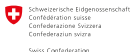


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Annual Report 2023

**FORGING AN ENABLING ENVIRONMENT
FOR SAFE, SUSTAINABLE, AND
INCLUSIVE TRANSPORT**

An international partnership supported by:



Federal Department of Economic Affairs,
Education and Research (EAF),
State Secretariat for Economic Affairs (SECO)



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

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

* * * * *

THE SSATP IS A PARTNERSHIP OF:

42 African countries:

Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Democratic Republic of the Congo, Côte d'Ivoire, Djibouti, Eswatini, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, South Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, and Zimbabwe.

8 Regional Economic Communities (RECs)

2 African institutions:

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

Financing partners for the Fourth Development Plan:

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

Many public and private national and regional organizations.

* * * * *

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

* * * * *

More publications on the SSATP website: www.ssatp.org

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



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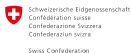


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Acronyms

AAU	Addis Ababa University
AFD	Agence Française de Développement
AGM	Annual General Meeting
AMUGA	Autorité de la Mobilité Urbaine dans le Grand Abidjan
ARMFA	African Road Maintenance Funds Association
ARSC	African Road Safety Charter
ARSO	African Road Safety Observatory
AU	African Union
AUC	African Union Commission
AUMA	African Association of Urban Mobility Authorities
AfCFTA	African Continental Free Trade Agreement
AfDB	African Development Bank
BRT	Bus Rapid Transit
CETUD	Conseil Exécutif des Transports Urbains Durable
CTPP	Continental Transport Policy Paper
DP4	Fourth SSATP Development Plan
EC	European Commission
ENSTP	École Nationale Supérieure des Travaux Publics
EU	European Union
GFDT	Global Facility to Decarbonize Transport
GRSF	Global Road Safety Facility
IsDB	Islamic Development Bank
KNUST	Kwame Nkrumah University of Science and Technology
LUTP	Leaders in Urban Transport Planning Program
MDTF	Multi-Donor Trust Fund
MOLO	Mobility and Logistics Trust Fund
MOU	Memorandum of Understanding
MTR	Mid-Term Review

NDC	National Data Coordinator
PPIAF	Public – Private Infrastructure Advisory Facility
PPP	Public–Private Partnership
RCEI	Regional Connectivity and Economic Integration
RRAM	Resilient Road Asset Management
RS	Road Safety
RSLA	Road Safety Lead Agency
SAATM	Single African Air Transport market
SDG	Sustainable Development Goal
SECO	Swiss State Secretariat for Economic Affairs
SSATP	Africa Transport Policy Program
SSATP-EC	SSATP Executive Committee
STC	Specialized Technical Committee
STC-TTIIIE	STC on Transport Transcontinental and Interregional Infrastructure and Energy
SUMA	Sustainable Urban Mobility and Accessibility
TMS	Truck Monitoring System
TOR	Terms of Reference
UITP	International Association of Public Transport
UN	United Nations
UNECA	United Nations Economic Commission for Africa
USD	United States Dollar
UTA	Urban Transport Authority
UTAC	Unité Technique d'Accompagnement Centrale
WB	World Bank
WCTRS	World Conference on Transport Research Society
WHO	World Health Organization

MESSAGE FROM THE SSATP EXECUTIVE COMMITTEE CHAIR



I am pleased to present the Africa Transport Policy Program's (SSATP) Annual Report for 2023. The report highlights the remarkable progress achieved under the SSATP's Fourth Development Plan (DP4). DP4 aligns with the African Union's strategic continental transport agenda and has played a pivotal role in advancing our shared objectives of decarbonizing the transport sector, enhancing regional connectivity, and promoting sustainable urban mobility. These efforts directly contribute to the overarching goal of realizing an integrated and prosperous Africa.

Noteworthy achievements in the road safety pillar reflect our commitment to enhancing the implementation of the Road Safety Action Plan for the Decade 2021-2030. Progress in improving the capacity of Member States to collect quality road safety data and strengthening road safety lead agencies is commendable and essential for fostering a safer transport environment.

Similarly, the progress achieved in the regional connectivity pillar closely mirrors the AUC's ongoing initiative to establish a more efficient, harmonized, and integrated road

transport legal and regulatory framework. This progress aligns with the continental roadmap endorsed by the African Transport Ministers during the AU Ministerial meeting in September 2023 in Zanzibar, Tanzania, emphasizing the commitment to enhancing connectivity across Africa.

The advancements highlighted in the SSATP's 2023 Annual Report underscore the power of collaboration and shared goals. The establishment of the African Association of Urban Mobility Authorities (AUMA) under DP4 marks a significant milestone in our journey towards sustainable urban mobility continent-wide, reflecting our dedication to creating safer, more efficient, and inclusive transport systems across Africa.

Looking ahead, it will be crucial to mobilize additional resources, enhance collaboration, and advance our continental programs. This collective effort will not only help drive forward the African Union Agenda 2063 aspirations but also enhance the quality of life for all Africans. Driven by our collective vision, the AUC, in partnership with our member states and development partners, remains steadfast in our support for the SSATP's initiatives.

Kamugisha Kazaura (PhD)

Director, AUC Infrastructure & Energy
Chair, SAATP Executive Committee



FOREWORD FROM THE PROGRAM MANAGER



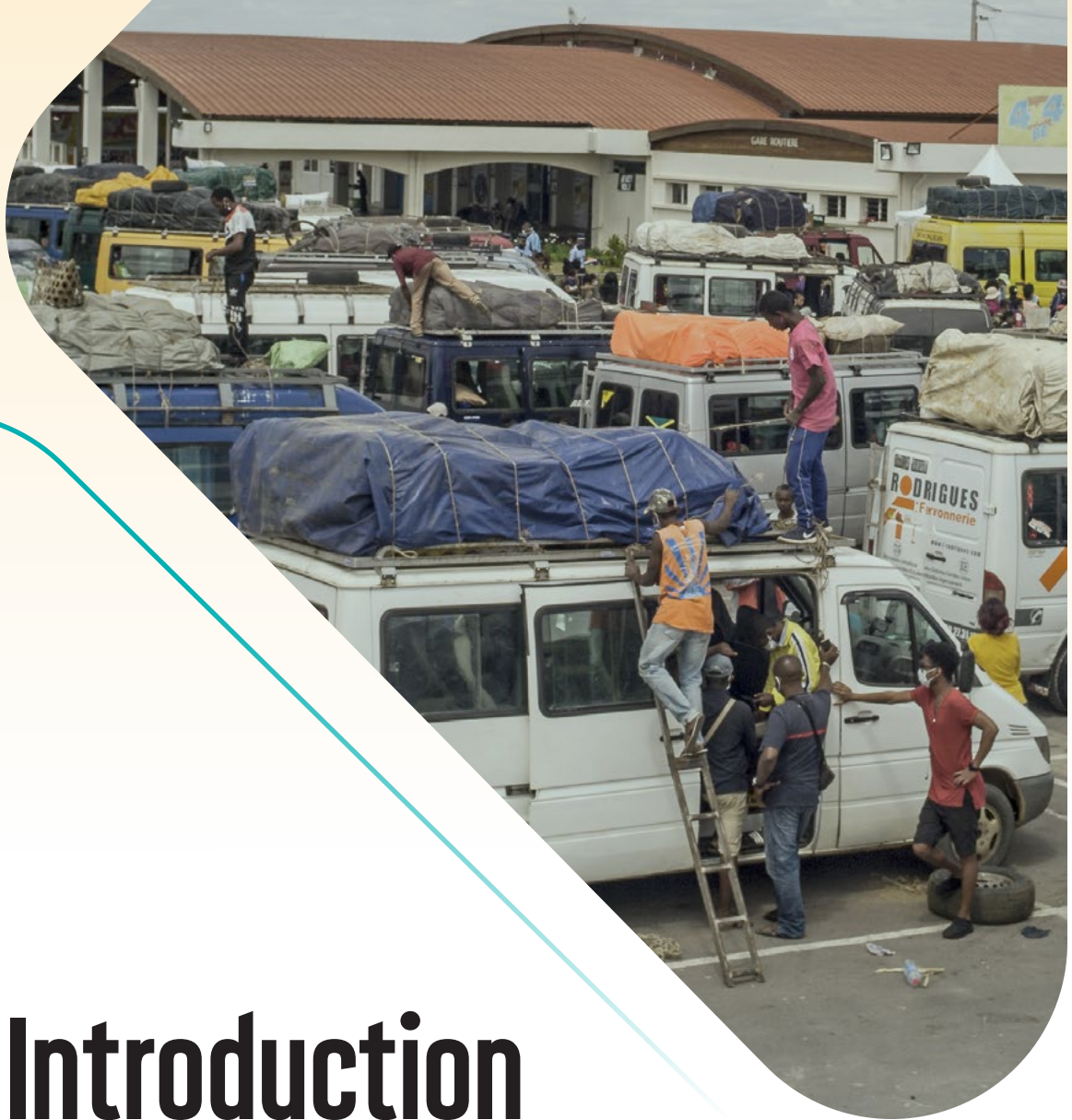
SSATP is diligently advancing on the second-year work program of its Fourth Development Plan (SSATP-DP4-2022-2026), and 2023 marked a year of significant progress and impactful achievements. SSATP completed key studies to inform the policy reforms of informal urban transport services, including relevant reports on the governance of the sector and bus fleet renewal. The program has provided continued support to the Africa Road Safety Observatory and achieved significant advocacy wins with Senegal's adoption of the African Road Safety Charter. Two major activities were also undertaken to leverage digital solutions under the Regional Connectivity and Economic Integration Pillar: the ports digitalization and corridor performance monitoring systems studies.

To build the institutional capacity of SSATP member countries, the Program supported the establishment of the African Association of Urban Mobility Authorities (AUMA), which has quickly grown in influence to become

a key player in urban mobility. Also, SSATP successfully rolled out several Leaders in Urban Transport Planning (LUTP) trainings in Africa, including in Douala, Kumasi, and Tunis. Under the Road Safety Pillar, SSATP has developed a 5-day Leaders in Road Safety Management Training Program which will be piloted in a couple of countries before its rolling out in Africa. SSATP has also played a key role at major global dissemination events including the 2023 UITP Summit in Barcelona and the 2023 Transforming Transportation in Washington DC.

Strengthened by strategic partnerships and funding contributions from the European Commission, the Swiss State Secretariat for Economic Affairs (SECO), and the African Development Bank (AfDB), SSATP is currently working on recruiting full-time leaders for its regional integration and road safety pillar, significantly amplifying the Program's capacity to tackle Africa's pressing transport challenges.

Mustapha Benmaamar
SSATP Program Manager



1. Introduction

The Africa Transport Policy Program (SSATP) is pleased to present the 2023 Annual Report, which aims to provide its member countries, development partners, and executive committee with a progress update. The report covers the period from January 1 to December 31, 2023, highlighting the implementation of program activities. It is the second annual report prepared since the launch of the SSATP Fourth Development Plan (DP4) in June 2022, which focuses on facilitating the decarbonization of Africa's transport sector by prioritizing the following thematic areas: (i) Regional Connectivity and Economic Integration (RCEI); (ii) Sustainable Urban Mobility and Accessibility (SUMA); (iii) Road Safety (RS); and (iv) Resilient Road Asset Management (RRAM).

Despite operating with limited staffing and financial resources during the first half of 2023, the SSATP Program Management Team (PMT) made significant progress towards shaping the future of Africa's transport sector. Some notable achievements during the reporting period include:

- ⊕ Supporting the establishment of the African Association of Urban Mobility Authorities (AUMA), which aligns with the DP4 objectives of promoting sustainable urban mobility policies and integrating the informal sector into a decarbonized and inclusive public transport system.
- ⊕ Organizing two francophone, Africa-focused Leaders in Urban Transport Planning (LUTP) trainings in Cameroon and Tunisia; these brought together 70+ urban transport practitioners and policymakers from six different countries to foster knowledge exchange and capacity building.
- ⊕ Playing a pivotal role in the regional Road Safety (RS) Conference in Dakar, which led to Senegal's signing of the RS Charter; this showcases the impact of SSATP's engagement in advocating for road safety measures and contributing to the growing continental commitment to improving road safety.
- ⊕ Participating in major regional and global conferences such as the 2023 Transforming Transportation in Washington D.C. and UITP Global Summit in Barcelona by leading the preparation of major side events and knowledge exchange workshops; this proactive dissemination strategy has enhanced SSATP's visibility and established it as a trusted partner within and beyond the World Bank.
- ⊕ Completing four SSATP studies on institutional arrangements for managing mobility in Sub-Saharan African Cities and informal passenger transport reforms in Cape Town, Dakar, and Kigali.
- ⊕ Actively engaging with various partners to foster collaboration and support for SSATP's activities and mission, including the Development Bank of Southern Africa (DBSA), Somalia's Minister of Transport, the Catalan Agency for Development Cooperation (CADC), and the Islamic Development Bank (IsDB).
- ⊕ Launching two major studies to leverage digital technologies: the status of digitalization in African ports and the assessment of the corridor performance monitoring systems.
- ⊕ Finalizing the Administrative Agreements for the SSATP DP4 Multi-Donor Trust Fund (MDTF) with the European Commission (EC) and the African Development Bank (AfDB). Secured in July 2023, their contributions have enabled launching the recruitment process for missing PMT members.
- ⊕ Actively participating at the regional RS congress in Dakar, which led to Senegal's signing of the RS Charter; this showcases the impact of SSATP's engagement in advocating for road safety measures and contributing to the growing continental commitment to improving road safety.

Presenting a comprehensive overview of SSATP activities conducted throughout the year, the annual report allows stakeholders to gain a holistic understanding of the Program's achievements, partnership and communication efforts, financial status, and the overall progress made towards the goals of the SSATP DP4. It is structured as follows: Chapter 2 focuses on the proactive measures taken by the SSATP team to effectively implement the Program and pursue new partnerships and collaborations. Chapter 3 provides a detailed update on the progress made towards implementing thematic area activities, highlighting achievements and next steps. Chapter 4 offers an overview of communication and dissemination efforts aimed at raising awareness of SSATP's work and garnering support for its policy recommendations. Chapter 5 showcases the publications completed during the reporting period. Chapter 6 delves into administrative matters, providing a snapshot of the Program's current financial position and resource utilization. The report concludes with an Appendix which includes additional details on the results framework of the SSATP DP4 thematic areas.



2. Overview of Programmatic Activities

During the 2023 calendar year, significant efforts were made to staff up the SSATP Program Management Team (PMT), develop close relations with SSATP governing bodies and stakeholders, enhance the Program's visibility through major regional and global events, and mobilize additional funding to better leverage SSATP's limited resources.

Key Program Management Updates

Staffing Up the SSATP Program Management Team

With the signing of the SSATP administration agreement with the European Commission (EC) and the African Development Bank (AfDB) and the subsequent allocation of their first financial installments in July 2023, SSATP was able to proceed with staffing up the Program Management Team (PMT). SSATP has hired the Senior Program and Trust Fund Administration Assistant and is in the process of recruiting the Regional Connectivity and Economic Integration (RCEI) and Road Safety (RS) Pillar Leaders. During the transition period, World Bank Transport Global Practice staff provided valuable support, filling in for existing staffing gaps, including for the Road Safety (RS) pillar. They've also supported the launch of a set of RCEI pillar activities and the large work program of the Sustainable Urban Mobility and Accessibility (SUMA) Pillar.

SSATP Executive Committee Meeting

On April 27, 2023, the SSATP Executive Committee (SSATP-EC) met virtually to discuss and assess the progress of the DP4 first-year work program, the financial situation of the program, and the SSATP staffing plan in addition to obtaining feedback on SSATP communication activities and a ballpark date for hosting the next SSATP General Assembly. The meeting was chaired by the acting AUC representative who advised that SSATP program management team organize follow-up meetings with the AUC, UNECA, and EC to discuss the future work program of the pillars and ensure their alignment with the continental agenda.

SSATP Team Retreat

On September 29, 2023, the SSATP PMT participated in a team retreat held at the World Bank Office of Abidjan, Cote d'Ivoire. The retreat was organized on the sidelines of what was to be a strategic coordination meeting with the African Development Bank (AfDB) which was scheduled for September 28, 2023, but was cancelled at the last minute. Capitalizing on the presence of, and guidance provided by, two World Bank transport practice managers, the team moved forward with the retreat and strategic planning and brainstorming sessions on: (i) improving collaboration between SSATP team members and with the World Bank, donors, and external partners, (ii) operationalizing the DP4 operational framework and the different coordination groups, and (iii) preparing for the next SSATP Annual General Meeting in 2024. The team identified and agreed on key actions to pursue immediately.

Briefings with SSATP's Main Financing Donors & Partners

The SSATP PMT actively engaged with its main donor partners to keep them informed about the program's activities and progress. The team organized various virtual and face-to-face meetings to discuss ongoing initiatives and explore opportunities for enhanced collaboration. Below is an overview of the activities undertaken during the period in review.



European Commission (EC):

The SSATP PMT and the World Bank Transport Practice Manager met with counterparts from the European Commission (EC) in Brussels. SSATP presented the progress of DP4 activities and discussed the EC's contribution to the Multi-Donor Trust Fund (MDTF) as well as funding and implementation arrangements for the optional Resilient Road Asset Management (RRAM) pillar. Until the financing agreement between the EC and AUC is signed, the recruitment process for a consultant in charge of leading the RRAM pillar activities is on hold. In the meantime, with the administrative agreement signed and the first installment released, the EC encouraged SSATP to:

- ⊕ Accelerate the recruitment of the RCEI and RS pillar leads in addition to preparations for the next SSATP Annual General Assembly (AGM).
- ⊕ Ensure good coordination with the MobiliseYourCity (MYC) and continue collaboration with the AUC.
- ⊕ Develop a map of SSATP country-level activities to improve coordination with local EU delegations.
- ⊕ Explore areas of further collaboration on fleet renewal and corridor monitoring.



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Swiss Confederation

Federal Department of Economic Affairs,
Education and Research EAER
State Secretariat for Economic Affairs SECO

Swiss State Secretariat for Economic Affairs (SECO)

The PMT held virtual and in-person meetings with SECO to discuss the progress on the DP4 activities, with a focus on the urban mobility pillar, and explore synergies with SECO's priority agenda. On October 3rd, the SSATP PMT and WB Transport Practice Manager traveled to Bern to meet SECO's newly appointed Program Manager and Senior Management. In the meeting, it was agreed that SSATP will:

- ⊕ Foster relations with local SECO offices in countries where activities are developed, systematically make contact during missions, and invite staff to significant events.
- ⊕ Explore the possibility of hosting some knowledge products and training courses on the African Cities Lab platform developed by Ecole Polytechnique Federale de Lausanne (EPFL) with SECO's support.



Agence Française de Développement (AFD)

SSATP and the World Bank Transport Practice Manager met with the French Development Agency in Paris. The purpose of these meetings was to discuss AFD's support for SSATP activities under the DP4, discuss areas for collaboration, and meet the newly appointed head of the transport division. As next steps, the following areas of collaboration were identified:

- ⊕ Link the paratransit professionalization and fleet renewal agenda with the capacity building program the SSATP team is currently developing for informal private sector operators.
- ⊕ Strengthening road safety lead agencies through the Road Safety Leadership Training Program that SSATP is currently finalizing.
- ⊕ Improving visibility within AFD by presenting SSATP and its knowledge products at an internal AFD transport division meeting.



African Development Bank (AfDB)

During the launch of the African Association of Urban Mobility Authorities (AUMA) in Abidjan, the SSATP team met with the African Development Bank (AfDB), including the recently appointed Director of Infrastructure, to provide an overview of SSATP's DP4 and its ongoing activities. The Director expressed interest in further enhancing collaboration between AfDB and SSATP, particularly in knowledge sharing activities. As a next step, the two teams agreed to explore opportunities for engaging in joint activities.



African Union Commission (AUC)

SSATP held a series of meetings with the African Union Commission (AUC) to align pillar activities with Africa's priority agenda. These meetings were conducted in response to a request for better alignment. An SSATP and AUC coordination meeting was held where the SUMA activities were discussed. The establishment of the African Association of Urban Mobility Authorities (AUMA) is a major step to raise sustainable mobility at continental level. It was agreed to seek opportunities to have an AUC-AUMA meeting and identify areas for collaboration.

New opportunities for partnership and collaboration

Partnerships and collaborations play a crucial role in advancing SSATP's mission of promoting sustainable and inclusive transport policies and practices in Africa. By working together with various stakeholders, SSATP can leverage their expertise, resources, and networks to achieve greater impact and address complex transport sector challenges on the continent.

During the reporting period, SSATP actively engaged with various partners to foster collaboration and support for its activities and mission. Some key highlights include the following:

- ⊕ On the sidelines of Transforming Transportation 2023 in Washington DC, SSATP met with the Development Bank of Southern Africa (DBSA), the German Federal Ministry for Economic Cooperation and Development (BMZ) and Somalia's Minister of Transport to provide an overview of SSATP and discuss the benefits of joining SSATP as the 43rd member country.
- ⊕ After the UITP Global Summit in June 2023, SSATP met with the Catalan Agency for Development Cooperation (CADC) and the Ministry of Economy in Spain. The purpose of these meetings was to introduce the SSATP DP4 and explore areas of collaboration. In a follow-up meeting with CADC on September 19, they expressed interest in pursuing a partnership agreement. The requested detailed information, including the budget breakdown, of concrete activities that they could support, particularly for capacity building initiatives.
- ⊕ The SSATP Program Manager presented at the 2023 summer university session of the SITRASS¹ Network organized by LAET.² The session was attended by high-level executives and decision-makers from West and Central African countries. The attendees expressed interest in various topics including urban mobility, maritime, logistics, road safety, and road asset management and financing. Following the session, the Director of LAET expressed interest in collaborating with SSATP in the areas of human capital development and capacity building. A meeting will be organized to exchange notes and identify common activities for next fiscal year.
- ⊕ The PMT team has been exploring opportunities to partner with the Islamic Development Bank (IsDB) through the signing of a Memorandum of Understanding (MOU). IsDB is interested in reigniting the historic collaboration with SSATP by co-financing select DP4 activities. Their priority areas align well with the SSATP-DP4 strategy, including transport decarbonization, the sustainability and resilience of transport infrastructure, and institutional capacity strengthening. The Program Manager agreed to invite IsDB to participate in one of SSATP's knowledge sharing and capacity building events.
- ⊕ Following the collaboration ensuing from the UTIP Global Summit and the EC's Global Gateway Booth, SSATP and MobiliseYourCity (MYC) began systematically sharing and disseminating each other's content through their respective newsletters and social media channels. This collaboration enhances the visibility and reach of both organizations' work, creating opportunities for future joint initiatives.

These partnership meetings and collaboration opportunities will be pursued during the next DP4 second-year work program with a view to further advancing SSATP's mission and objectives.

1. *Solidarité Internationale sur les Transports et la Recherche en Afrique Sub-Saharienne* (SITRASS), which stands for International Solidarity on Transport and Research in Sub-Saharan Africa

2. *Laboratoire aménagement économie transports* (LAET), which stands for Laboratory for Planning, Economics, and Transportation



RUBANGURA

METEX

GREEN WORLD



3. Thematic Area Implementation Status



THEMATIC AREA 1:

Regional Connectivity and Economic Integration (RCEI)

Leveraging logistics platforms and port digitalization and developing guidance and tools to assess and monitor regional transport corridors performance were among the priority activities of the DP4 strategy. These activities aim to promote regional connectivity and economic integration by leveraging digital solutions and improving the monitoring and management of transport corridors in Africa. To this end, two activities were undertaken under the RCEI pillar during the 2023 calendar year: (i) an assessment study on the state of Africa port digitalization with policy recommendations and (ii) an assessment of the potential of existing transport monitoring systems and the collection of data to support corridor management performance in Africa.

During the first half of 2023, SSATP successfully secured the anticipated financial contributions from its donor partners. This enabled SSATP to initiate the process for hiring the RCEI Pillar Leader, which is currently ongoing. A first attempt to recruit the RCEI Pillar Leader was initiated in October 2023, but no qualified candidates were identified; the PMT team has since revised the TOR and will readvertise the position in the first quarter of 2024.

With the recruitment of the pillar lead, the implementation of RCEI activities is expected to quickly ramp up in the coming year. In the meantime, the SSATP Program Manager has been actively advancing RCEI initiatives, with a particular focus on mainstreaming digitalization in Africa's maritime and shipping industry. This activity is being co-financed by the World Bank and the French Development Agency (AFD), who have provided funding to SSATP for AUC support.

Table 1.
Synopsis of RCEI
Activities and
Related Outcomes

RCEI ACTIVITIES	CURRENT STATUS
Outcome 1: Development of a long-term transport strategy for the continent, aligned with the Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063	
<ul style="list-style-type: none"> ● Study to carry out a gap analysis and identify policy/regulatory reforms and institutional capacity activities to mainstreaming digitalization in the maritime and shipping industry in Africa. 	<p>Study completed, Pan African technical review workshop planned in March 2024 and webinar in April 2024 to discuss the study findings and disseminate SSATP working paper</p>
Outcome 2: Consensus achieved on the framework for functionality of an economic corridor development	
<ul style="list-style-type: none"> ● An assessment of the potential of the existing transport corridor monitoring systems to foster policy dialogue and to strengthen corridors management institutions in Africa 	<ul style="list-style-type: none"> ● Study completed in 2024, SSATP working paper under preparation, to be disseminated accordingly
<ul style="list-style-type: none"> ● Workshop for the establishment of the Regional Transport Observatory (RTO) 	<ul style="list-style-type: none"> ● SSATP to discuss with UEMOA areas to support this initiative

Outcome 1

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

A1.1

Mainstreaming digitalization in the maritime and shipping industry of Africa

The digitalization of port and logistic platforms is a key focus area of the DP4. African countries and ports have much to gain from the adoption of advanced digital solutions, which will facilitate the flow of cargo through their ports in a more transparent and efficient manner. At both a policy and strategy level, supported by appropriate legislation, the regulatory environment that exists within the country can either drive or hinder this digitalization.

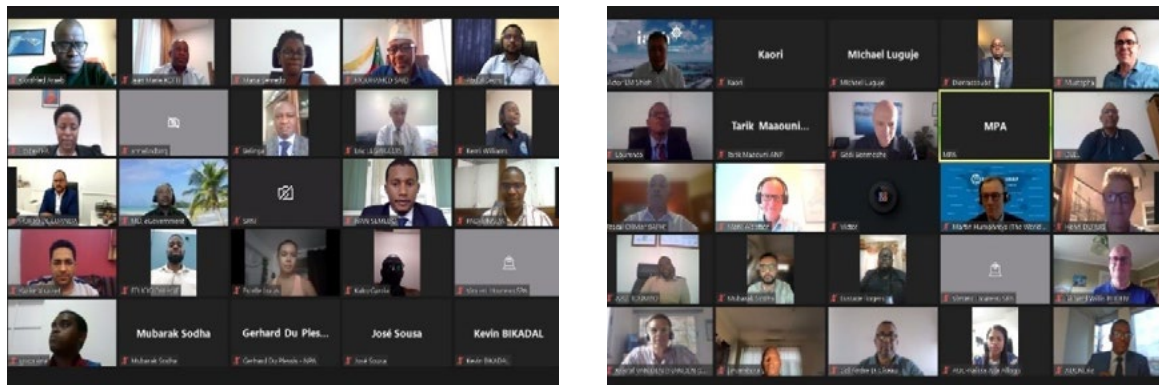
Building on the global findings of an earlier collaboration on “Accelerating Digitalization: Critical Actions to Strengthen the Resilience of the Maritime Supply Chain,” SSATP, in collaboration with AFD and AUC, commissioned a study to conduct a gap analysis and identify policy/regulatory reforms and institutional capacity building activities to mainstream digitalization in the maritime and shipping industry of Africa. The primary objective of this initiative is to empower countries to adopt and expand digital applications within the maritime sector.

Achievements and next steps:

- ⊕ Organized a high-profile meeting on March 2023 to kick-off the African port digitalization diagnostic exercise encompassing 31 African countries and a total of 39 ports that; it was attended by the director generals of all the African ports and port management associations of Africa, World Bank, SSATP, AUC, and the consultants (International Association of Ports and Harbors - IAPH).
- ⊕ SSATP completed a study titled *Port Digitalization: Diagnostic of Status of Port IT Systems and Policy Impediments in African ports*. It encompasses a review of the digitalization status and policy environment in 31 countries and 39 ports across the African continent and provides a set of supportive recommendations to help most African ports achieve a higher level of digitalization.
- ⊕ The findings of this study will be summarized in an SSATP Working Paper that will be presented and discussed at a pan-African workshop. This event will be organized jointly with the AUC Directorate of Infrastructure and Energy by the end of March 2024.

Figure1.

Snapshot of participants attending the high-level kick-off meeting for the Port Digitalization Study



Outcome 2

Consensus achieved on the framework for functionality of an economic corridor development

A2.1

An assessment of the potential of existing transport corridor monitoring systems and similar region-wide data sources to foster policy dialogue and strengthen corridor management institutions

SSATP undertook a study to examine three transport corridor performance monitoring instruments: (i) the Corridor Transport Observatories (CTOs) of the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and the Central Corridor Transit Transport Facilitation Agency (CCTTFA); (ii) the Tripartite Transport and Transit Facilitation Programme's Corridor Trip Monitoring System (CTMS); and (iii) the Logistics Monitoring System (LMS). The study sheds light on the benefits and limitations of monitoring instruments used in three corridors. It emphasizes the significance of big data in supporting the operations of CMLs and underscores the potential advantages of integrating data analytics into their activities. By adopting data-driven approaches, CMLs can optimize corridor management and enable more effective decision-making.

Achievements and next steps:

- ⊕ Completed the study entitled *Beyond Assumption: Towards a Data Driven Understanding of Trade and Transport Corridors* has been completed.
- ⊕ The SSATP working paper is undergoing professional editing and is slated for publication by April 2024.

A2.2

Workshop for the establishment of the Regional Transport Observatory (RTO)

Held in Ouagadougou on November 15–17, SSATP participated in the UEMOA workshop which aimed to discuss the progress and challenges in establishing the RTO. The workshop provided an opportunity for the expert group to meet in person for the first time since the COVID-19 pandemic was declared. 41 participants from 7 out of 8 UEMOA countries attended the workshop, along with representatives from the UEMOA Commission, the European Union Delegation in Burkina Faso, SSATP/World Bank, the US Embassy and the *Comite Permanent de Lutte contre la Secheresse dans le Sahel* (CILSS; Permanent Inter-State Committee for Drought Control in the Sahel).

Achievements and next steps:

- ⊕ The roadmap for establishing the RTO by November 2024 includes: (i) finalizing and validating the indicators that have been proposed to assess the performance of ports, logistics platforms, corridors and land and air borders, (ii) validating the financing mechanism, (iii) adopting regulatory texts, and (iv) operationalizing the RTO.
- ⊕ The proposed institutional anchor for the RTO is the UEMOA Commission, which has experience and expertise through the activities of the *Observatoire des Pratiques Anormales* (OPA).
- ⊕ SSATP will discuss with UEMOA areas to support this initiative as it is well aligned with the SSATP DP4 strategy.

THEMATIC AREA 2: Sustainable Urban Mobility and Accessibility (SUMA)

The strategic objective of the Sustainable Urban Mobility & Accessibility (SUMA) thematic area is to support the development of low-carbon and accessible urban mobility systems that serve as foundations for creating livable cities and fostering sustainable economic development. To achieve this objective, SUMA engages in various activities. Firstly, it emphasizes the importance of data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies. This involves conducting studies that enable policymakers to make informed decisions. Secondly, SUMA works towards improving the efficiency and sustainability of the paratransit (“informal transport”) sector, which plays a significant role in many African cities. Lastly, SUMA focuses on strengthening the capacity of country and city transport planners. Through training, knowledge sharing platforms, and technical assistance, SUMA equips planners with the necessary skills to develop and implement strategies that prioritize low-carbon and accessible modes of transportation.



Table 2.
Synopsis of SUMA
Activities and
Related Outcomes

SUMA ACTIVITIES	CURRENT STATUS
Outcome 1: Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies	
<ul style="list-style-type: none"> ● Support to the launch and development of the African Association of Urban Mobility Authorities (AUMA) 	<ul style="list-style-type: none"> ● Founding General Assembly held in Abidjan in February 2023. Second General Assembly Meeting held in Lagos in November 2023.
<ul style="list-style-type: none"> ● Support the establishment of metropolitan transport authorities 	<ul style="list-style-type: none"> ● Technical assistance services launched in Ghana (Kumasi) and Guinea (Conakry).
<ul style="list-style-type: none"> ● Working paper on African women and vulnerable groups in transport 	<ul style="list-style-type: none"> ● The report is in the last phase of preparation; projected completion date (including dissemination) is by the end of June 2024.
<ul style="list-style-type: none"> ● Position paper on urban air pollution in Africa cities 	<ul style="list-style-type: none"> ● The concept of this activity has been prepared; projected launch of the activity is in June 2024.
<ul style="list-style-type: none"> ● Guidelines on policies for low-carbon options 	<ul style="list-style-type: none"> ● The concept of this activity has been prepared; projected launch of this activity is June 2024.
Outcome 2: Improve the efficiency of the informal bus transport sector	
<ul style="list-style-type: none"> ● Development of guidelines for paratransit reforms based on best practice 	<ul style="list-style-type: none"> ● A draft paper was prepared. Revisions and finalization are projected for the end of June 2024.
<ul style="list-style-type: none"> ● Position paper on Urban Transport Authorities in Africa: Challenges and Opportunities 	<ul style="list-style-type: none"> ● Study completed in December 2023. Disseminated during the AUMA Second General Assembly Meeting in Lagos. Further dissemination is being planned.
<ul style="list-style-type: none"> ● Working paper on Fleet Renewal and Professionalization of the Mini-bus Transport Industry: Lessons and a Way Forward 	<ul style="list-style-type: none"> ● The initial phases of study were completed. Publication of the Senegal fleet renewal case study is planned for April 2024. Further preparation of cases to complement the global paper is ongoing.
<ul style="list-style-type: none"> ● Study on management models for public transport terminals in African cities 	<ul style="list-style-type: none"> ● TOR developed and procurement completed.
Outcome 3: Trainings and other capacity-building events strengthen the capacities of country/city transport planners	
<ul style="list-style-type: none"> ● Organization of Leaders in Urban Transport Planning (LUTP) sessions in African countries 	<ul style="list-style-type: none"> ● Sessions were organized in Douala (Cameroon) in June and in Gammarth (Tunisia) in October.
<ul style="list-style-type: none"> ● Launch of the SSATP-LUTP Mentorship Program for Africa 	<ul style="list-style-type: none"> ● Mentorship program has supported teams from Ghana and Sierra Leone; it is now being replicated with participants from the LUTP workshop in Tunisia.
<ul style="list-style-type: none"> ● Fostering scientific cooperation with African universities in research and capacity building in the transport sector 	<ul style="list-style-type: none"> ● Concluded a survey collecting information on the research interests of African universities participating research network. Co-financing secured. Start of implementation expected in FY24.
<ul style="list-style-type: none"> ● Capacity building program for informal private sector operators 	<ul style="list-style-type: none"> ● TOR developed and procurement completed.

Outcome 1

Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies

A1.1

Support for the creation of the African Association of Urban Mobility Authorities (AUMA)

Following discussions with several Urban Transport Authorities (UTAs) at the Sustainable Mobility and Climate Week (SMDC22) held in Dakar on October 7, 2022, the idea was borne to create AUMA. It was agreed that the main objective of the association would be to develop a network for exchanging knowledge and experiences related to the planning, coordination, regulation, management, and financing of urban transport systems in Africa. With this aim in mind, SSATP has been providing support for the establishment of AUMA, an initiative that is in line with the DP4 objectives of promoting the development of sustainable urban mobility policies and integrating the informal sector into a decarbonized and inclusive public transport system. This integration cannot take place in the absence of an appropriate regulatory framework and empowered institutions with a strong capacity for action.

Achievements and next steps:

- ⊕ SSATP partnered with the Greater Abidjan Urban Mobility Authority (AMUGA, *Autorité de la mobilité urbaine dans le Grand Abidjan*) to host the Founding General Assembly Meeting of the Association in Abidjan, Cote d'Ivoire on February 21, 2023. At the constitutive meeting, the founding members of AAUMA adopted its charter and internal regulations and appointed the AUMA Executive Committee.
- ⊕ In partnership with the EC, SSATP provided technical support for the organization of a knowledge exchange workshop on "Paratransit capacity building and fleet renewal programs in the Latin America and Africa Regions." Members of AUMA were invited to attend the workshop which was held on the sidelines of the UITP Global Summit in Barcelona on June 7, 2023. Following the knowledge exchange workshop, SSATP was invited to participate in the AAUMA Executive Committee meeting held on June 8, 2023 to provide a comprehensive update on the progress made in supporting the Association.
- ⊕ On November 6–7, 2023, the second general assembly of AUMA was co-organized by the Lagos Metropolitan Area Transport Authority (LAMATA) in collaboration with SSATP and the participation of AUMA representatives. The objectives of the meeting were to provide a platform for sharing experience and expertise among association members and agree on a work plan and list of activities to be carried out by the association over the next five years.
- ⊕ Since its establishment in February 2023, SSATP has provided support to AUMA's Secretariat for developing its business plan, branding/visual identity, as well as joint technical events to capacitate its members.

“

**AUMA is more
than an association;
it is a movement
dedicated to fostering
innovation, collaboration,
and policy advancement
in urban mobility
across Africa.**

”

Dr. Thierno Birahim Aw,
President of the AUMA Executive Committee and
Director General of CETUD

Figure 2.

Family photo of participants at AUMA's Second General Assembly Meeting in Lagos, Nigeria



A1.2

Support the establishment of metropolitan transport authorities

Definition of an institutional model for the management of urban mobility in the Greater Kumasi Metropolitan Area (GKMA)

Based on the findings of an initial mission to Ghana carried out in 2022, and in consultation with Ghanaian authorities, SSATP launched a study on institutional arrangements for the governance of public transport services at the metropolitan scale in GKMA. As the Government of Ghana is working towards the development of a Bus Rapid Transit (BRT) system in country's second largest city, the institutional framework for the organization and management of this new system needs to be overhauled.

Achievements and next steps:

- ⊕ A consultant was selected for this assignment and carried out a first mission in April 2023 in Kumasi and in Accra. Although the focus of the study is on the Greater Kumasi, many decisions need to be made at the national level and involve cross-ministerial discussions.
- ⊕ A workshop was organized in Accra in September 2023 to present the findings of the "Diagnosis Report." Participants discussed gaps and overlaps in the existing institutional architecture and agreed on the need to introduce reforms in preparation for upcoming public transport investments.
- ⊕ Different institutional scenarios were developed by the consultant and presented to Ghanaian authorities in an interim report.
- ⊕ A high-level workshop will be held in February 2024 to select an institutional scenario for Kumasi. Following this decision, a roadmap for the implementation of that scenario will be prepared. The chosen scenario could then be used as a blueprint and replicated in other Ghanaian metropolises.

Support to the Conakry Transport Authority

A mission to Conakry was organized in February 2023 to take stock of the current urban mobility situation and meet with the newly created *Autorité Organisatrice des Transports Urbains de Conakry* (AOTUC). AOTUC is a member of AUMA and requested support from SSATP to set up financing mechanisms for urban mobility in the Greater Conakry area.

Achievements and next steps:

- ⊕ TORs were developed with the view to support the nascent AOTUC. The scope of this assistance includes an assessment of the current legal and regulatory framework for the urban transport sector in Guinea, an organizational audit of AOTUC, and an analysis of financing sources and mechanisms for urban mobility services, infrastructure, management, and organization.
- ⊕ A consultant was procured and conducted his first mission in November 2023 to meet with key stakeholders, gather documentation, and conduct in-depth interviews with AOTUC staff. The Diagnostic report for this assignment will be delivered in February 2024 and the assignment is expected to span a total duration of six months.

A1.3

Working paper on African women and vulnerable groups in transport

This paper analyzes data from several African cities to understand the challenges of women and vulnerable users of public transport. The paper will provide a regional understanding of these challenges and will identify a series of recommendations to make public transport more inclusive in Africa.

Achievements and next steps:

- ⊕ The preparation of the draft paper is well advanced.
- ⊕ Finalization is expected by end of FY24.

A1.4

Position paper on air pollution in African cities

This activity aims to develop a position paper that delves into the complexities and challenges posed by transport-related air pollution in urban centers across Africa. Recognizing the significant impact of vehicular emissions on air quality and public health, this document seeks to bridge the gap in the current understanding and documentation of this pressing issue within the African context.

Achievements and next steps:

- ⊕ A concept note/terms of reference (ToR) for conducting the study has been prepared.
- ⊕ Implementation of this activity is expected to start in FY24.

A1.5**Policy Recommendations for the Adoption of Decarbonized Mobility Options in Africa**

This initiative seeks to pave the way for sustainable, low-carbon mobility across African nations through the development of comprehensive policy recommendations. The study will evaluate and compare various bus technologies, with a particular focus on e-mobility solutions, to determine their viability and effectiveness within the unique contexts of African cities. It will also provide a set of guidelines for their adoption and implementation across the continent.

Achievements and next steps:

- ⊕ A concept note for the study has been prepared.
- ⊕ Implementation of this activity is expected to start in FY24.

Outcome 2

Improve the efficiency of the informal bus transport sector**A2.1****Guidelines for paratransit reforms based on international best practice**

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

Achievements and next steps:

- ⊕ SSATP, in partnership with AFD, conducted a study on informal transport reforms in twelve African cities.
- ⊕ Based on case study findings, SSATP prepared a draft paper on good practices and lessons learned from paratransit reforms to guide other countries in Africa.
- ⊕ The team expects to complete and publish the position paper by the end of June 2024.

A2.2**Position paper on Urban Transport Authorities in Africa: Challenges and Opportunities**

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

Achievements and next steps:

- ⊕ SSATP studied the experience of transport authorities created in seven African cities: Dakar, Lagos, Dar es Salaam, Accra, Cape Town, Maputo and Nairobi.
- ⊕ The draft report was presented at the Global UITP summit in Barcelona and to AUMA members and a decision review meeting of the paper was held on June 15, 2023.
- ⊕ The paper, [*Institutions in Motion: Learning from the experience of urban mobility organizing authorities in Sub-Saharan Africa*](#), was finalized in December 2023 incorporating feedback from AUMA members, including a foreword from the Managing Director of CETUD who serves as President of AUMA. It will be disseminated through the SSATP newsletter, and a dedicated webinar is being planned.

A2.3**Working paper on Fleet Renewal and Professionalization of the Mini-bus Transport Industry: Lessons and A Way Forward**

The objective of this study is to document the opportunities and challenges of harnessing fleet renewal for the professionalization of informal transport in Africa. The study documents the experiences of African cities as relates to all aspects of bus financing and renewal schemes, including business models, financing and operational arrangements, regulations, and institutional context; and assesses the impact of fleet renewal on the professionalization of bus operators (i.e., formation of bus cooperatives and consolidation of vehicle owners' assets). The activity includes the following phases: (i) prepare an overview of the current situation, opportunities and challenges in bus financing for formal and informal public transport sectors in Sub-Saharan African (SSA) cities and lessons learned from their experience; (ii) review the experience of Dakar and other Senegalese cities in bus financing and renewal schemes as well as that of other SSA cities; and (iii) analyze PPP options to attract private sector financing to improve service standards and business with a focus on the SSA context.

Achievements and next steps:

- ⊕ The initial phases of the study have been completed; preliminary findings were shared with AUMA members at the Global UITP summit in Barcelona.
- ⊕ Publication of the Senegal Fleet Renewal experience is expected to be completed by April 2024.
- ⊕ The team is in the process of expanding a couple of the case studies; findings will enhance the consolidated multi-case study report, offering a panoramic view of the state of the mini-bus transport industry across Sub-Saharan Africa.
- ⊕ The team expects to complete the study by June 2024.

A2.4**Study on the management of bus terminals in African cities**

Public transport terminals in African cities face significant challenges, including inadequate infrastructure, poor spatial layout, and opaque management arrangements. These issues not only hinder the efficiency of transport operations but also compromise the safety and comfort of passengers. Moreover, the monopolistic control exerted by operator associations or unions over bus parks restricts competition and impedes progress. However, successful initiatives in countries like Togo, Benin, Senegal, and others have showcased the potential benefits of involving the private sector through concessionaire arrangements. These partnerships have resulted in improved infrastructure development and management. With the increasing adoption of vehicle electrification across the continent, the provision of charging infrastructure will become crucial for the revitalization of public transport terminals. To address these pressing concerns, document experiences on the ground and identify avenues for improvement, SSATP is carrying out a study on the management of public transport terminals in Africa in collaboration with AUMA.

Achievements and next steps:

- ⊕ TORs have been prepared and additional financing was secured from the Public-Private Infrastructure Advisory Facility (PPIAF) for this activity.
- ⊕ The procurement process was concluded at the end of 2023 and a consortium of consultants was selected to carry out the study.
- ⊕ The study will be launched in January 2024 and completed by the end of August 2024.
- ⊕ The first step will involve the selection of three cities where bus terminals will be selected as case studies. This selection will be made in consultation with the technical commission of AUMA specialized on paratransit professionalization.



Outcome 3

Trainings and other capacity-building events strengthen the capacities of country/city transport planners

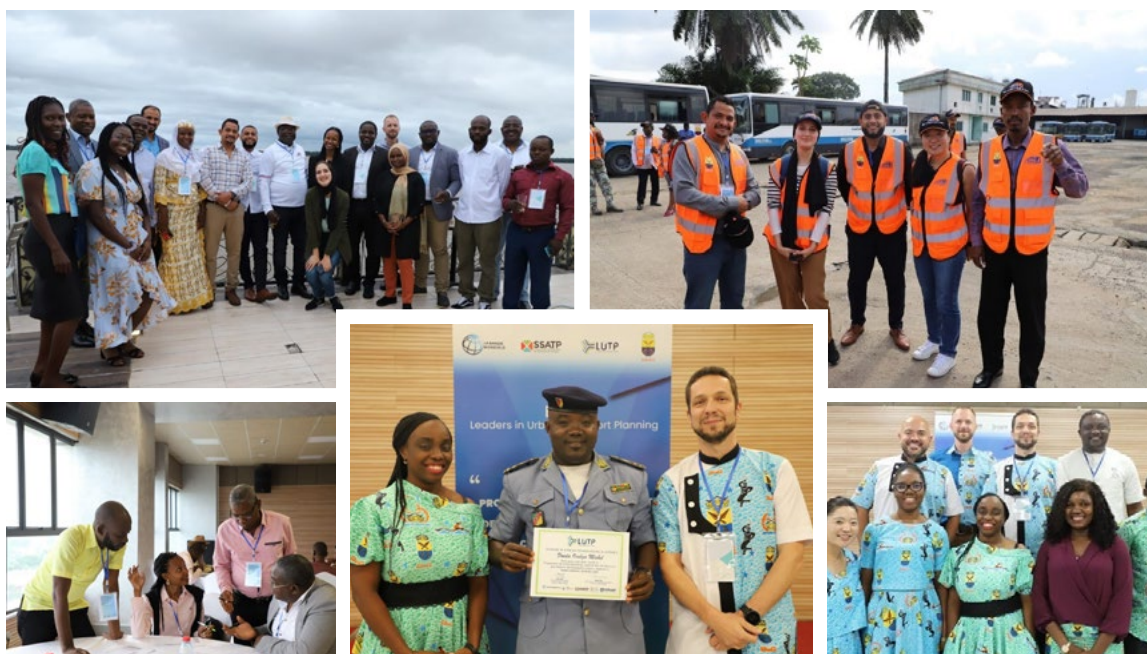
A3.1

Organizing Leaders in Urban Transport Planning (LUTP) trainings

SSATP in partnership with the LUTP team of the World Bank organized two LUTP training courses in Douala, Cameroon and Gammarth, Tunisia. The organization of the LUTP training also included the implementation of an innovative mentorship program with participants in Tunisia.

Figure 3.

Photos of LUTP
Workshop
Participants in
Douala, Cameroon



Douala, Cameroon LUTP Training

Organized in collaboration with Communauté Urbaine de Douala (CUD), the WB/LUTP and SSATP teams, the week-long training session held from June 19–23, 2023, in Douala welcomed approximately 45 participants, including three delegations from Djibouti, Haiti, and Central Africa Republic in addition to participants from Cameroon. The session was highly interactive and involved all participants, who shared experiences and best practices on various topics, including informal operators' professionalization, BRTs, transport and urban transport planning, PPPs, gender aspects, and climate resilience. The session also included a CUD-organized site visit that shed light on the challenges of managing the proliferation of moto-taxis and public bus companies. At the end of the LUTP training session, the delegations expressed their appreciation for the quality of the training and their interest in further discussions on urban mobility challenges and potential projects. This demonstrates that LUTP capacity-building sessions are an excellent way to develop a dialogue and inform the design of future projects.

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Gender gaps have not always been considered in our projects, but this LUTP training enabled me to better understand the importance of taking into account gender in urban transport planning for a more inclusive and effective urban transport system. Henceforth, all urban transport projects will be prepared and implemented to respond to the specific needs of men and women in Cameroon.

”

Testimonial of an LUTP participant
from Cameroon

Gammarth, Tunisia LUTP Training

From October 23rd to 27th, 2023, urban transport practitioners and policymakers from cities in Tunisia and Morocco convened in Gammarth, Tunisia for a workshop of the Leaders in Urban Transport Planning (LUTP) program. The Gammarth workshop marked the 72nd workshop since the inception of the LUTP program. The workshop agenda focused on diagnosis of urban transport challenges from the perspective of the different cities. Other issues discussed included planning, organization and regulation of public transport, sustainable urban mobility plans, financing urban transport, urban transport governance, urban space optimization and gender in transport. To organize the workshop, the SSATP team worked closely with the World Bank LUTP team, and the local host from the Ministry of Transport in Tunisia.

Thirty-seven participants from Tunisia and Morocco completed the workshop, representing a mix of national- and local-level entities including namely: the Ministry of transport (Tunisia), Ministry of infrastructure (Tunisia), Ministry of Interior (Tunisia and Morocco), Ministry of Transport, Agency of Tunis municipality, Greater Tunis planning agency, National Agency for Energy Management (ANME), Orders of Tunisian Engineers (ANME), National Engineers School of Tunisia (ENIT), Higher Institute of Environmental Technologies, Urban Planning and Building (ISTEUB). The workshop was attended by representatives of the following municipalities: Megrine, Sousse, Gabes, Houmt Souk Djerba, Kairouna, Nabeul, Hammamet, Mahdia.

Figure 4.

Family photo of LUTP Workshop participants in Tunisia



Achievements and next steps:

- The workshop received good feedback from participants in the post-workshop survey. Participants rated the overall relevance, quality, and usefulness between 4.2 and 4.4 out of 5 on average.
- The SSATP-LUTP mentorship program (see Activity 3.2) piloted in Kumasi last year will be replicated for participants of the Gammarth session.

A3.2**Launch of the SSATP-LUTP Mentorship Program for Africa**

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

Achievements and next steps:

- ⊕ Following the LUTP workshop in Kumasi, Ghana, held on September 25–30, 2022, the Mentorship Program supported teams from Ghana and Sierra Leone. The teams were matched with senior urban transport professionals who guided and advised them during the implementation of their projects.
- ⊕ On November 1 and 3, 2023, SSATP and LUTP organized an online meeting during which LUTP alumni teams from Sierra Leone's Ministry of Transport and Aviation and Ghana's Ministry of Local Government, Decentralization and Rural Development (MLGDRD) delivered their final project presentations on: (i) Professionalizing Okada and Kekeh Operations on the IRUMP Corridors, (ii) Institutional Assessment of the Departments of Transport (dots) in the Metropolitan and Municipal Assemblies in Ghana and (iii) Improving Pedestrian Walkways on the IRUMP Bus Route.
- ⊕ The SSATP–LUTP mentorship program supported alumni of LUTP workshops hosted in Africa to apply the concepts discussed in the workshop to improve or solve a transport issue in their city.
- ⊕ Reception of the mentorship program was overwhelmingly positive, with almost all workshop participants joining a project team and submitting a formal proposal.

A3.3**Fostering scientific cooperation with African universities in the field of transport research and capacity building**

SSATP, in collaboration with the World Resources Institute (WRI) and the World Conference on Transport Research Society (WCTRS), established a research network of African universities with the aim of facilitating the development of sound transport policies and related capacity-building in Africa. The initiative resulted in the signing of a Memorandum of Understanding (MoU) in 2018 by leading African universities, including the University of Nairobi, the University of Dar es Salaam, the University of Johannesburg, the University of Dakar, and the National Polytechnique Institute of Yamoussoukro. The partnership expanded to include Addis Ababa University (AAU), Kwame Nkrumah University of Science and Technology (KNUST), and the École Nationale Supérieure des Travaux Publics (ENSTP). The collaboration focuses on joint research, capacity building exchanges, and training programs to strengthen institutional capacity and unleash the transport research potential of African universities.

Achievements and next steps:

- ⊕ In partnership with the Public-Private Infrastructure Advisory Facility (PPIAF), SSATP secured \$250,000 in grant funding to increase transportation capacity in cities and develop sustainable transport policies and strategies. The key objectives include creating a collaborative network among Sub-Saharan African universities, enhancing capacity building related to private sector participation in urban mobility, involving local stakeholders, and promoting a 'train the trainers' approach.
- ⊕ During the review period, a survey was conducted to gather information on the research interests of the participating African universities.
- ⊕ Co-financing from PPIAF was mobilized to complement the contribution of SSATP; the team expects to start implementation of this activity in FY24.

A3.4**Developing a capacity building program for informal private sector operators**

To address the notable gap in the professional development of Africa's informal transport sector, SSATP aims to create a targeted capacity building for paratransit operators, government officials, and stakeholders. By fostering a shared vision and understanding, this initiative aims to catalyze the professionalization and sustainable reform of paratransit services by promoting and advocating for innovative business/service models and the exchange of good practices, among others. This strategic effort seeks to transform urban mobility by enhancing the efficiency and integration of informal transport systems, marking a significant step towards improved urban transport management across the continent. Building on co-financing opportunities, SSATP plans to implement the capacity building program aimed at initiating paratransit reforms in Kumasi (Ghana) and Freetown (Sierra Leone).

Achievements and next steps:

- ⊕ TORs have been prepared with the main objective of designing and delivering a training course for the professionalization of paratransit operators in Freetown and Kumasi. This program will also identify downstream training needs and define a curriculum suited for each category of actor in the two cities. The in-person training course will also be an opportunity to identify, train, and work closely with local facilitators who will play a central coordination role in the next phases of the professionalization process.
- ⊕ A consultant has been identified to carry out this assignment and will start working at the beginning of 2024 for a period of six months. This approach may be replicated in other countries if it is successful.

Urban mobility support for Ghana and Tunisia

As Ghana and Tunisia are the object of a special focus under the DP4, SSATP organized field missions to these two countries in 2023.

Ghana

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

- ⊕ **Study on urban mobility governance in Ghanaian cities.** An institutional expert specializing in urban mobility has been appointed to spearhead this study, and efforts to recruit a legal expert are currently underway. The initial mission of the study was conducted in April 2023, resulting in the preparation of a diagnostic report analyzing the main challenges hindering the efficient governance of urban mobility in Ghanaian cities. Based on this diagnostic, three institutional scenarios were outlined for discussion with government counterparts. During a mission in September 2023, the SSATP team presented the outcome of the diagnostic study. Looking ahead, the next mission scheduled for February 2024 aims to deep dive into the proposed three scenarios and build consensus among stakeholders on the most appropriate institutional arrangement for secondary cities in Ghana. If interested, SSATP will provide support for drafting a national urban mobility policy letter.
- ⊕ **Capacity building program for artisanal transporters.** In addition to the LUTP session, Kumasi was pre-identified as a suitable candidate for the paratransit capacity-building program that SSATP is developing (see Activity 3.4). The team will leverage synergies with the BRT project currently under preparation to deliver this activity.
- ⊕ **Support the preparation of an urban mobility policy letter,** subject to the willingness of Ghanaian authorities to lead this process.

Tunisia

Following a scoping mission in November 2022 to assess the local context, identify urban transport policy needs, and establish dialogue with key transport stakeholders, SSATP identified strategic opportunities to pursue, including the organization of an LUTP training session.

- ⊕ **LUTP Training and Mentoring Program.** SSATP organized the Francophone LUTP training workshop which was held in Gammarth within Greater Tunis from October 23–27, 2023. The training course program was developed jointly with the Ministry of Transport over several rounds of discussion. By capitalizing on the outcomes of the LUTP training and leveraging the second phase of the Sousse project, the team aims to identify downstream activities for technical assistance and studies.
- ⊕ **National urban mobility policy implementation support.** SSATP received a request for technical assistance from the Ministry of Transport of Tunisia to support the implementation of the national urban mobility policy (NUMP). Discussions are ongoing to determine how SSATP could mobilize relevant expertise to contribute to the creation of UTAC, the Central Unit within the Ministry in charge of supporting the creation of metropolitan transport authorities in Tunisia's main cities.



THEMATIC AREA 3:

Road Safety (RS)

Under SSATP's Fourth Development Plan (DP4), the main objective of the RS thematic area is to improve road safety at the continental, national and local levels with the aim of reducing deaths and serious injuries resulting from road traffic crashes. To achieve this, the following activities will be prioritized: (i) securing member country ownership of road safety strategies and plans that align with the goals of the Africa Road Safety Charter and the targets set forth by the United Nations (UN) Sustainable Development Goals (SDGs); (ii) strengthening road safety institutional arrangements and leadership in road safety management; and (iii) harmonizing road safety data collection and analysis to facilitate regional comparisons.

Table 3.
Synopsis of RS
Activities and
Related Outcomes

RS ACTIVITIES	CURRENT STATUS
Outcome 1: Ownership by member states of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans	
<ul style="list-style-type: none"> ● Advocacy for better road safety management in Africa and alignment with the UN Decade of Action 	<ul style="list-style-type: none"> ● Co-organized the Senegal RS Regional Congress; shortly thereafter, Senegal ratified the African RS Charter (12 countries in total). ● Delivered presentations on the importance of legislation in RS management and the status of the African RS Charter and the African Road Safety Observatory (ARSO) work plan at the annual meeting of the African Network of Road Safety Legislators. ● SSATP participated in the 2nd Kofi Annan Road Safety award in September 2023 where countries were recognized for their good practices in road safety.
Outcome 2: Effective road safety institutional arrangements and leadership in road safety management	
<ul style="list-style-type: none"> ● Establishing the African Association of Road Safety Lead Agencies (AARSLA) 	<ul style="list-style-type: none"> ● Brainstorming session held with ARSO Secretariat and preparatory work in progress; founding general assembly meeting planned for second half of 2024.
<ul style="list-style-type: none"> ● Capacity building in road safety management 	<ul style="list-style-type: none"> ● Leaders in Road Safety Management Training Program developed; launch planned in May 2024.
Outcome 3: Harmonized road safety data collection and analysis to facilitate regional comparisons	
<ul style="list-style-type: none"> ● Technical support to the AUC and ARSO Secretariat 	<ul style="list-style-type: none"> ● SSATP continues to play a leading role in the day-to-day operations of ARSO through two staff members.
<ul style="list-style-type: none"> ● Developing a framework to monitor road safety performance 	<ul style="list-style-type: none"> ● Hired consultant to develop the framework; draft report expected by the second quarter of 2024.

Outcome 1

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

A1.1

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

Senegal Road Safety Regional Congress

Recognizing the urgent need to address Africa's road safety challenges, a significant milestone was achieved through the Regional Road Safety Conference on Road Mortality Data. This conference took place in Dakar from March 1–3, 2023, under the esteemed patronage of the President of the Republic of Senegal. The Ministry of Infrastructure, Land Transport and Opening Up, the National Road Safety Agency (ANASER), and the World Health Organization (WHO) collaborated to host this event. Technical support was provided by SSATP, Global Road Safety Facility (GRSF), and the World Bank, with the participation of the African Union Commission (AUC) and the United Nations Economic Commission for Africa (UNECA). The conference brought together more than 150 representatives from 21 African countries, regional bodies, and civil society organizations. The primary objective of the conference was to address key issues in implementing the Global Plan for the Second Decade of Action for Road Safety 2021–2030. This was achieved through engaging technical presentations and discussions on various topics, including the role of lead road safety agencies, legislation, regional policies, and the strengthening of data systems to enhance policies and actions.

Achievements and next steps:

- ⊕ At the event, Senegal's Transport Minister pledged to sign the African Road Safety Charter and has since fulfilled this commitment. This elevates the number of countries that have signed the African Road Safety Charter to 12³ out of the required 15 countries, bringing it closer to entering into force.
- ⊕ Delegates at the event adopted the "Dakar Declaration," which called for support from the African Union, WHO, SSATP, GRSF, UNECA, and development partners to strengthen data on road traffic fatalities in Africa.

3. Benin, Cameroon, Eswatini, Ethiopia, Mali, Morocco, Namibia, Nigeria, Niger, Senegal, Togo, and Uganda.

Figure 5.

Event banner for the Regional Road Safety Conference on Road Mortality Data that took place in Dakar, Senegal.



Annual Meeting of the African Network of Road Safety Legislators

The Annual Meeting of the African Network of Road Safety Legislators was held in Kampala, Uganda, on May 2–3, 2023. This highly anticipated gathering brought together more than 100 parliamentarians, policymakers, and experts from 10 African countries. The primary focus of the meeting was to enhance and harmonize national legislation and initiatives aimed at reducing road traffic fatalities across Africa. The event was hosted by Uganda’s Parliamentary Forum on Road Safety in partnership with the African Union, SSATP, UNECA, UNEP, and WHO. One of the key objectives of the meeting was to urge African nations that have yet to ratify the AU Road Safety Charter to take prompt action and endorse it, thereby enabling its entry into force.

Achievements and next steps:

- ⊕ In line with the central theme of the event, SSATP and GRSF delivered a joint presentation titled “The Importance of Legislation in Road Safety Management” and “Status of the African Road Safety Charter and the Observatory Work Plan” to encourage member countries to sign the Charter.
- ⊕ In addition to SSATP, ARSO and GRSF’s active participation in the Parliamentary Forum on Road Safety (PAFROS), the team participated in drafting a legislative action plan to address (i) road safety management in a sustainable and institutionalized manner by stimulating debate in parliament and society on the urgent nature of action on road safety, and (ii) the institutional weaknesses of road safety in Uganda, which include the lack of a lead road safety agency, funding, awareness, and political commitment.

The 2023 Kofi Annan Road Safety Award

The second edition of the Kofi Annan Road Safety Award took place in Marrakech, Morocco on September 25–26, 2023. Centered on the theme of “Digital Transformations and Innovations for Safer Roads,” the event was organized by the United Nations Economic Commission for Africa (ECA), in collaboration with SSATP, AUC, the Secretariat of the UN Secretary-General’s Special Envoy for Road Safety, the Kofi Annan Foundation and the Kingdom of Morocco. During the opening session, SSATP provided opening remarks urging countries to work together towards combatting the road safety crisis in Africa and achieving the goal of halving road fatalities by 2030.

Achievements and next steps:

- ⊕ The workshop on digitizing road safety data provided an opportunity to reactivate the Arica Road Safety Observatory (ARSO) secretariat, which SSATP continues to actively support; the gathering marked the first in-person meeting for ARSO members since the onset of the COVID-19 pandemic.
- ⊕ SSATP moderated a session during which Cote d’Ivoire, Morocco, Rwanda and Uganda shared their experiences and lessons learned on leveraging digitalization for road safety.
- ⊕ The event provided an opportunity for SSATP and the ARSO secretariat to discuss priority areas for support for the FY24.

Figure 6.



Participants of the 2023 Kofi Annan Road Safety Award, including the SSATP Road Safety Pillar Leader in the front row (right).

Outcome 2

Effective road safety institutional arrangements and leadership in road safety management

A2.1

Establishing the African Association of Road Safety Lead Agencies

With the goal of strengthening Road Safety Lead Agencies (RSLAs) and creating a platform for networking and knowledge and experience sharing, SSATP is currently supporting the establishment of an African Association of Road Safety Lead Agencies (AARSLA). The ARSO Transitional Steering Committee and the AUC support and are committed to this initiative and have requested SSATP's assistance to advance the process. The proposed AARSLA will be linked with ARSO, and its charter will clarify how ARSO will help strengthen AARSLAs.

Achievements and next steps:

- ⊕ A consultant has been hired to help with the consultations and the process of establishing the AARSLA.
- ⊕ The first consultation with RSLAs is planned for March 2024.
- ⊕ A founding General assembly to establish AARSLA is planned for second half of 2024.

A2.2

Capacity building in road safety management - Developing the Leaders in Road Safety Management (LRSM) Training Program

SSATP is currently working on the development of a road safety leadership training program. This program, similar to the LUTP program, aims to build capacity in road safety advocacy and management in Africa. The LRSM program will be structured around the pillars of the Safe System approach, which is also the basis for the African Road Safety Action Plan. The training program will cover various priority areas such as road safety management, safer roads and mobility, safer vehicles, safer road users, post-crash response, and safer speeds. Case studies and exercises of the LRSM training program will be adapted to the African context to reflect the challenges the continent is facing. The target audience for this program includes senior government officials and policymakers such as ministers and parliamentarians. Additionally, influencers and mid-level management personnel of transport and health agencies at all levels of government (national, provincial/state, and municipal) will also be included.



Achievements and next steps:

- ⊕ A technical team was formed, consisting of relevant road safety stakeholders, including representatives from the AUC department of Infrastructure and Energy (DIE); it is tasked with reviewing the consultant's deliverables and ensuring they meet the needs of the stakeholders.
- ⊕ The consultant conducted a gap analysis study to identify the priority areas that should be included in the training modules. The gap analysis was then reviewed and complemented by the technical review team.
- ⊕ In November and December 2023, SSATP organized two online review meetings; they provided a platform for FRED Engineering to present the training modules to the technical review team.
- ⊕ The consultant submitted the final training modules and deployment strategy for review.
- ⊕ As a next step, the consulting firm will prepare a final report incorporating SSATP's comments; the consultancy service will be completed by end of February 2024.
- ⊕ SSATP plans to organize the first training program in the Month of April/May 2024.

Outcome 3

Harmonized road safety data collection and analysis to facilitate regional comparisons

A3.1

Technical support to the AUC and ARSO Secretariat

SSATP continues providing technical assistance to the ARSO interim secretariat and the AUC on road safety related issues. To this effect, a dedicated consultant based in Addis Ababa was hired and has been providing a day-to-day support. Overall, SSATP support to the ARSO Secretariat involves serving in various roles in alignment with the strategic plan of ARSO/AUC.

Achievements and next steps:

- ⊕ During the period in review, the support provided includes organizing and servicing several capacity-building workshops/webinars for National Data Coordinators (NDCs); proposing a minimum set of road safety indicators for data collection, analysis, and reporting (MiniARSO) to be adopted by AU member countries; advocating for the ratification of the African Charter for Road Safety, for instance, Zambia deposited the instrument of ratification in April 2023; providing technical support to AUC senior officials, including the AUC Chairperson on road safety.
- ⊕ To avoid confusion with the long-established African Organization for Standardization (ARSO), there is a need to agree on a new acronym for the African Road Safety Observatory. UNECA and AUC have discussed the possibility of adopting AFRSO instead; this will be discussed further going forward.
- ⊕ SSATP will continue supporting ARSO's day-to-day operations until it is institutionalized under the AUC.

A3.2

Developing a Framework to Monitor Road Safety Performance

A road safety performance monitoring framework is key to systematically track the performance of countries' road safety management, enabling them to periodically assess the status of road safety and take appropriate corrective measures. Recognizing this need, SSATP is in the process of developing one focused on the African Road Safety Action Plan for the Decade 2021-2030. This will help countries monitor their performance toward achieving the targets of the UN's second Decade of Action for Road Safety.

Achievements and next steps:

- ⊕ A consultant has been hired to develop the framework to monitor road safety performance.
- ⊕ The inception report is expected by the first quarter of 2024 and will be circulated for comments.

THEMATIC AREA 4:

Resilient Road Asset Management (RRAM)

This thematic area will be financed and administered by the EC through a service agreement contract, with technical oversight provided by the SSATP Program Management Team (PMT). To ensure clarity and improve the scope of work and implementation arrangements, it was suggested that the SSATP team hold additional meetings, as the parallel co-financing arrangement will only be finalized in 2024.

Following up on this request, on March 8, 2023, the two teams met to discuss the latest concept note for the RRAM pillar. It incorporated peer review comments and feedback from the initial concept note review meeting held during the DP4 launch in Brussels, where it was suggested that the concept note include an activity addressing the need to strengthen knowledge and capacity related to rural transport infrastructure and services. Based on the latest concept note and with SSATP PMT inputs, the EC finalized the ToR for contracting the consulting services. The EC has since launched the procurement process, which is currently ongoing.

While the RRAM pillar of the DP4 takes shape and consulting services are procured, SSATP has been actively supporting road asset management activities in Africa. This includes reviewing and providing comments on the ECOWAS Regional Road Maintenance Financing Strategy and delivering a virtual presentation on road sector financing in Africa at the 20th Annual General Assembly of the African Road Maintenance Funds Association (ARMFA) held in Maputo, Mozambique on April 3–6, 2023. Going forward, SSATP will continue engaging to strengthen the relationship between ARMFA and SSATP.





4. Communication and Dissemination Activities

Building upon the visibility gained in previous years, the SSATP Program Management Team (PMT) successfully increased awareness of the program and its policy recommendations. This was achieved by leveraging prominent global and continental events, dissemination webinars, and digital communication channels, including through web updates, social media campaigns, and e-newsletters. Through these strategic communications initiatives, SSATP effectively expanded its reach and engaged a broader range of stakeholders.

Dissemination Events

UITP Global Summit

With the technical support and collaboration of SSATP, the World Bank Global Transport Facility, MobiliseYourCity, Euoclima and UITP, the European Commission (EC) under its Global Gateway window sponsored the participation of 25 delegates from the Africa and Latin America regions to the UITP Global Summit which took in Barcelona from June 4-7, 2023. The summit attracted approximately 2,000 attendees, providing an exceptional platform to disseminate the latest urban mobility knowledge products developed by SSATP, and foster closer collaboration between the EC, UITP, and other stakeholders. Furthermore, it served as an invaluable opportunity for knowledge exchange between Africa and Latin America, while also capacitating the recently formed African Association of Urban Mobility Authorities (AUMA); several members of the African delegation are part of the AUMA Executive Committee. More specifically, the Summit offered an opportunity to:

- ⊕ **Feature SSATP as part of the European Commission's Global Gateway Initiative in the Summit's Exhibition Space.** Shared together with MobiliseYourCity and Euroclima, the Global Gateway Initiative booth provided an opportunity to disseminate SSATP knowledge products and engage with partners. The SSATP stand displayed a video about the program's objectives, mission, and scope of work, and featured QR codes that provided digital access to the program's latest knowledge products. The stand succeeded in attracting many delegates seeking more information on specific topics and opportunities for collaboration.
- ⊕ **Co-organize a plenary session on "Urban Mobility Governance and Institutions: Lessons and Experiences from Africa and Latin America."** Held on June 6, 2023, the session was opened by the UITP Secretary General and the European Commission's Director of DG INTPA, Green Deal and Digital Agenda. The World Bank's Global Transport Director gave a keynote speech to present the main priority areas of the World Bank urban transport strategy. The session presented and discussed experiences in Africa and Latin America drawn from the EC-funded SSATP, MobiliseYourCity and Euroclima programs. SSATP presented the results of the study on urban transport authorities in Africa. A panel discussant from Dakar, Lagos Maputo, Buenos Aires, and Bogota had the opportunity to exchange experiences and share perspectives with an audience of approximately 70 participants.

Figure 7.

Global Gateway
Booth featuring
SSATP at the UITP
Summit's Exhibition
Space



Figure 8.

Panelists of the UITP Summit plenary session on Urban Mobility Governance and Institutions



- ⊕ **Provide technical support for the organization of a knowledge exchange workshop on “Paratransit capacity building and fleet renewal programs in the Latin America and Africa Regions” held at Barcelona University’s School of Civil Engineering.** Opened by the Dean of the University, the June 7th workshop consisted of three sessions: (i) Paratransit capacity building and fleet renewal programs in Latin America and Africa; (ii) Public transport sector integration and (iii) Strategies to accelerate electric mobility. The sessions were moderated by representatives from MobiliseYourCity, Euroclima and EIB. Panelists from Africa and Latin America, including a former Minister of Transport from Chile, shared the perspectives on the topics at hand. The sessions offered a conducive platform for exchanging experiences between Africa and Latin America.
- ⊕ **Facilitate a technical visit to the Urban Transport Authority of Barcelona (ATM).** On June 8, 2023, SSATP facilitated a technical visit for AUMA Executive Committee members to learn from ATM. The ATM Director of Mobility gave a presentation on ATM’s mandate, functions, performance, and future development plans. The director provided a comprehensive overview of ATM’s trajectory since its inception in 1997, which is of significant relevance to many urban transport authorities in Africa. Following the Director’s commitment to assisting urban transport authorities in the global south, CETUD and LAMATA commenced discussions with ATM to pinpoint areas for support.
- ⊕ **Participate in the AUMA Executive Committee Meeting.** Following the knowledge exchange workshop, SSATP was invited to participate in the AUMA Executive Committee meeting held on June 8, 2023 to provide a comprehensive update on the progress made in supporting the Association. Since its establishment in February 2023, activities to support the association have included providing support to its Secretariat in developing a business plan and joint technical events to capacitate the association’s members. During the meeting, SSATP and the Executive Committee engaged in a fruitful exchange of ideas regarding the agenda for an upcoming AAUMA workshop scheduled for November 2023 in Lagos.

Transforming Transportation 2023

During the World Bank's Transforming Transportation 2023 (TT23) flagship event held in Washington DC, SSATP took the lead in organizing several awareness raising and dissemination events and activities, most notably:

- ⊕ **A TT23 breakout session entitled “Paratransit Capacity Building Programs: Leveraging paratransit professionalization to decarbonize the transport sector in developing countries.”** Held on March 15, 2023, the session was moderated by Sergio Oliete Josa, Head of the Sustainable Transport and Urban Development Unit of the European Commission's Directorate-General for International Partnerships (DG-INTPA). The session presented perspectives on paratransit improvement with a focus on the African continent. It explored the role of data in facilitating the engagement and inclusion of paratransit in urban transport planning and presented the experience of paratransit capacity building and improvement programs conducted in Eastern and Southern African cities.
- ⊕ **“Paratransit Day,” a TT23 side-event held on March 16, 2023.** Recognizing the critical need to improve paratransit services and facilitate their integration into a decarbonized public transport system, SSATP partnered with the World Bank, Development Bank of Southern Africa (DBSA), World Resources Institute's DigitalTransport4Africa (DT4A) initiative, Agence Française de Développement (AFD), Volvo Research and Education Foundations (VREF), Global Network for Popular Transportation (GNPT), and Shared-Use Mobility Center (SUMC) to organize this full-day event dedicated to sharing knowledge and initiatives around paratransit improvement.
- ⊕ **SSATP Virtual Knowledge Booth.** Hosted on the dedicated TT23 event app, the virtual booth served to raise awareness about SSATP and its Fourth Development Plan (DP4) and provided links to the most recent SSATP knowledge products, stories and events.

Figure 9.



LinkedIn post from SSATP-EC member on the SSATP sponsored TT23 breakout session

Webinar on Lessons from Experiences Building the Capacity of Paratransit Operators in African Cities

On January 10, 2023, SSATP hosted a webinar to share lessons from experiences building the capacity of paratransit operators in African cities. Key stakeholders from Cape Town, Dakar, Kampala, and Lagos shared their first-hand experience in the process of engaging with and integrating the paratransit sector as part of the solution to improving public transport services in their respective cities. The webinar attracted more than 150 participants from 60 countries (of which 35 were from Africa). The [main takeaways from the webinar](#) discussions are summarized herein.

Figure 10.

TT23 Paratransit Day announcement featuring all hosting partners

A side event of
TRANSFORMING TRANSPORTATION
20th Anniversary

PARATRANSIT DAY

HYBRID EVENT

March 16, 2023 8:15AM - 5:45PM World Bank HQ, Washington D.C.

ORGANIZED BY:

WORLD RESOURCES INSTITUTE Digital Transport for Africa AFD SSATP THE WORLD BANK VREF GlobalNetwork Popular Transportation SHARED-USE MOBILITY CENTER

Communication Activities

SSATP LinkedIn Community

LinkedIn serves as a powerful communication and dissemination platform for SSATP, effectively connecting with diverse stakeholders, including policymakers, researchers, practitioners, and industry professionals in Africa and beyond. The platform serves as a valuable tool for disseminating its knowledge products, such as the latest publications, event invitations, and news stories, as well as program updates, newsletters, and opportunities.

Over the past year, SSATP's LinkedIn community experienced a significant improvement in content performance, accumulating a total of 43,213 impressions—an impressive 2,798.3% surge. Alongside this, there were 709 total engagements, signifying a notable 1,765.8% increase in the past 365 days.

This metric holds great importance for SSATP, showcasing the effectiveness of leveraging LinkedIn as a strategic communication and engagement platform. The substantial growth in impressions reflects the successful dissemination of knowledge products and underscores SSATP's ability to reach a broader audience, signifying the growing relevance and impact of its efforts in shaping transport policies and practices. The expanding LinkedIn community not only boosts SSATP's visibility but also fosters collaboration, knowledge exchange, and networking among professionals in the transport sector.



Africa Transport Policy Program (SSATP) • Following Africa's leading transport policy development forum
1yr • Edited •



Many **#African** cities are undertaking Bus Rapid Transit (BRT) projects in a market dominated by informal bus operators. These **#BRT** lines are expected to serve as catalysts for gradually integrating the paratransit sector into a well-organized and decarbonized **#publictransport** system.

Join our upcoming **#webinar** to learn from the experience of experts and practitioners who've been working to build the capacity of the **#paratransit** sector in African cities.

Register to attend -> <https://lnkd.in/egXxQURs>

Figure 11. LinkedIn post demonstrative of growing engagement in the SSATP community

SSATP
Africa Transport Policy Program

Webinar
Tuesday, January 10, 2023

LESSONS FROM EXPERIENCES BUILDING THE CAPACITY OF PARATRANSIT OPERATORS IN AFRICAN CITIES

with Kaori Niina and 12 others

Logos: AFD, African Union, United Nations Economic Commission for Africa, WORLD BANK GROUP

Schedule:
9-11 AM WASHINGTON DC
2-4 PM DAKAR
3-5 PM LAGOS
4-6 PM CAPE TOWN
5-7 PM KAMPALA

87

3 comments • 11 reposts

Most relevant ▾



Marc Tissot-Favre • 3rd+

1y ...

Team Leader Blended Financing of Infrastructure Projects in ...

Thanks for sharing. Very interesting as People First PPPs (**David Baxter**). Does it mean informal bus operators will be using the BRT lines? Just coming back from Kinshasa, these yellow buses "esprit de mort" employ probably thousands of people. There must be a way to use EFSD/EFSD+ " ...see more

Like · 1 | Reply

Stories for systematic dissemination of key policy recommendations

In 2023, SSATP employed a systematic approach to disseminate and raise awareness of the main policy recommendations, findings, and takeaways from major SSATP events, reports, and related webinars. Through the publication of online feature stories, news updates, and blogs, SSATP successfully reached a wider audience and ensured that the valuable insights shared during SSATP events extended beyond the immediate participants. For each significant event and report launch webinar, the narratives provided a concise summary of the main takeaways, enabling readers to quickly grasp the key points discussed. Beyond mere news reports and event summaries, however, the narratives served as a platform to share event recordings, presentations, and related materials. This ensured that the information remained accessible to our audience even after an event had concluded. This approach also enabled individuals who could not participate to stay informed. Showcasing SSATP's leadership, the prepared stories encompass a diverse range of topics, including the [establishment of AUMA](#), [what it will take to decarbonize the transport sector in Africa?](#), [the urgent need for concerted road safety action in Africa](#), [insights for urban transport planners in Africa and beyond](#), and [Senegal's pivotal commitment to safer roads](#).

SSATP Insider Newsletter – Fifth and Sixth Editions

In February and September 2023, SSATP published the fifth and sixth editions of the “SSATP Insider” newsletter. The bi-annual newsletter featured engaging new content, including program updates, the most recent SSATP reports, feature stories and blogs, as well as information on past and upcoming events and partner activities. Overall, the newsletter's content seems to be resonating well with SSATP's audience. The latest edition of the newsletter achieved an impressive open rate⁴ of 54.3%, click-through rate⁵ of 15.5% and clicks per unique open rate⁶ of 28.6%. According to MailChimp's benchmark data, the average open rate for newsletters across all industries is typically around 21.33% and the average click-through rate is 2.62%.

SSATP Website

Serving as the primary digital communications channel for SSATP, the website played a crucial role in disseminating information and fostering engagement within the transport policy community. In 2023, SSATP continuously maintained and updated the website, ensuring that stakeholders had access to the latest content and resources. On July 1, 2023, SSATP completed a mandatory transition to Google Analytics 4 (GA4), replacing Universal Analytics (UA) as the main web monitoring tool. While GA4 enhances analytics capabilities, facilitating a more robust understanding of user interactions, it introduced a challenge—automated comparisons between historical UA data and current GA4 data are no longer feasible as of June 2023. Nonetheless, the website remains a vital platform for engaging stakeholders and the broader community. Notably, SSATP publications garnered significant traction, boasting a total of 7.7K downloads, a figure derived from the amalgamation of GA4 and UA data. As of July 2023, GA4 data reports a total of 3.4K PDF downloads, with 4.3K downloads recorded from January to June 2023 under the UA framework. The SSATP website continues to play a pivotal role in advancing the program's mission by facilitating access to essential resources and fostering knowledge exchange in the transport policy domain.

-
4. In Mailchimp, the open rate measures the percentage of recipients who opened an email campaign. It indicates the level of engagement and interest among subscribers. The open rate is calculated by dividing the number of unique opens by the number of delivered emails, and then multiplying by 100 to get the percentage.
 5. Click-through rate (CTR): The click-through rate is a measure of the percentage of recipients who clicked on at least one link in the email campaign. It is calculated by dividing the total number of unique clicks by the total number of delivered emails, and then multiplying by 100 to get the percentage.
 6. Clicks per unique open: This metric measures the average number of clicks per unique open. It provides insights into the level of engagement among those who opened the email newsletter. It is calculated by dividing the total number of unique clicks by the total number of unique opens.



Figure 12. Snapshot of the sixth edition of the SSATP Insider newsletter

SSATP is proud to announce the successful completion of the first-year work program under our Fourth Development Plan (DP4). This year, we achieved several milestones including: (i) building a collaborative SSATP program management team, (ii) deepening relations with SSATP governing bodies and stakeholders, (iii) delivering the DP4 first-year activities, and (iv) elevating SSATP's visibility while efficiently managing budget constraints. A significant outcome was our support in founding the African Association of Urban Mobility Authorities (AAUMA) whose establishment is poised to raise the profile of sustainable urban mobility at the continental level. Furthermore, we've effectively delivered and disseminated key knowledge products at major regional and global transport events. Moreover, we continue to solidify our relationships, as seen in our frequent interactions and meetings with SSATP governing bodies and stakeholders. Our partnership with the World Bank and its cross-support staff has also proved fruitful, enabling us to form a robust team. Most recently, the European Commission, our largest donor, signed the SSATP Administration Agreement and made its first installment. With this notable development, SSATP is positioned to expand the program management team and implement DP4 activities at scale.

FEATURED STORIES



Unleashing Africa's Sustainable Urban Mobility Future through Global Knowledge Exchange and Collaboration
Strategic collaboration and a steadfast commitment to sustainable urban mobility took center stage at the UETP Global Summit 2023. One of the standout activities of the summit was the peer-to-peer knowledge exchange workshop entitled "Public Transport Governance, Integration, and Paratransit Capacity Building: Lessons from Africa and Latin America." Organized and funded by the European Commission (EC) with the technical support and collaboration of the Africa Transport Policy Program (SSATP), World Bank, Mobilize@City (M2C), and EuroCIMA, the two-day workshop, held on June 6-7, 2023, convened 40 local and national government representatives from Africa and Latin America to share lessons, foster networking and learn from active public transport experiences. The global summit also provided an invaluable opportunity to empower and capacitate the recently formed African Association of Urban Mobility Authorities (AAUMA), several of whose Executive Committee members formed part of the African delegation, in a dedicated meeting entitled "AAUMA Day," which took place on June 8, 2023. Ultimately drawing in approximately 2,000 participants, the UETP summit provided an exceptional platform for disseminating the World Bank and SSATP's latest urban mobility knowledge products and engaging with key partners and stakeholders at the EC-sponsored Global Gateway booth.

[Learn More](#)



Charting a Path to Safer Roads: Senegal's Pivotal Commitment
Recognizing the gravity of Africa's road safety situation, Senegal hosted a regional road safety conference from March 1-3, 2023. Over 150 representatives from 21 African countries, regional bodies, and civil society organizations gathered to address key issues in implementing the *Global Plan for the Second Decade of Action to Road Safety 2022-2030*. Discussions focused on the role of road safety agencies, legislation, and regional policies and actions. In concluding the event, Senegal's Transport Minister declared he has since signed the African Road Safety Charter, bringing the African Road Safety Observatory (ARSO) one step closer to becoming a specialized agency under the auspices of the African Union Commission.

[Learn More](#)

RECENT PUBLICATIONS



From complete formalization encompassing Bus Rapid Transit (BRT) to the corporatization of Informal Public Transport (owner/operators): Cape Town, South Africa
As part of an SSATP series of *Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa*, this case study examines the paratransit reforms of Cape Town, South Africa. The case study focuses on recent efforts, initially structured around BRT implementation to reform the minibuses sector. It comprehensively describes the reform process and results, introducing previously unpublished data and proposing an analysis of the outcomes for the main stakeholders. The case study also focuses on (i) regulation (including entry to the sector); (ii) socioeconomic performance; (iii) externalities; and (iv) labor-force issues.

[Learn More](#)



The regulation of buses and minibuses: private sector participation as catalysts to reform in Kigali, Rwanda
This case study describes the recent history of public transport in Kigali, the capital city of Rwanda, and focuses on private-sector involvement as a catalyst for reform. The analysis was conducted in 2021 and 2022 and reflects the situation at that time. The ambitious top-down transformation of the paratransit sector was largely based on operators' corporatization and regulatory framework changes. The report examines the reform process and results in a comprehensive manner, introducing previously unpublished data and an analysis of outcomes for the main stakeholders. It is part of the SSATP series of *Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa*.


[Learn More](#)



The minibuses renewal and professionalization process: a combined approach to modernize paratransit services in Dakar, Senegal
As part of the SSATP series titled *Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa*, this report presents the case study of Dakar until 2022. The Senegalese capital was the first city in West Africa to engage in paratransit fleet renewal programs, starting in the early 2000s – a process that is still ongoing. This document comprehensively

[Learn More](#)

PAST WEBINARS



"Paratransit Day," a TT23 side-event held on March 16, 2023
Recognizing the critical need to improve paratransit services and facilitate their integration into a decarbonized public transport system, SSATP partnered with the World Bank, CBSA, World Resource Institute's DT4A initiative, AFD, VREIF, GNET, and SPMC to organize the full-day event taking place on the sidelines of *Transport for Sustainable Transformation 2022 (TT23)*. Two of the three "Paratransit Day" sessions were open to the public and recorded:

Data, Digitalization and Public Transport: Insights from Africa
This session brought together the DT4A community to examine the role of data, digitalization, and public transport. It explored how mapping and collecting transit data can serve as a vital first step towards broader public transport improvement and reform. The session presented insights and learnings gained from recent DT4A engagements in African cities. It was organized by WRI/DT4A and AFD.

Paratransit Professionalization: The South African Experience
This session provided an international perspective on the South African experience in the field of paratransit professionalization. It was organized by SSATP and the World Bank.

[Learn More](#)

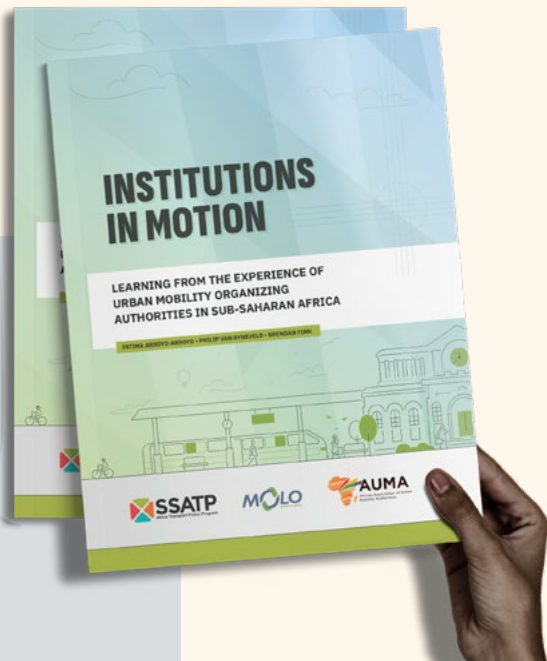


A TT23 breakout session: "Paratransit Capacity Building Programs: Leveraging paratransit professionalization to decarbonize the transport sector in developing countries"
Held on March 15, 2023, the session was moderated by Sergio Olette Josa, Head of the Sustainable Transport and Urban Development Unit of the European Commission's Directorate-General for International Partnerships (DG-INTPA). The session presented perspectives on paratransit improvement with a focus on the African continent. It explored the role of data in facilitating the engagement and inclusion of paratransit in urban transport planning and presented the experience of paratransit capacity building and improvement programs conducted in Eastern and Southern African cities.

[Learn More](#)

5. Publications

In 2023, SSATP demonstrated its commitment to knowledge sharing and research by publishing a range of reports. These included the SSATP Annual Report for 2022, which provided a comprehensive overview of the program's initiatives and achievements. Additionally, SSATP released several case studies focusing on informal transport reforms in Africa, shedding light on innovative approaches to address this critical issue.



Institutions in Motion: Learning from the experience of urban mobility organizing authorities in Sub-Saharan Africa

This paper explores urban mobility challenges in Sub-Saharan Africa, focusing on institutional efforts in cities like Accra, Cape Town, Dakar, Dar es Salaam, Lagos, Maputo, and Nairobi. Emphasizing the shift from formal public transport to a comprehensive metropolitan approach, the study underscores the significance of lead institutions in mobility management. Tailored for policymakers, urban planners, and transportation professionals, it offers valuable insights and guidance for establishing or enhancing lead institutions to foster sustainable and accessible urban mobility solutions in the region.



SSATP Annual Report 2022

On February 24, 2023, SSATP published the 2022 Annual Report. As the first annual report for the Fourth Development Plan (DP4), it summarized the activities undertaken during the 2022 calendar year. It not only covered the preparation period for the launch of the DP4 Multi Donor Trust Fund (MDTF) (January – June 2022), but also the first six months of implementation progress for activities under the DP4 first-year work program (July – December 2022).

From complete formalization encompassing Bus Rapid Transit (BRT) to the corporatization of informal Public Transport owner/operators: Cape Town, South Africa

As part of an SSATP series of titled Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa, this case study examines the paratransit reforms of Cape Town, South Africa. The case study focuses on recent efforts, initially structured around BRT implementation to reform the minibus-taxi sector. It comprehensively describes the reform process and results, introducing previously unpublished data and proposing an analysis of the outcomes for the main stakeholders. The case study also focuses on (i) regulation (including entry to the sector); (ii) socioeconomic performance; (iii) externalities; and (iv) labor-force issues.

The regulation of buses and minibuses: private sector participation as catalysts to reform in Kigali, Rwanda

This case study describes the recent history of public transport in Kigali, the capital city of Rwanda, and focuses on private-sector involvement as a catalyst for reform. The analysis was conducted in 2021 and 2022 and reflects the situation at that time. The ambitious top-down transformation of the paratransit sector was largely based on operators' corporatization and regulatory framework changes. The report examines the reform process and results in a comprehensive manner, introducing previously unpublished data and an analysis of outcomes for the main stakeholders. It is part of the SSATP series on Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa.

The minibus renewal and professionalization process: a combined approach to modernize paratransit services in Dakar, Senegal

As part of the SSATP series titled Studies of Informal Passenger Transport Reforms in Sub-Saharan Africa, this report presents the case study of Dakar until 2022. The Senegalese capital was the first city in West Africa to engage in paratransit fleet renewal programs, starting in the early 2000s – a process that is still ongoing. This document comprehensively describes the reform process and results, introducing previously unpublished data and proposing an analysis of the outcomes for the main stakeholders.

Looking ahead, SSATP is currently in the final stages of editing and design for a series of upcoming publications. These discussion papers and reports cover diverse topics such as fleet renewal schemes in Africa, ports digitalization, and data-driven trade and transport corridors. They are expected to be published in the first half of 2024, providing valuable insights and recommendations to policymakers, practitioners, and stakeholders in the transport sector.

The publication of these reports underscores SSATP's dedication to evidence-based decision-making and its role as a thought leader in the transport policy arena. By disseminating research findings and best practices, SSATP continues to contribute to the development of safe, efficient, and sustainable transport systems in Africa.





6. Financial Status

The second since the launch of the Fourth Development Plan (DP4), this financial report covers the period up to December 31, 2023.

Financing Partners

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

Contributions and Receipts

Multi-Donor Trust Fund

Like previous development plans, DP4 is administered by the World Bank, and funds from the current financing partners are channeled through a Multi-Donor Trust Fund (MDTF), which follows World Bank policies and procedures and its accounting and control systems.⁷

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

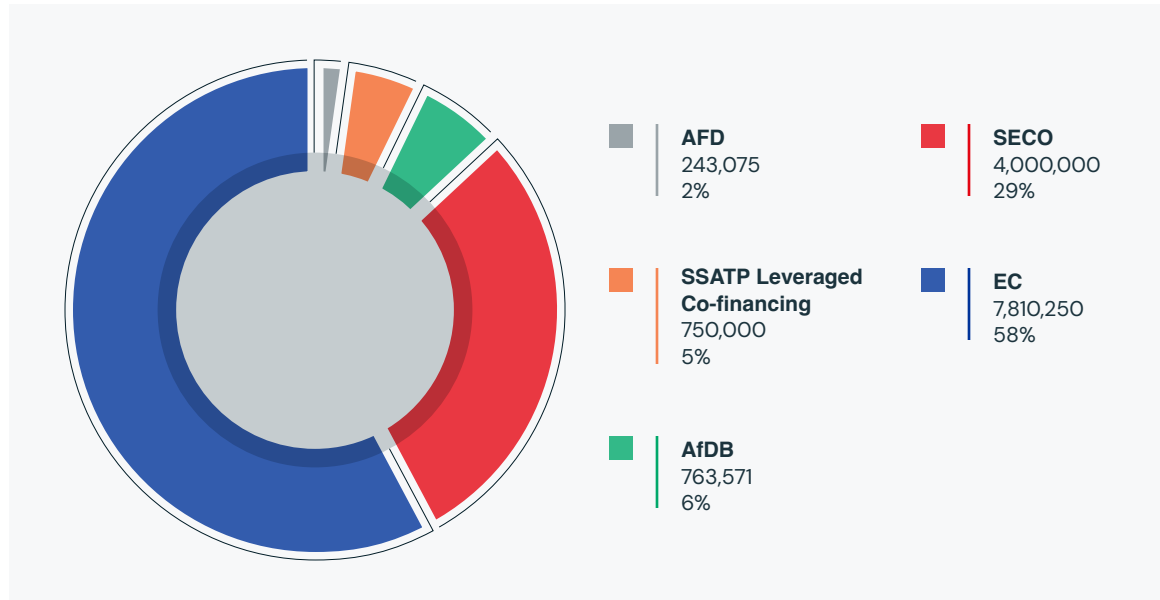
FINANCING PARTNER	AMOUNT IN CONTR. CURRENCY	AMOUNT IN USD	PAID IN USD	UNPAID IN CONTR. CURRENCY	UNPAID IN USD
AfDB	\$763,571.00	763,571.00	763,571.00	-	-
SECO	\$4,000,000.00	4,000,000.00	3,000,000.00	1,000,000.00	1,000,000.00
AFD	€250,000.00	243,075.00	243,075.00	-	-
EC	€7,000,000.00	7,810,250.00	3,933,300.00	€3,500,000.00	3,876,950.00
Total	-	12,816,896.00	7,939,946.00	-	4,876,950.00

The contributions of SSATP's DP4 financing partners as of December 31, 2023, amounted to US\$12,816,896 of which US\$7,939,946 were received. SECO paid three quarters of its pledged contribution in three installments of US\$1,000,000 each received in December 2021, November 2022 and December 2023. AfDB paid its first installment of US\$186,734 in January 2022 followed by a second installment amounting to US\$293,805 in December 2022 and a third one of US\$283,032 in October 2023, bringing its total contribution as of December 2023 to US\$763,571. AfDB has announced a new pledged contribution of about US\$300,000 for year 2024. Following the signature of the Administration Agreement with the EC, the first tranche of €3,500,000 equivalent to US\$3,933,300 was received in July 2023. In September 2022, AFD/Expertise France provided a contribution of €250,000 (US\$243,075) to the AUC through SSATP. This contribution is allocated to two activities (i) to support the ARSO secretariat for the year 2022 and (ii) to carry out a study on the digitalization of African ports.

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

Figure 13.

Contribution by Donor Partners as of December 31, 2023



Co-financing leveraged by SSATP and In-kind contributions

To better leverage SSATP's limited resources, the Program Management Team was able to mobilize around \$750K co-financing from key partners for activities where priority areas aligned. For the Regional Connectivity and Economic Integration (RCEI) thematic area, the team secured additional financing from the World Bank's Global Facility to Decarbonize Transport (GFDT) for conducting the port digitalization study. Similarly, for the Sustainable Urban Mobility and Accessibility (SUMA) thematic area, SSATP mobilized co-financing from the Public Private Infrastructure Advisory Facility (PPIAF) to develop the working paper on fleet renewal and the professionalization of the minibus transport industry. This activity capitalizes on the synergies between the professionalization of public transport (a core objective of the SUMA pillar) and the enhancement of the private sector (a core objective of PPIAF). The team also mobilized co-financing from the Mobility and Logistics Trust Fund (MOLO) to develop guidelines for paratransit reform and from SDG Partnership Trust Fund to carry out the urban mobility mentorship program. The EC also made an "in-kind" contribution of approximately \$150,000 covering participant and logistics expenses for the UITP summit in Barcelona, Spain in June 2023.

Investment income

Another source of income and receipts for the DP4 MDTF is investment income. The World Bank invests the undisbursed amounts of the cash contributions received from SSATP's financing partners. By December 31, 2023, the total receipts from investment income of the DP4 MDTF amounted to US\$201,244, and the total receipts in the DP4 MDTF amounted to US\$7,939,946.

Statement of disbursements

Administration Fee

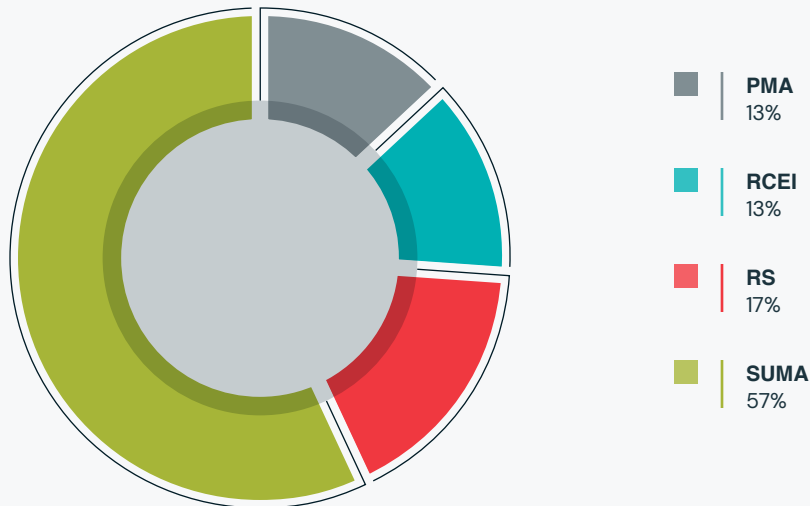
The total disbursement of the DP4 MDTF included a twelve percent administration fee of US\$240,744. The administration fee is stipulated in the financing partners' administration agreement with the World Bank, and it is applied on all cash disbursed from the four financing partners. It represents the cost recovery of the World Bank applicable at the time the DP4 MDTF was established.

Total Disbursement

The DP4 total disbursement position as of December 31, 2023, stood at US\$2,182,295 with most of the amount spent on launching the DP4 and implementing SUMA activities. Allocations were made from the MDTF to finance all pillar activities as well as the program management and administration function. From September 2021 till December 2023, disbursement per activity stood as follows: RCEI pillar disbursed US\$284,963 or 13%, SUMA pillar, US\$1,244,557 or 57%, RS pillar, US\$371,612 or 17% and Program management and administration, 283,301 or 13%.

Figure 14.

DP4 disbursement
by Pillar and Cost
Category as of
December 2023



ANNEX: Results Framework

Thematic Area: Regional Connectivity and Economic Integration (RCEI)

OBJECTIVE/OUTCOME/OUTPUTS	INDICATORS	MEANS OF VERIFICATION
<p>Facilitate the development of a more efficient, low carbon, multi-modal, connected continental transport network to enhance Africa's economic activity and trade competitiveness.</p>	<ul style="list-style-type: none"> ● Improved transit performance of 2 selected economic transport corridors' efficiencies. 	<ul style="list-style-type: none"> ● Reports from RECs and Observatories. ● SSATP publications and progress reports.
OUTCOME 1		
<ul style="list-style-type: none"> ● Development of a long-term transport strategy for the continent, aligned with The Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063. 	<ul style="list-style-type: none"> ● AUC long-term Strategy has been finalized and prepared by end of CY2024 	<ul style="list-style-type: none"> ● AUC documents. ● SSATP publications and progress reports.
Outputs		
<ol style="list-style-type: none"> 1.1. Support to AUC on policy initiatives geared towards promotion of completion of the missing links on the Trans-African Highway and Tran African rail networks. 1.2. Support to AUC for common norms and standards for the African railway network defined. 1.3. Support to developing the Dar es Salaam Action Plan on Trans-African Highways. 1.4. Support to address the challenges, safety, access infrastructure, regulations. of the inland water transport. 1.5. Develop a revised African Maritime Charter, promote its implementation. 	<ul style="list-style-type: none"> ● Policy initiatives prepared and supported by AUC. ● AUC prepared common specifications and standards (e.g., such as axle loads and signaling) for African railway network by end of CY2025. ● Implementation of the Dar es Salaam Action Plan makes progress. ● Recommendations published by end of CY2023 for the safety, infrastructure and regulations of the inland water transport. ● Final draft by end of 2024 of a revised African Maritime Charter. 	<ul style="list-style-type: none"> ● AUC documents. ● SSATP publications and progress reports.

Thematic Area: Regional Connectivity and Economic Integration (RCEI) [continued]

OBJECTIVE/OUTCOME/OUTPUTS	INDICATORS	MEANS OF VERIFICATION
OUTCOME 2		
<ul style="list-style-type: none"> ● Consensus achieved on the framework for functionality of an economic corridor development. 	<ul style="list-style-type: none"> ● Framework for economic corridors finalized and submitted to RECs/countries by 2023. 	<ul style="list-style-type: none"> ● RECs, countries and corridors decisions taken. ● SSATP publications and progress reports
Outputs		
<ol style="list-style-type: none"> 2.1. Implementation Guidelines for the Corridor Management Institutions. 2.2. Development of a strategic framework for performance-based corridor development plans. 2.3. Transformation of the existing transport corridor into a SMART economic corridor. 2.4. Improved transit times and progress made towards more efficient trade facilitation at three key corridors 2.5. Standardization of procedures and processes, such as border controls, vehicle standards and inspections, conformity to UN conventions and resolutions prepared by member States to deliver SMART corridor principles to enable an African Free Trade Area. 2.6. Through REC TCC, strengthen the capacity of Institutions to work alongside SSATP and key stakeholders to implement policy and deliver governance for successful operating corridors. 	<ul style="list-style-type: none"> ● Guidelines completed and promoted by end of 2023. ● RECs/countries having prepared by MTR, strategies to establish performance-based corridor development. ● RECs/countries having achieved by MTR, transformation of a transport corridor into a SMART economic corridor. ● Benchmarking on an annual basis of three key corridors (Northern Corridor, CEMAC Corridor, Maputo Corridor) to monitor the progress towards improving transit times on corridors. ● Recommendations by end of 2023 on more efficient working and influencing change for vehicle standards and inspections to conform to international conventions and recommendations taken forward. ● Structured participation at higher level transport and corridor meetings on economic and SMART corridors. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports. ● AUC, RECs, countries and corridors decisions. ● SSATP publications and progress reports.
OUTCOME 3		
<ul style="list-style-type: none"> ● Single African Air Transport market (SAATM) regulatory framework effective. 	<ul style="list-style-type: none"> ● Level of implementation of concrete measures by end of CY2022 (at least 2/3 of member states and an average level of implementation of 80%). 	<ul style="list-style-type: none"> ● AUC and/or AFCAC documents. ● SSATP publications and progress reports.
Outputs		
<p>Air Transport</p> <ol style="list-style-type: none"> 3.1. Support to AFCAC in implementing the Single African Air Transport Market. 3.2. Support to AFCAC to assist member States, RSOOs, NCAAs to meet Abuja safety targets and or Windhoek security targets. 	<ul style="list-style-type: none"> ● Appropriate policy documents and regulations for the oversight of SAATM are available by end of CY2022. ● All SAATM member-countries meet the Abuja safety target (EI>=60%). 	<ul style="list-style-type: none"> ● AFCAC reports of Stakeholders platform meeting. ● SSATP publications and progress reports.

Thematic Area: Sustainable Urban Mobility and Accessibility (SUMA)

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

Thematic Area: Sustainable Urban Mobility and Accessibility (SUMA) [continued]

OBJECTIVE/OUTCOME/OUTPUTS	INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS (ONLY FOR OUTCOMES AND OUTPUTS)
Outcome 2			
<p>Component 2: Improve the efficiency of the informal bus transport sector</p>	<ul style="list-style-type: none"> ● 12 cities initiate the implementation of reforms of the informal bus transport sector for sustainable mobility and accessibility (linked to SI 7) ● 12 urban transport projects designed and implemented based on SSATP knowledge products and policy support by 2025 (linked to SI 1 and SI 7) 	<ul style="list-style-type: none"> ● SSATP publications and progress reports 	<ul style="list-style-type: none"> ● Selected countries/ cities are committed to reform their mobility systems, development partners coordinate to provide downstream support
Outputs			
<ol style="list-style-type: none"> 2.1. Development of guidelines for paratransit reforms based on best practice 2.2. Working paper on business models for bus terminals management 2.3. Working paper on leveraging bus owners and drivers' associations influence to undertake informal sector reforms 2.4. Working paper on fleet renewal and professionalization of the minibus transport industry: lessons and a way forward 2.5. Position paper on formal-informal bus transport network integration: challenges and opportunities 	<ul style="list-style-type: none"> ● Guidelines developed and disseminated by MTR ● Working paper developed and disseminated by MTR ● Working paper developed and disseminated by MTR ● Working paper developed and disseminated by 2024 ● Position paper developed and disseminated by 2024 	<ul style="list-style-type: none"> ● SSATP publications and progress reports 	<ul style="list-style-type: none"> ● SSATP diagnostics respond to the needs of member countries and cities in content and format

Thematic Area: Sustainable Urban Mobility and Accessibility (SUMA) [continued]

OBJECTIVE/OUTCOME/OUTPUTS	INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS (ONLY FOR OUTCOMES AND OUTPUTS)
Outcome 3			
<p>Component 3: Trainings and other capacity-building events strengthen the capacities of country/city transport planners</p>	<ul style="list-style-type: none"> ● 200 decision makers, out of which 25% are women, in urban mobility planning attended SSATP capacity-building events by end of CY2025 (linked to SI 4) 	<ul style="list-style-type: none"> ● SSATP publications and progress reports 	<ul style="list-style-type: none"> ● Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support
Outputs			
<p>3.1 Organizing annually Leaders in Urban Transport Planning (LUTP) courses for anglophone & francophone countries</p> <p>3.2 Leveraging the use of digital platforms, to develop an online version of LUTP</p> <p>3.3 Revising current LUTP curriculum and initiating new trainings on urban mobility in collaboration with SSATP development partner, African institutions and local partners</p> <p>3.4 Organizing a set of webinars and workshops on urban mobility</p> <p>3.5 Developing capacity building program for informal private sector operators</p>	<ul style="list-style-type: none"> ● One LUTP session is organized for each group of countries (francophone and anglophone) every year (linked to SI 4). 25% of the beneficiaries will be women. ● An on-line version developed in collaboration with the World Bank ● New curricula designed (including LUTP 2.0) in partnership with other development partners African institutions and local partners (linked to SI 4) ● SSATP knowledge products discussed and disseminated with a wider audience and a set of relevant participatory workshop organized ● Training program developed and implemented in at least 2 countries (linked to SI 4) 	<ul style="list-style-type: none"> ● SSATP publications and progress reports 	<ul style="list-style-type: none"> ● SSATP diagnostics respond to the needs of member countries and cities in content and format

Thematic Area: Sustainable Urban Mobility and Accessibility (SUMA) [continued]

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

Activities in Ghana and Tunisia:

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

Thematic Area: Road Safety (RS)

OBJECTIVE/OUTCOME/OUTPUTS	INDICATORS	MEANS OF VERIFICATION
<p>Increased ownership of the Safe System Approach to improve road safety management in Africa.</p>	<ul style="list-style-type: none"> ● 8 number of member-countries that have prepared policies and strategies and design interventions based on the Safe system approach. 	<ul style="list-style-type: none"> ● Documents on national policies and strategies.
OUTCOME 1		
<ul style="list-style-type: none"> ● Ownership by member States of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans. 	<ul style="list-style-type: none"> ● 8 number of countries that have adopted strategies that include safe system principles. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports. ● Country documents. ● Review of existing strategies
Outputs		
<ol style="list-style-type: none"> 1.1. Develop framework for road safety strategies and plans building on the safe system approach. 1.2. Promote effective road safety policy and strategy formulation and implementation. 1.3. Disseminate and publicize good practices in Road Safety Management aligned with the Africa Plan of Action. 1.4. Disseminate and publicize the development of national frameworks for monitoring the implementation of the African Road Safety Action Plan. 	<ul style="list-style-type: none"> ● Framework developed, disseminated, and implemented. ● 3 regional workshops/ events organized by MTR to disseminate and promote implementation of road safety policies and strategies that are aligned to the safe systems approach UN targets and African Action Plan goals ● 2 regional and sub regional events organized by MTR to promote good practices in road safety management. ● 4 countries by MTR are monitoring and reporting on the implementation of the African Road safety Action Plan. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports. ● Country documents.
OUTCOME 2		
<ul style="list-style-type: none"> ● Effective road safety institutional arrangements and leadership in road safety management. 	<ul style="list-style-type: none"> ● 2 member-countries by end of CY 2025 equipped with well-functioning road safety lead entities/institutions. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports. ● Country documents.
Outputs		
<ol style="list-style-type: none"> 2.1. Strengthening the capacity of lead road safety entities/institutions in Road Safety management. 2.2. Building a critical mass of skilled road safety experts in Africa. 2.3. Create the conditions for civil society organizations, and the private sector, particularly insurance companies and companies connected to road transport to be actively involved in Road Safety Activities. 	<ul style="list-style-type: none"> ● 10 number of heads of road safety lead entities that have attended leadership courses in road-safety by MTR. ● A standardized curriculum is developed and implemented by MTR, in collaboration with a university in Africa. ● Inclusion of private sector and civil society organizations in 3 road safety entities by end of CY2024. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports. ● Participating university reports. ● Country documents.

Thematic Area: Road Safety (RS) [continued]

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

Thematic Area: Resilient Road Asset Management (RRAM)

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

Cross-Cutting Themes

	INDICATORS	MEANS OF VERIFICATION
CROSS CUTTING THEME 1		
Human Capital Development <ul style="list-style-type: none"> ● Association with the African University Association is formalized. ● Promoting transport sector research in the African Universities network. ● Developing capacity for young transport sector professionals. 	<ul style="list-style-type: none"> ● MOU is signed by end of CY2022. ● At least 2 research-papers are completed every year under one or more of the SSATP thematic area/topics. ● 5 interns from African universities with engineering or economic profile are hosted by SSATP every year 	<ul style="list-style-type: none"> ● SSATP publication and progress reports. ● Universities reports.
CROSS CUTTING THEME 2		
Low Carbon Transport <ul style="list-style-type: none"> ● Developing an understanding of the benefits of mitigation and the appropriate levels of funding for adaptation in the transport sector leading to successful climate reliance policy and implementation for member States. 	<ul style="list-style-type: none"> ● Disseminated good practice for low carbon transport supporting climate change mitigation and adaptation with uptake into policy from member States. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports
CROSS CUTTING THEME 3		
Women in Transport <ul style="list-style-type: none"> ● Promoting policies and plans that empower women in transport. 	<ul style="list-style-type: none"> ● At least 2 advocacy events organized or support by SSATP to ensure women's transport needs are considered in transport policies' design. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports.
CROSS CUTTING THEME 4		
Digital Solutions and Disruptive Technologies <ul style="list-style-type: none"> ● Support use of digital solutions/technologies that are advancing the efficiency of transport. ● Monitor and disseminate the use of technologies in the transport sector in the African context and disseminate. 	<ul style="list-style-type: none"> ● Report on reform of paratransit transport systems using digital solutions is completed and disseminated. ● A repository is kept and disseminated on examples of the use of technologies, i.e.: real time tracking and control of vehicles; autonomous vehicles; fare collection systems and policies' development 	<ul style="list-style-type: none"> ● SSATP publications and progress reports.
CROSS CUTTING THEME 5		
Inclusiveness <ul style="list-style-type: none"> ● Promoting enhanced access of vulnerable groups to transport infrastructure and services. 	<ul style="list-style-type: none"> ● Good practices policies on urban mobility that consider vulnerable groups' needs are disseminated. 	<ul style="list-style-type: none"> ● SSATP publications and progress reports.

Cross-Cutting Themes [continued]

	INDICATORS	MEANS OF VERIFICATION
CROSS CUTTING THEME 6		
<p>COVID19 Response and pandemic preparedness</p> <ul style="list-style-type: none"> ● Support the continuity of lifeline transport to ensure urgent mobility needs during the health crisis. ● Address the financial sustainability in the short and long term. ● Develop protocols with a focus on the new normal. Early attention will be given to monitoring systems to track the spread of diseases and awareness campaigns along highly exposed corridors. 	<ul style="list-style-type: none"> ● Report outlining measures to keep essential transportation running safely. ● New financial plans considering the new normal have been prepared. ● Dissemination of good practices focusing on the situation post-crisis 	<ul style="list-style-type: none"> ● SSATP publications and progress reports.
CROSS CUTTING THEME 7		
<p>Donor Outreach</p> <ul style="list-style-type: none"> ● Prospect for new development partners 	<ul style="list-style-type: none"> ● 5 development partners reached out by MTR 	<ul style="list-style-type: none"> ● SSATP publications and progress reports.

