



# PROJECTING REGIONAL INTEGRATION INTO DP4

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# Context : from DP3 to DP4 : shaping Africa ' transport policy

- Fourth Development Plan (DP4): 2021-2025
- Comes at a time when SSATP is expected to play a growing role in supporting the prioritization, development, and harmonization of national, regional, and continental strategic policies and programs in the African transport sector.
- The DP4 will not only clearly define SSATP's strategic priorities and the resource requirements needed to address Africa's transport policy challenges, but also build on what has already been achieved under the past development plans (DP1-DP3).

# Context : from DP3 to DP4 : shaping Africa ' transport policy

- The preparation of DP4 will be conducted in a fully participatory and consultative manner involving key stakeholders to ensure that there is strong consensus on the Program's strategic focus, governance structure, staffing, and operational model, and to be able to mobilize the resources required to achieve SSATP's objectives.

# Proposed DP4 Thematic areas

- Based on the outcome of the DP3 MTR, consultations with key stakeholders, analysis of relevant documentation, AUC's strategic priorities, and SSATP's comparative advantage, the following 4 thematic areas are being proposed for DP4
  - - **Thematic area 1: Regional Connectivity and Economic Integration (RCEI);**
    - Thematic area 2: Sustainable Urban Mobility and Accessibility (SUMA);
    - Thematic area 3: Road Safety;
    - Thematic area 4: Resilient Road asset management (RRAM)

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

- Considering that Africa continues to be the least economically integrated continent of the world, regional integration remains a key priority for SSATP. The DP4 RCEI thematic area is critical to support inter-country relationships, trade, tourism, and economic integration.
- Furthermore, the AUC has requested SSATP's assistance with achieving its high-level objective of building a sustainable transport system that is safe, secure, efficient and environmentally sound through:
  - Improved regional and continental connectivity; and
  - Easy and seamless multi-modal connectivity and logistics systems.

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

- Thematic Area 1 will support regional integration in Africa through a conducive regulatory environment that supports better connectivity and the provision of competitive and efficient logistics services.
- The critical relevance of this DP4 theme responds to the many issues afflicting regional transport connectivity in Africa, including high transport costs, NTBs, time-consuming and uncertain customs procedures, poor logistics and transport infrastructure, and weak sector governance and institutional capacity of key stakeholders.
- To support the realization of a continental free trade area, transit and trade facilitation measures need to be developed and implemented together with the provision of adequate infrastructure and efficient logistics services.

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

- DP3 has already made a significant contribution to improving the efficiency of selected transport corridors, but more work is required to address the remaining challenges posed by the size of, and distances involved in, the continent.
- These challenges are compounded by Africa's fragmentation into small-scale economies, as well as the high number of landlocked countries and the poor accessibility of many isolated hinterland areas. Furthermore, past advancements in regional connectivity have often been reversed due to political economy factors and vested interests in the trucking industry, for example.

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

- Therefore, a new approach is needed with stronger commitment from the AUC, RECs and countries involved. In light of these challenges, SSATP will continue to actively engage in this area to assist key stakeholders in facilitating trade across Africa and globally.
- It will also develop case studies of SSATP interventions that have worked to make corridors more effective and efficient.



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

- Based on the above, the overall objective of this thematic area is to promote best practices in efficient corridor management and the harmonization of trade-related transport standards, regulations, laws and policies in line with internationally recognized standards.
- Similar to DP3, DP4 will continue to focus on regional connectivity and economic integration in line with the EU-Africa dialogue on transport connectivity. Furthermore, the concepts of 'farm gate to market' and 'producer to consumer' value chains will be explored under this thematic area.

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

- Considering the amount of policy work that has already been conducted on rural access, DP4 will leverage this pool of knowledge to enhance the ***connectivity of rural and isolated areas and green logistics***. Finally, as part of its 'big data' strategy, DP4 will continue supporting the African transport observatories, which generate valuable information on the performance of integrated economic corridors.

# Cross cutting issues

- Cross-cutting themes such as **governance, women in transport, climate resilience and reduction of greenhouse gas emissions, and disruptive technologies in transport**, with additional aspirational objectives such as **air pollution reduction** and subsequent **human health improvement** will be included.

# Improved Regional Connectivity

- Regional integration is expected to increase intra-African trade and Africa's competitiveness in the global economy.
- To achieve this, special focus will be given on:
  - ✓ making key economic corridors more efficient by optimising the use of different transport modes;
  - ✓ reducing customs and Non-Tariff Barriers (NTBs);
  - ✓ and harmonizing transit procedures.

# Improved Regional Connectivity

The implementation of more efficient economic corridors will have a major impact on:

- the safe, secure, and efficient passage of freight and people along corridors and across borders.
- Additionally, in the areas influenced by the economic corridors, there will be opportunities for harnessing the production capacities of communities and their connection to markets.

# Improved Regional Connectivity

- The proposed focus of the DP4 will be on the policy dimension of making economic corridors more efficient and will build on the activities already supported under DP3, such as the development of metrics for measuring progress towards establishing economic corridors, with their associated transport routes connecting hubs to consumers and producers.

# Logistics efficiency through regulatory reforms

- The logistics and governance work funded under DP3 will both be **continued and expanded under DP4** with a particular focus on logistical performance.
- DP4 will also support, the overarching AUC objective of a trading continent free of tariffs and NTBs, which focuses on corridors and regional integration to facilitate the emergence of a Continental Free Trade Area.



# PROPOSED RESULTS FRAMEWORK FOR DP4



OBJECTIVE	INDICATORS	MEANS OF VERIFICATION
<p>development of a more efficient and connected continental transport network to enhance Africa's economic activity and trade competitiveness.</p>		
<b>OUTCOMES</b>		
<ol style="list-style-type: none"> <li>1. <b>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.</b></li> <li>2. <b>Consensus achieved on the functionality of an economic corridor development</b></li> <li>3. <b>Consensus achieved on a multi-modal transport system for Africa</b></li> <li>4. <b>Adoption and implementation Single Africa Air Transport Market</b></li> </ol>	<ol style="list-style-type: none"> <li>1. Strategy Completed</li> <li>2. One REC implementing policy and achieving functioning economic corridor management</li> <li>3. Policy for implementing a multi-modal transport system developed</li> <li>4. Practice of Bilateral Air Services Agreements abolished</li> <li>4. Increase in percentage of compliance vis a vis Abuja Safety targets and/or Windhoek security targets</li> </ol>	

