

2018 Annual Report

*Paving the way for Sustainable
Transport in Africa*



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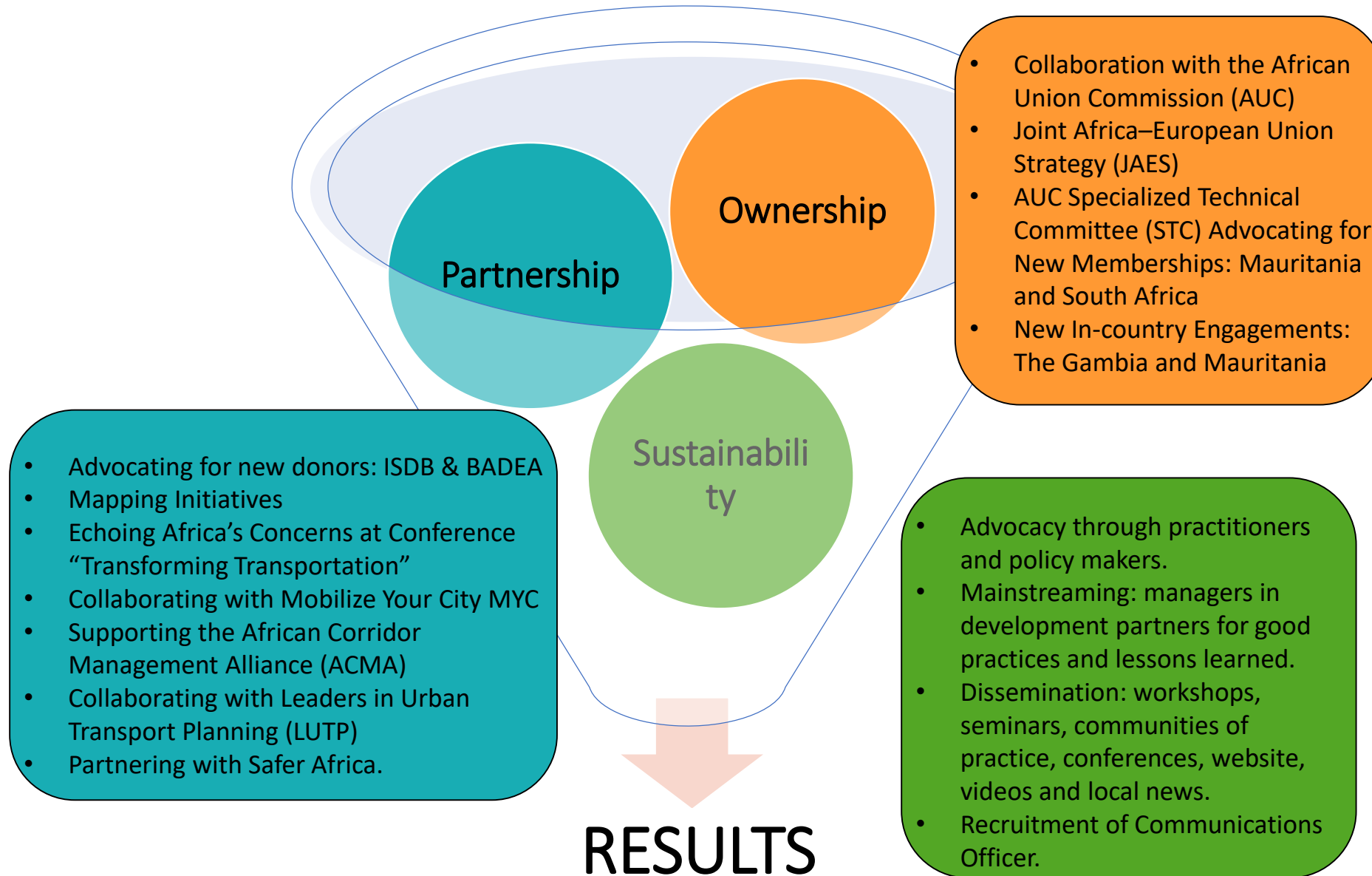
SSATP Third Development Plan – DP3 2015-2019

***A Program for efficient, safe, and
sustainable transport***

Mission : to facilitate policy development and related
capacity building in Africa's transport sector



FOCUS ON RESULTS – Engagement with Stakeholders



FOCUS ON RESULTS - Pillar A

Integration, Connectivity, and Cohesion

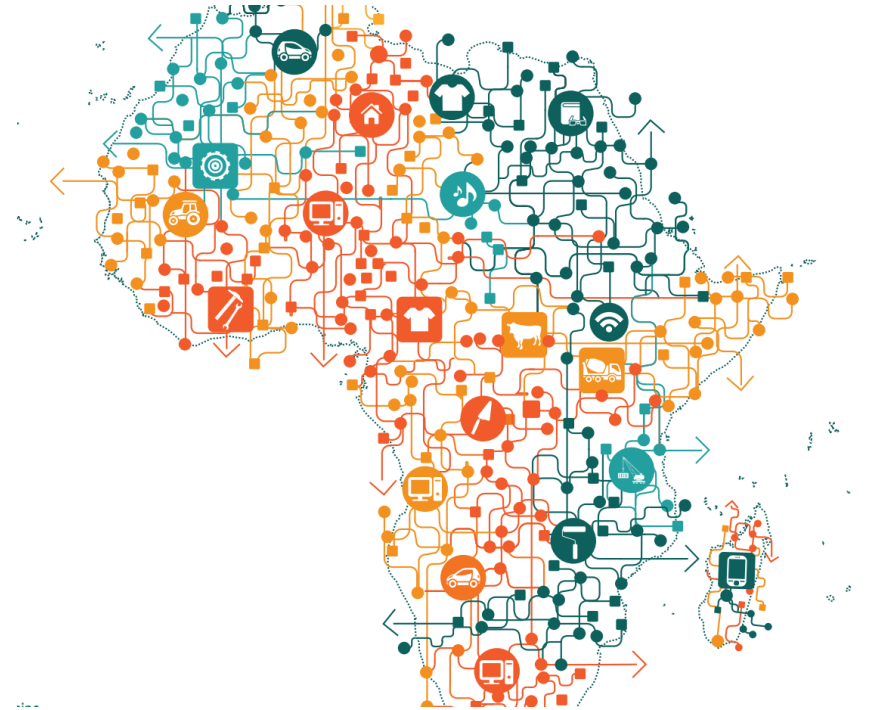


FOCUS ON RESULTS - Pillar A

Concept framework's outcomes and activities:

Promotion of effective policy, strategy formulation and implementation for corridor development at the country and regional level

- Support the review and adoption of a Memorandum of Understanding (MoU) and a strategic plan for the Maputo Development Corridor
- Development of a 5-year strategic plan for the Central Corridor Transit Transport Facilitation Agency (CCTTFA)
- East Africa Community (EAC) Joint Corridor Forum
- Feasibility study of the MCLI Transport Observatory.



FOCUS ON RESULTS - Pillar A

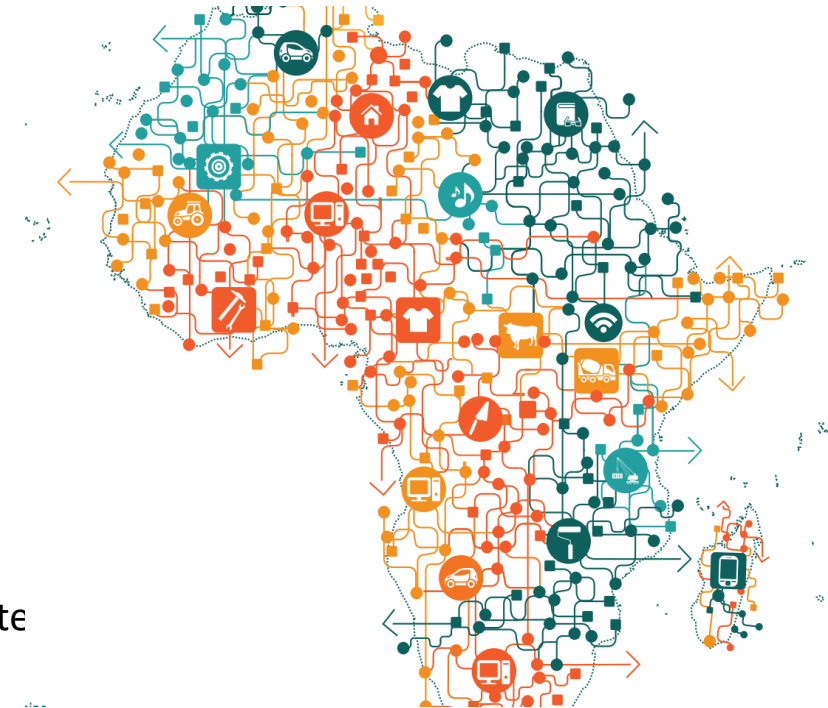
Concept framework's outcomes and activities:

Development of the institutional capacity for an inclusive policy dialogue on regional integration.

- Support the REC-TCC
- Road map for efficient transit regimes
- Support to the Northern Corridor Transport Observatory

Promotion of efficient logistics services

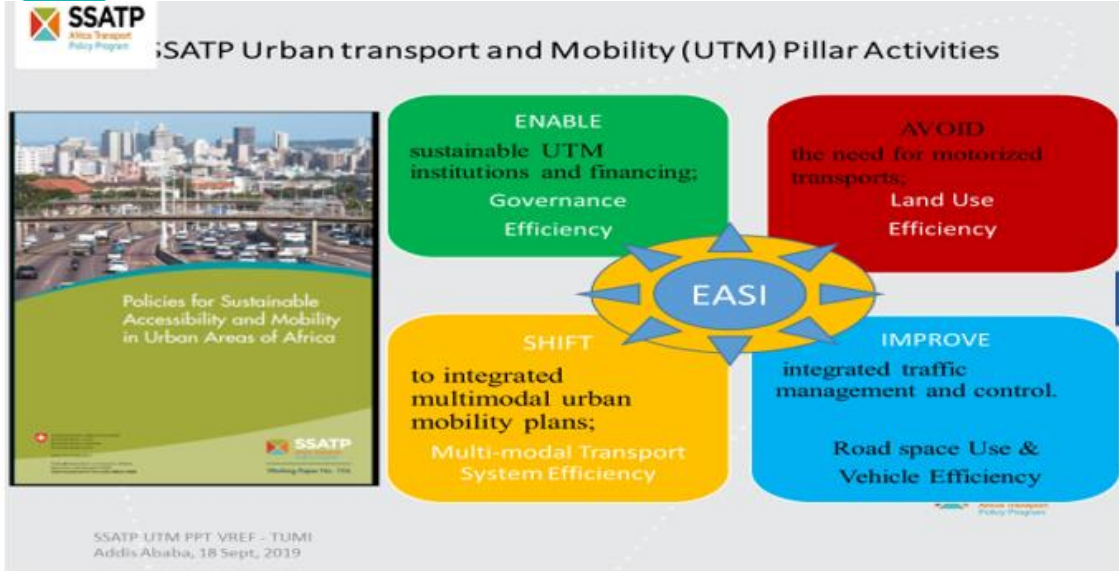
- Develop a Trucking Monitoring System (TMS) for Eastern and Southern Africa
- Develop guidelines on container terminal concessions in African ports
- Develop Regional Guidelines for Roadside Stations and Rest Stops (RSS) for Tripartite (COMESA- EAC- SADC) Member States
- Regional High-Level Dissemination Workshop on Port Container Terminal Concession Guidelines



FOCUS ON RESULTS - Pillar B

Urban Transport and Mobility





KENYA UTM POLICY NOTE / WHITE PAPER / FOR DISCUSSION

FINAL REPORT
SSATP - KENYA / December 2019

SUSTAINABLE MOBILITY AND ACCESSIBILITY POLICY FOR KENYA'S CITIES

SUSTAINABLE MOBILITY AND ACCESSIBILITY POLICY FOR KENYAN CITIES

Note for a framework to develop and support implementation of an urban mobility policy

(White Paper for Discussion)

Draft

SSATP-UTM Pillar for Kenya
Version 2-01
June 15, 2019

Urban Transport and Mobility Pillar SSATP

TRANSTED | AFD | Modelis | Zemedkun Girma Tessema SSATP UTM Pillar Leader

SSATP AGM 2019 26 NOV 2019

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OUTCOMES OF THE SSATP UTM INTEGRATED STUDIES IN 8 PILOT COUNTRIES



Côte d'Ivoire **Ethiopia** **Guinea** **Ghana** **Kenya** **Nigeria** **Rwanda** **Sénégal**

Six thematic areas



Institutional Framework

Funding

Civil Society Participation

Multimodal planning and operations for city centers

Public transport performance

Support to secondary cities



SSATP Urban Transport and Mobility (UTM) Pillar Activities

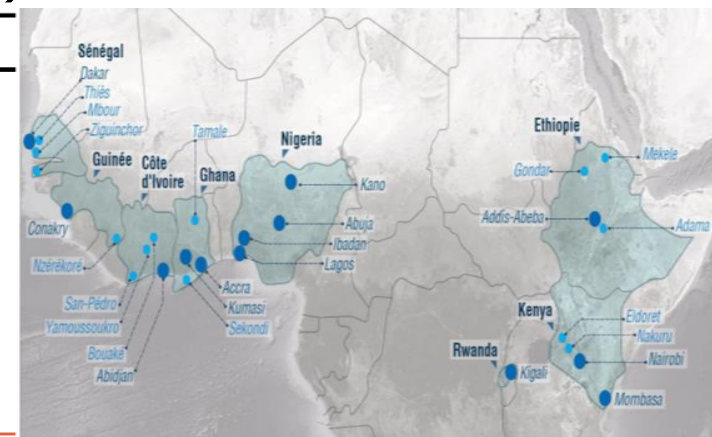
FOCUS AREAS FOR THE ACTIVITIES

Fostering knowledge and Institutional strengthening for Sustainable Urban Transport and Mobility in cities

Capacity Building: Collaboration with LUTP

PROGRESS

- **Integrated UTM study launched in eight (8) countries**
 - **Lot 1: Cote d'Ivoire, Guinea, Senegal;**
 - **Lot 2: Ethiopia, Kenya, Rwanda;**
 - **Lot 3: Nigeria, Ghana;**
- **LUTP Training :**
 - ❖ **The SSATP conducted a 5-day LUTP training for 12 Anglophone countries in Nairobi from April 24-28, 2017;**
 - ❖ **LUTP Abidjan for Francophone countries in March, 2018 country based**
 - ❖ **Country based LUTP training in Ethiopia, Nov, 2017.**
- **UON/IDS Partnership: A platform for collaborating with African universities launched**



Key indicators for the 8 countries

	COTE D'IVOIRE	ETHIOPIA	GHANA	GUINEA	KENYA	NIGERIA	RWANDA	SENEGAL
DEMOGRAPHY								
Country population (million)	23,7	102,4	28,2	12,4	48,5	186,0	11,9	15,4
Urbanization Rate (%)	53%	20%	55%	38%	26%	49%	30%	43%
Population density (pop./sq. km)	75	107	174	50	85	704	483	80
URBANIZATION								
Urban Growth Rate (% 2010-2015)	3,9%	5,0%	3,7%	3,5%	4,3%	4,6%	6,3%	3,6%
Urban areas with more than 100 000 inhabitants (2015)	1	1	1	1	1	1	1	1
Percentage of the national population residing in the capital city (% 2015)	23%	3%	8%	16%	8%	1%	10%	24%
ECONOMY								
GDP per country inhabitant (BPPP, 2016)	3 720	1 735	4 284	1 311	3 156	5 867	1 930	2 568
Average economic growth rate (%/year, 2010-2015)	5,8%	10,6%	7,7%	4,5%	6,0%	5,2%	7,5%	4,1%
International poverty line (2011 PPP, % of pop.)	27,9%	33,5%	13,6%	35,3%	33,6%	53,5%	60,4%	38,4%
Human Development Index (0-1 scale, 2015)	0,47	0,45	0,58	0,41	0,56	0,53	0,50	0,49
BUSINESS AND GOVERNANCE								
Doing Business (Distance to Frontier, 2017)	52	46	57	49	63	48	70	49
Corruption Perceptions Index (1-100, 2016)	34	34	43	27	26	28	54	45
MOTORIZATION								
Gasoline Price / Diesel Price (local currency, 2016)	0,93 / 0,93	0,75 / 0,64	0,92 / 0,85	0,8 / 0,8	0,85 / 0,82	0,45 / 0,64	1,47 / 1,13	1,14 / 0,87
Private vehicles in use (2015)	430 000	90 000	560 000	N/D	848 000	2 970 000	N/D	340 000
Motorization Rate (private vehicles / 1 000 inhabitants, 2015)	19	1	20	N/D	18	16	N/D	23
Road Safety Casualties (nb of casualties / 100 000 people / year, 2015)	24	27	26	28	30	21	33	28

Lessons of experience and best practices of relevance for African countries

- **Short, highly readable summaries of key lessons of experience have been prepared on the most important issues concerning urban mobility in African countries**
- **Illustrations of some of these lessons/best practices:**
 - Examples of metropolitan urban transport agencies in Africa
 - International examples of financing of urban transport systems
 - The challenges of urban public transport pricing policies
 - Lessons learned from the implementation of BRT systems across the world
 - Experience concerning the contracting out of public transport services in emerging countries
 - International examples of the professionalization of informal public transport operators
 - Monitoring and management of traffic in Ouagadougou
 - Parking policies in Casablanca
 - Communication campaign on road safety in Bogota

FOCUS ON RESULTS - Pillar C

Road Safety



FOCUS ON RESULTS - Pillar C

Concept framework's outcomes:

- Improved capacity for African countries to manage and monitor performance in road safety
- Promotion of effective policy and strategy formulation and implementation at city, country and regional levels
- Stimulation of good practices in road safety management
- Better integration of road safety policy and interventions in locally and externally funded road developments
- Strengthening Lead Agencies



FOCUS ON RESULTS - Pillar C

Results/Outputs:

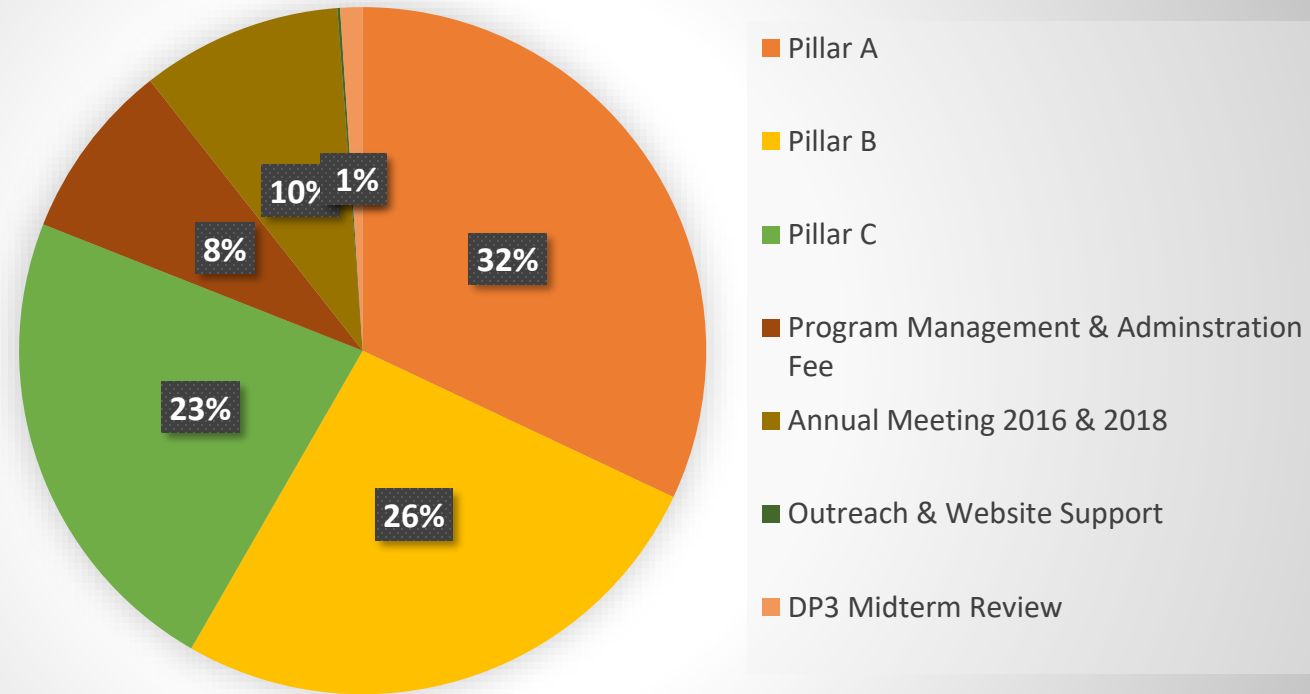
- Development of set of minimum indicators/ARSO
- Creation/Strengthening of Lead Agencies : WARSO, Senegal, Kenya, Ghana
- City / Country strategies : Addis-Ababa, Accra, Cote d'Ivoire, the Gambia, Sierra Leone
- Review of Road Safety implementation in government and donor funded road projects
- Implementation of Road Safety Leadership course

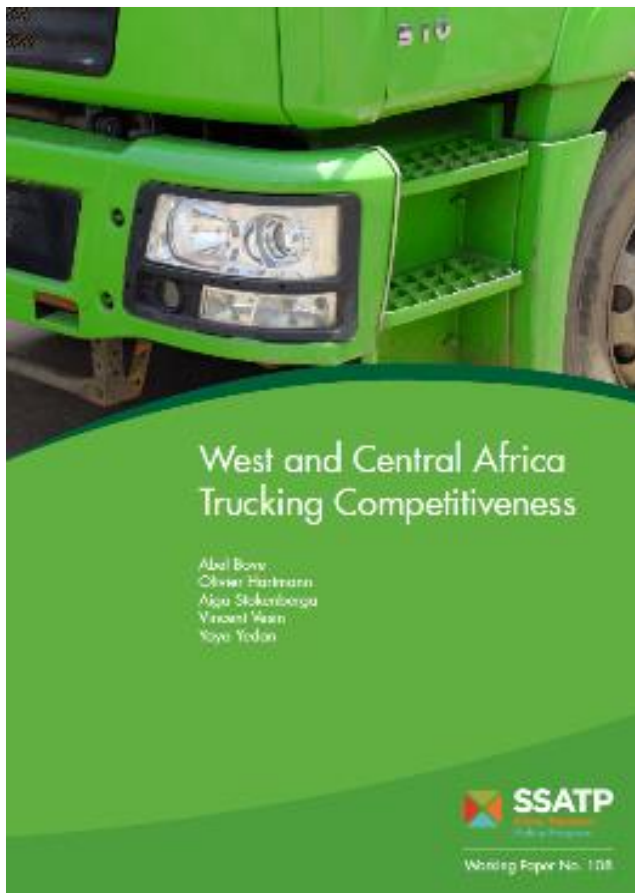


Financial Status



MDTF Disbursements by SSATP Pillar & Activity (as of December 2018)





FOCUS ON RESULTS - Publications

West and Central Africa Trucking Competitiveness. Landlocked countries in West and Central Africa (WCA) are characterized by large trade imbalances, with export-import ratios below 30 percent, and an overwhelming reliance on road transport. While further improvements in infrastructure are still very much needed, policy reforms that reduce costs and increase competition in transport and logistics services are more critical than ever. However, the political economy of the necessary reforms is complex and not well understood.



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