer is benefiting the purchase of petrol at the "artificially" low prices. The incentive to smuggle it to neighbouring Zanzibar (with a free price of 72 cents) is evident and the break-down of the system only a question of time.





5. Loss of Fuel Revenues

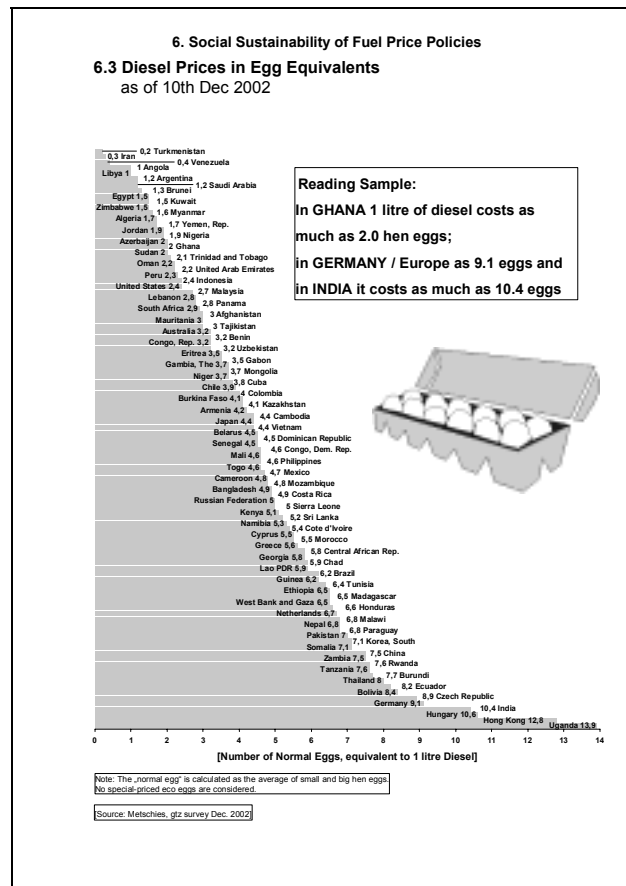
The most important need for harmonisation

1. NIGERIA's illicit fuel export affects direct neighbours as Cameroon, Niger, Benin and also its indirect neighbors as Central African Republic, Chad, Burkina Faso, Mali and Togo.
 Official fuel prices in all these countries are 3 - 4 times as high as in Nigeria. Although and because fuel prices are rising in Nigeria, an international harmonization should be reached before the Finance Ministry may profit from it as well.

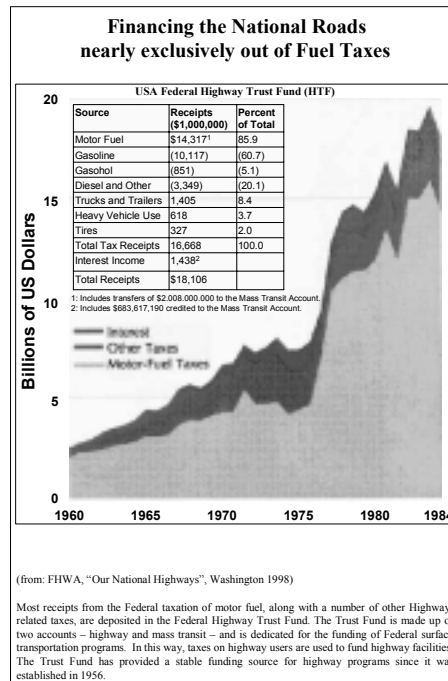
2. ANGOLA – after the end of civil war – experiences increased fuel smuggling into the neighbouring countries of Congo-Brazza, Congo-Kinshasa, Zambia and Namibia,
 where fuel prices on average are 4 times higher than in Angola. An increase of fuel prices in Angola would help also to balance the budget and lower the inflation.

3. GHANA – a long-standing tradition has to be given up, as low fuel prices destabilize all the neighbors budgets

In these cases all regional economies cooperation (as intended by ECOWAS, UDEAC, SADEC etc.) is stalled as long as the overdue harmonization of the fuel prices is not in place.

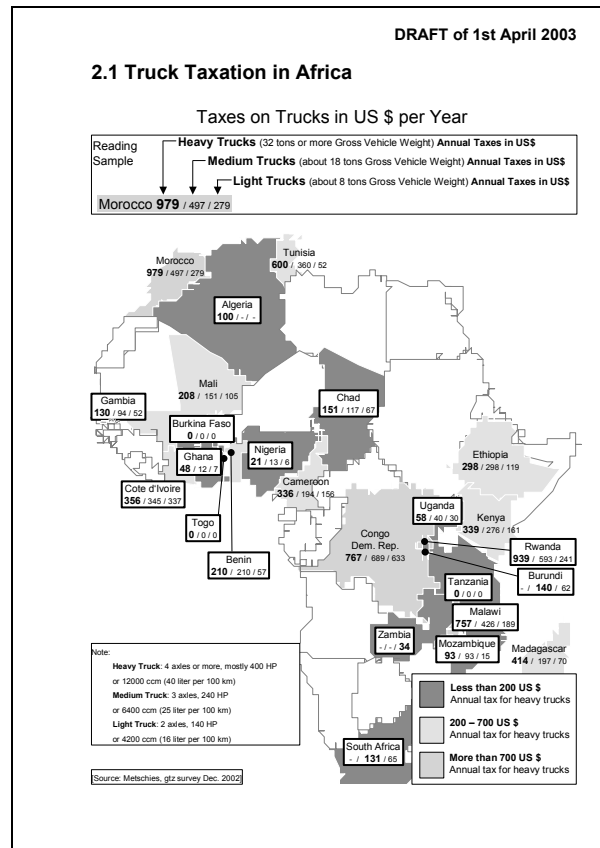


7. State Expenditures for Transport Sector out of Fuel Taxation

**2. ANNUAL VEHICLE TAXATION**

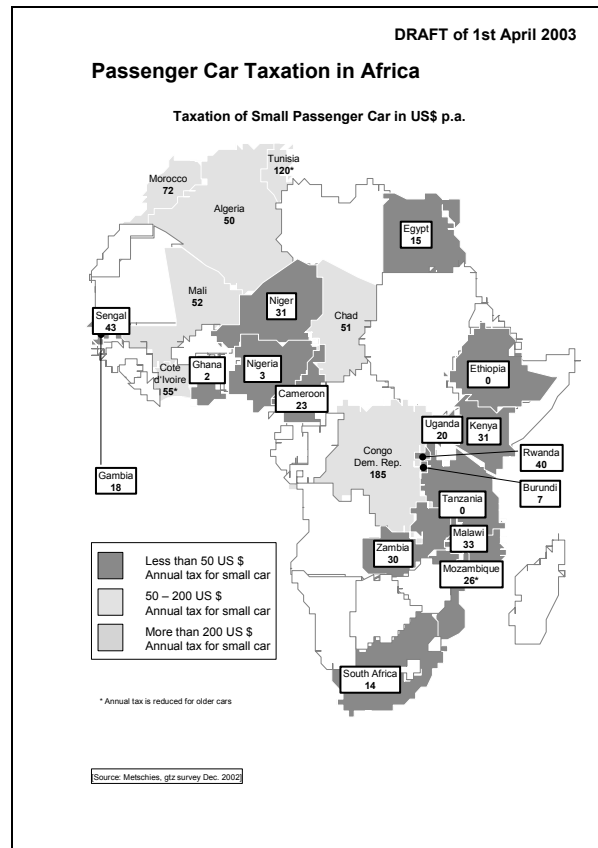
is the second main source for revenues from the transport sector. It may be collected monthly or annually. Often it is collected as a property tax rising linearly with the value of the car, with the cubic centimeters of the engine or the horsepower of the vehicle. Here a distinction between passenger cars, which use the road space mostly in towns and the heavy vehicles destroying the main road network should be made.

- **Annual Vehicle tax on HEAVY TRUCKS (using the maximum axle load of 10 tons) should be levied according to the damage they cause to the road.** (Acc. to AASHOO Road Test)
- **Therefore a 36 ton truck -trailer may be charged 20 times as much than a 10 ton truck and not only 3 or 4 times as it is mostly the case.**
- **Up to now nearly no African country realised this fact – with the exception of Tunisia which is charging 12 times as much for heavy trucks compared with light trucks.**
- **This restriction of heavy vehicle taxation according to "the user- pays- the- damage -principle" is overdue in all the African countries.**



2.2 Annual Vehicle Taxation on passenger cars

- As most of the passenger cars are used in the cities anyway, taxation of passenger cars - based on the road user principle - may pay for the space the use on urban roads.
- But nowadays - as the GTZ study on passencar taxation revealed - the car taxation in African countries is very low. In some countries like Ghana or Tanzania and Ethiopia it is nearly zero, while in Tunisia only 120 US \$ per year (10 \$ per month) are levied.
- The car taxation in Africa (compared with 140 US \$ p.a. in Greece, Italy and Turkey) is often less than 10 to 30 % of that required - in comparison also with the price of the vehicle..
- Here also detailed studies are recommended, in order to find a stable source of finance for the urban roads in Africa.



Annual Taxation for Passenger Cars

Based on a comparative study by DEXIA on urban revenues in former Eastern Block countries, a GTZ-study on urban road financing in a Central Asian Republic showed, that the maintenance of Urban Roads can indeed be financed by an annual vehicle tax, if it is earmarked for the urban roads. Moreover it may be possible to finance other social obligations of the cities as elementary schools by the same tax also.

- **If annual taxes on passenger cars (6 to 16 \$ per car per month or 75 – 200 US \$ per year) are paid in urban areas,**
- **50 % could be used for maintaining urban roads and**
- **50% for the local urban elementary school sector**
- **Thus financing and building urban roads and schools at the same time out of this stable source of funds - as the vehicle taxation - may be the best way to help the poor.**

AGEPAR and SSATP Partnership, by Mr. Louis Fernique on behalf of Mr. Ahmat Adjid

AGEPAR = Ass. des gestionnaires et partenaires africains de la route = ex-ADAR [Ass. des directeurs africains des routes]

= Association of African Road Managers and Partners [formerly: Association of African Directors of Roads], formed in 1997]

Background

- First contacts established between ADAR and RMI in 98. First joint meeting in Yamoussoukro, 99. Pretoria discussions, late 2000: SSATP gave its prior agreement for an effective partnership. No concrete action resulted.
- The matter was relaunched on the occasion of the ADAR N'Djamena seminar in September 2001. SSATP unable to join. No immediate follow-up.

Last / next attainments

- AGEPAR (the former ADAR) has become stronger, better organized, capable of acting both as an association and directly through its members, and not only during annual seminars.
- AGEPAR is no longer a club of Road Directors as individuals, but a professional network bringing together the managers of road networks [including rural networks] and their business partners in the sector.
- Within AGEPAR, the interlocutors are now well identified and reactive.
- This partnership project falls within the framework of SSATP's Long Term Action Plan – AGEPAR to be recognized as a key regional partner – as well as of the overall AGEPAR Plan of Action.
- The SSATP donors are expected to adhere to this partnership approach within the framework of their global support to the LTDP.

The Process

- ADAR+RMI+ISTED Interim Meeting in Yaoundé, December 2002
- The AGEPAR assembly approved the draft partnership project. Done during the General Meeting of 28/03/03 in Yaoundé following the seminar « Road Management and financing », 19 involved African countries and statutes amendments.

Presentation of the project for information during the Interim RMI / RTTP Coordinators Meeting held in Dakar, in April 2003 (by Messrs Ahamat-Zampou - Kongo).

- AGEPAR to submit the project to the SSATP partners during the meetings in Kigali in May 2003, to be considered within the LTDP framework and in the 2004 Work Program (by Messrs Ahamat – Bere – Olodo - Guye).

The principle of collaboration

- To act and operate as a multi-country network.
- **Principle: to take the maximum advantage of a multiplicity of available views and experiences, within a professional community where mutual understanding is real.**
- The action framework for each of the five themes of the partnership was established as follows:
 - Pilot countries (directly implicated in the action)
 - Second line countries (to be consulted for reaction etc.)
 - All the AGEPAR members to be solicited in «directing » the works (before : objectives + specification / after : review and additional final contributions), and to be involved as a network for the dissemination of results
 - Other specific partners, involved in various capacities according to themes
 - The SSATP team coming up with its own contributions, and facilitating various external interventions (expertise, etc.)
 - A permanent coordination function for this partnership

The 5 proposed themes

1. Innovation in road maintenance contracts (performance-based contracts)

Contribution to: finalizing appropriate models of road maintenance contracts based on service levels, and appropriate service levels scales; developing advocacy, dissemination and training tools, etc. Setting up, testing and fine-tuning the corresponding models for supervision contracts as well.

2. Mobilizing SMEs and Consultants Capacities

Establishing strategies of mobilization and capacity enhancement for SMEs and consultants, based on a prior diagnosis (skill assessment, capacity identification, analysis of weaknesses, failures and blockages) and realistic prospects.

3. Road Performance Monitoring: Service indicators for low-volume networks (« SOURCE Minus »)

Downgrading the SOURCE method for low volume routes, whether they are primary (trunk), secondary or tertiary (feeder) roads. This specific approach, that requires to re-adjust the measurement protocol, in terms of validity range against accuracy standards so as to apply to new fields, already involves 5 AGEPAR countries.

4. Road performance monitoring: measuring roughness from current speeds (« SOURCE Plus »)

Definitively simplifying the collection of reliable data for road network monitoring.

Technically, this is about upgrading or “perfecting” the SOURCE model to be able to extract, from both speed and straightness measurements, “quasi-roughness” data that meet the usual requirements for HDM inputs. 5 to 6 member countries of AGEPAR, already SOURCE users at various degrees, participate in the field effort (Morocco, Burkina Faso, etc).

5. Cases study: descriptive assessments of road toll experimentations (Cameroon, Benin)

Contributing to establish descriptive and methodical assessments of a choice of African road toll experimentations.

- Specific case studies, from surveys + interviews of the different actors (Cameroon, Benin)
- Collection and compilation of available reference documents / assessment reports
- Criteria matrix to be discussed, tested and finalized
- Surveys + interviews by the consultant, etc.

Theme 1. Innovation in road maintenance contracts

Subject	Contribution to: finalizing appropriate models of road maintenance contracts based on service levels, and appropriate service levels scales; developing advocacy, dissemination and training tools, etc. Setting up, testing and fine-tuning the corresponding terms for supervision contracts
Operational objectives, types of actions	<ul style="list-style-type: none"> • Compiling and reviewing documents (Bidding Documents, etc.) related to experimentations in member countries • Disseminating the Discussion Paper under preparation on the Chadian experimentation. Involvement in the corresponding discussion, various inputs • Reviewing the new Bank sample bidding document for performance-based contracts, specially: specifications for paved and unpaved roads; service quality levels, criteria and thresholds, penalties • Dissemination of the revised Bidding Documents • New experimentations to be performed under supervision
Pilot Countries	<i>CHAD – MOROCCO</i>
2nd Line Countries	<i>ZIMBABWE – DJIBOUTI – MADAGASCAR</i>
Other Partners to involve	<i>PIARC – French Direction of Roads – ADB – BOAD</i>
Needs: EX Expertise TA Technical Assistance FI Financing	FI
2-year Timetable	Models of bidding documents to be reviewed: end 2003 + New test contracts within the 2004 campaign
Success Indicators	Actual launching of test contracts based on reviewed models in the pilot countries

Comments

Problematic: Road Maintenance management (performance, quality, cost mastering)

Theme 2. Mobilizing SMEs and Consultants Capacities

Subject	Establishing strategies of mobilization and capacity enhancement for SMEs and consultants, based on a prior diagnosis (skill assessment, capacity identification, analysis of weaknesses, failures and blockages) and realistic prospects.
Operational objectives, types of actions	<ul style="list-style-type: none"> • Compiling and reviewing documents (studies, global policy statements, etc..) related to the externalization of works (outsourcing) • Diagnosis of constraints and hindrances to development of SMEs and local engineering firms/consultants • Inventory report and <u>realistic propositions</u> to surpass weaknesses and failures • Dissemination of the draft report • Reviewing the report according to the collected observations and amendments • Dissemination of the final report
Pilot Countries	<i>BURKINA – NAMIBIA – CAMEROON</i>
2nd Line Countries	<i>SENEGAL – NIGER – GABON – CONGO – BENIN</i>
Other Partners to involve	
Needs EX Expertise TA Technical Assistance FI Financing	TA and FI
2-year Timetable	Monthly progress report. Rapport mensuel d'avancement. First evaluation by the end of the 6th month
Success Indicators	Actual commitment and involvement of SMEs and consultants, mostly from the pilot countries

Comments

Problematic: Capacity of resource consumption, technical quality, etc.

Theme 3. Performance monitoring. Low Volume Service indicators

("SOURCE Minus")

Subject	Downgrading the SOURCE method for low volume routes, whether they are primary (trunk), secondary or tertiary (feeder) roads. This specific approach, that requires to re-adjust the measurement protocol, in terms of validity range against accuracy standards so as to apply to new fields, already involves 5 AGEPAR countries.
Operational objectives, types of actions	<ul style="list-style-type: none"> • Establish, validate and justify a special SOURCE by-product dedicated to low-volume networks • Develop the corresponding training kit; Disseminate. <p><i>Note that this need mainly results from the growing demand for performance-based contracts in Sahelian countries, which requires appropriate service level tools.</i></p>
Pilot Countries	<i>CHAD – BURKINA FASO – GUINEA</i>
2nd Line Countries	<i>MALI – NIGER – CAMEROON – COTE d'IVOIRE - GABON</i>
Other Partners to involve	UEMOA – CEDEAO – SEMAC - SADEC
Needs EX Expertise TA Technical Assistance <i>FI Financing</i>	AT
2-year Timetable	Adapted method to be validated by June 2004. Finalizing the training kit by December 2004.
Success Indicators	Final method to be adopted by the pilot countries for the current management of their network

Comments

Problematic: Access / mobility. Performance-based contracts. Overall networks monitoring.

Theme 4. Performance monitoring. Measuring roughness from current speeds (“SOURCE Plus”)

Subject	<p>Definitively simplifying the collection of reliable data for road network monitoring.</p> <p>Technically, this is about upgrading or “perfecting” the SOURCE model to be able to extract, from both speed and straightness measurements, “quasi-roughness” data that meet the usual requirements for HDM inputs.</p>
Operational objectives, types of actions	<p>This approach demands for a rigorous series of field campaigns, mixing speed, straightness and roughness measurements.</p> <p>5 to 6 member countries of ADAR, of which 3 already SOURCE users at various degrees, participate in the field effort (Morocco, Burkina Faso, etc) as well as in the methodological research.</p>
Pilot Countries	<i>BURKINA FASO – MOROCCO - MALI – GUINEA — MADAGASCAR (to be confirmed)</i>
2nd Line Countries	<i>GUINEA- BISSAU</i>
Other Partners to involve	<p><i>LCPC – ISTED – HDM IV Work Groups</i></p> <p>UEMOA – CEDEAO – SEMAC - SADEC</p>
Needs : EX Expertise TA Technical Assistance <i>FI Financing</i>	EX and FI
2-year Timetable	See the ad-hoc timetable as fixed in Yaounde. Test field measurements to be completed by Nov.2003, etc.
Success Indicators	1) Actual completion of country tests 2) Scientific validation of the « quasi-roughness » formula 3) Acceptation for providing with correct HDM inputs that substitute roughness direct measurements

Comments

Problematic: Network management. Road maintenance policies, Work programming

**Theme 5 . Cases study. Descriptive assessments of road toll experimentations
(Cameroon, Benin)**

Subject	Contributing to establish descriptive and methodical assessments of a choice of African road toll experimentations.
Operational objectives, types of actions	<ul style="list-style-type: none"> • Specific case studies, from surveys + interviews of the different actors (Cameroon, Benin) • Collection and compilation of available reference documents / assessment reports • Criteria matrix to be discussed, tested and finalized • Surveys + interviews by the consultant • Examination of a draft paper, designed for training purposes (to be used as resource-paper at the ENPC course) • Discussion, finalization, dissemination
Pilot Countries	<i>BENIN – CAMEROON – BURKINA FASO</i>
2nd Line Countries	<i>TOGO – COTE D’IVOIRE – NIGER – GABON – DJIBOUTI</i>
Other Partners to involve	<i>ADB – AFD – ENPC – University of BIRMINGHAM (U.K)</i>
Needs : EX Expertise TA Technical Assistance <i>FI Financing</i>	TA and FI
2-year Timetable	Available draft document to be used for training purposes in July 2003
Success Indicators	Actual involvement of pilot countries. Quality and efficiency of the Consultant’s service. Quality and clarity of the proposed analysis matrix.

Comments

Problematic: Road user tariff (sturdiness, fairness, yield, accountancy)

Other areas of common interest

- Procurement of road maintenance works: simplification of standard documents and procedures
- Performance Assessment Model (PAM)
- Road maintenance technical standards (terminology, materials and products, processes and tasks, quality control and specifications, work acceptance, etc.)

Establishing a coordination function for this partnership program

Role

- Ensures smooth and reactive implementation of Action Programs
- Performs most of the general coordination tasks for the thematic actions (*with particular exceptions*)
- Constitutes a special interface between members, the RMI team and third party actors, which includes regular circulation of information. Works as a relay for each one's requests whenever necessary and manages consultations between members.
- Is the core of a communication system for all matters relating to the partnership program [Internet : a page on the SSATP Website ?]
- Distributes a periodic progress report about the implementation of partnership actions
- Expresses and submits any stimulating proposition

Period / Intensity

- During 6 months as a start+test period, intensity to be decided (around 1 person x month over 6 months)

Financing

- SSATP

The new Association of African Road Funds, by Mr. Louis Fernique on behalf of Mr. Jean Leyama

AFERA [= Ass. des Fonds d'entretien routier africains]

= Association of African Road Maintenance Funds [officially set up in October 2003]

The first initiative

- Here the first initiative came from Gabon. During the past 2 years, the idea was voiced to neighbour RMFs, some donors and the SSATP. The suggestion of a formal RMFs association or RMFs network circulated and prospered.

The decisive step

- With the support of SSATP / RMI and the kindness of AGEPAR, a “first circle” of RMFs Managers gathered in March 2003 in Yaoundé, as a fringe event of the AGEPAR annual seminar.
- They were fully involved in the seminar sessions, focused on road maintenance management and financing.
- They held separate sessions to handle this “Association” matter. They definitely build the project on a consensus basis. Two of the key decisions: not to limit the Association to the French-speaking corner; not to associate the individuals in charge of RMFs management, but the RMFs as entities.
- The initial circle:
 - Road Maintenance Funds of GUINEA
 - Road Maintenance Funds of CHAD
 - The Road Authority of MALI (a real RMF, despite the name)
 - Road Maintenance Funds of GABON
 - Road Maintenance Funds of COTE D'IVOIRE
 - Road Fund of CAMEROON

(not a rational selection, just an affair of opportunities)

The core acknowledgement

Of course... each RMF manager could have few specificities which characterize the organization and the operation of its institution as well as the economic, financial and political environment in which its structure operates.

But... all RMFs remain *similarly* fragile and exposed in spite of autonomy conferred through its legislative/regulatory framework...

And... the donors' commitment, in terms of support, technical assistance and “protection” towards an individual RMF, proves to deteriorate or lessen during the years.

The objectives

The future RMFs Association will aim at:

- developing a network of experience sharing and information between the RMFs
- working for the reinforcement of the capacities of the various structures
- promoting the sound management and administration of the RMFs
- bringing a support to the incipient structures, namely as regards methods, management tools
- strengthening the co-operation with the development partners
- ensuring the durability and the harmonious development of RMFs

Recent/imminent achievements

- the project of creating the Association of African RMFs was decided by the so-called “1st circle” by March 2003 in Yaoundé.
- the drafting of the statutes was entrusted to the Executive Director of the RMF of CHAD in relation to the Manager of the RMF of Gabon,
- these projects of statutes were circulated by e-ms to all the participants for observations in April 2003
- In June-July 2003, a special meeting will adopt the project of the statutes. This meeting will ensure the involved RMFs managers agree on these bases and will be extended to the unquestionable RMFs of all African countries, whatever the language.
- In order to obtain its sponsorship, the project of association will be presented to SSATP and its partners at the end of May 2003, in Kigali.

Here, “sponsoring” is essentially not about financing, but mostly about providing with “political” support, expertise, advice and specialized assistance.

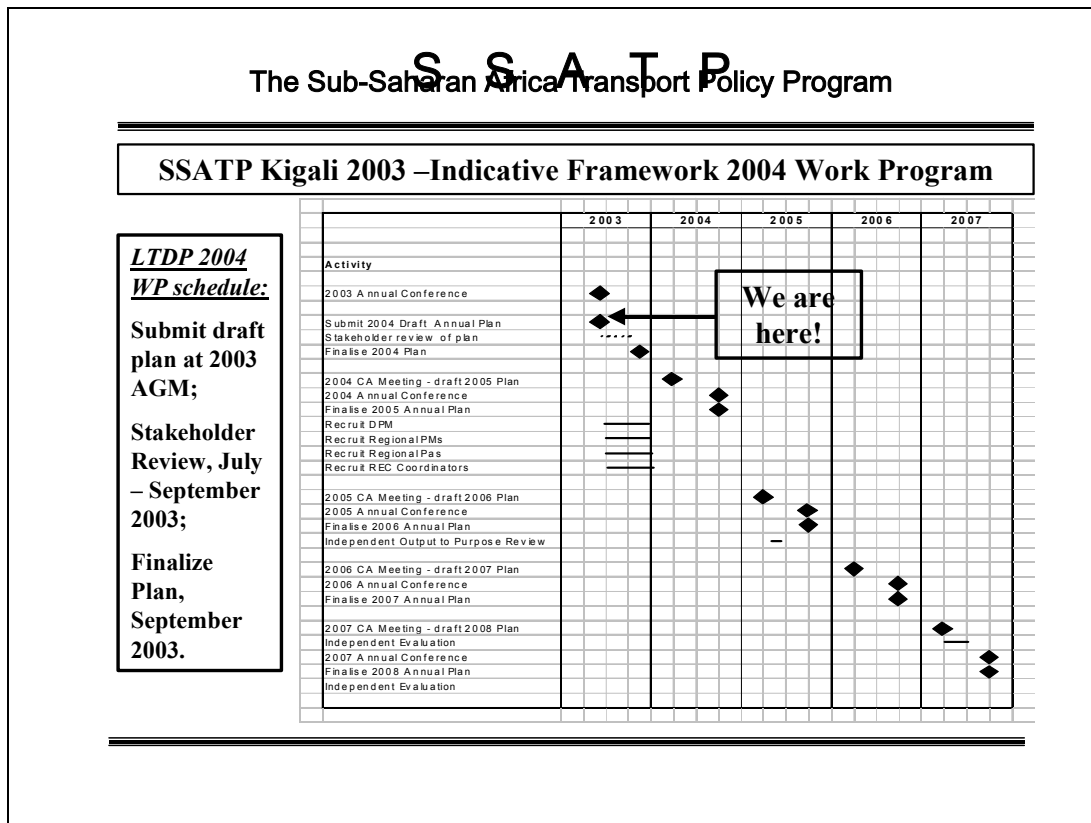
Next Steps

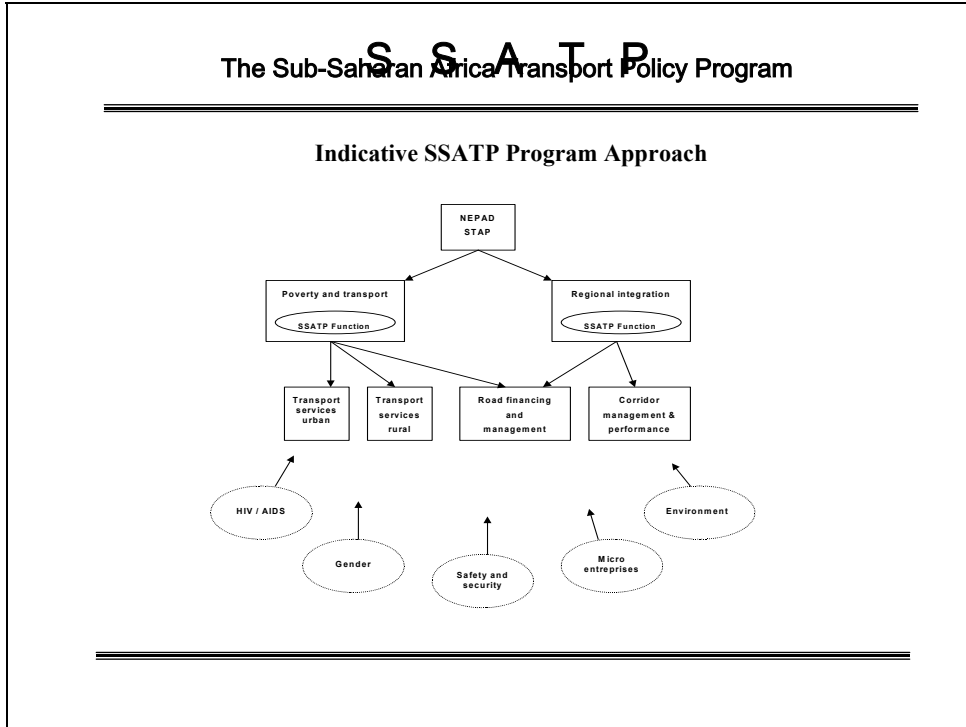
- June to September 2003: contacts to be multiplied with other RMFs throughout Africa
- The initiators will circulate these texts to all African RMFs and call for their participation in the Constitutive General meeting.

his constitutive General meeting could take place at the beginning of October 2003 in Libreville, Gabon.

The intent, to be deepened meanwhile, is to take advantage of this special meeting by holding a joint seminar focused on RMF key issues, in collaboration with SSATP/RMI.

FRAMEWORK OF SSATP WORK PROGRAM 2004





The Sub-Saharan Africa Transport Policy Program

SSATP Kigali 2003 –Indicative Framework 2004 Work Program

Consolidated Activities:

- Mainly attributed to “thematic constituencies” as they emerged from synthesis exercises;
- Some adjustment - proposal of a transport service theme

The Sub-Saharan Africa Transport Policy Program

Indicative Framework 2004 Work Program, Demand for Activities

	Poverty and Transport Analysis Work	Road Management and Financing	Regional Integration	Transport Services Urban and Rural	Program Themes (Cross-cutting issues)
Assessments and Reviews sometimes leading to toolkits, guidelines etc	7	11	7	11	4
Workshops, Seminars	12	10	3	6	5
Meetings and Conferences					1
Capacity Building Training	3 pilot countries, 8 networking, monitoring, 8 SSATP structures	RED, PAM, RMF, etc	Corridor groups, STAP implementation, TA, etc	Micro Ents, SMEs	Regional training on gender and transport
Publications and Reports	Numerous	Numerous	Numerous	Numerous	Numerous

