

# SSATP COORDINATION

## Performance and the way forward



SSATP Coordination Session, 2005 Annual Meeting

# Establishment

- Designated coordinators (10);
- Contact persons (De-facto coordinators);
- Nomination by Ministries & Steering Groups;
- Host- Ministries of Transport/Works;
- Office establishment;
- Constraints



# Function/Role

**“Promoting the development and implementation of transport policy consistent with other good practices/policies in the region”**

- **Promoting the formulation and implementation of coherent transport policies, strategies and programs with an overarching objective of poverty reduction and growth;**
- **Acting as the principal SSATP knowledge dissemination instrument;**
- **Networking/Coordinating with Government Agencies and other stakeholders;**
- **Promoting and facilitating policy research and technology transfer;**
- **Engaging with Transport Sector performance indicator development and monitoring process;**



# Function/Role (Cont'd)

- Engaging with donor coordination activities;
- Mobilization of fund for the implementation of sector programs;
- Promote strategies that ensure provision of efficient regional/transit transport service and trade facilitation;
- Mainstreaming cross-cutting issues (gender, road safety, employment, environment, etc.) into the transport sector;
- Support capacity building initiatives related to transport policy development and implementation, including institutional capacity development.



# Mechanisms for operating

- Organizing and participating in meetings/workshops ;
- Sector statistics and performance review reports production and dissemination;
- Networking with Government agencies and other stakeholders;
- Dissemination of information/good practice



# Results

- PRTSR process completed (report and action plan produced);
- Indicators-Baseline data established, responsible institution designated;
- Transport sector policy, strategy and program prepared;
- Road Agency and Road Fund established;
- Maintenance fund increased and properly utilized;
- Road network condition improved;
- Piloting IMTs manufacturing;
- Improving community access roads;



# Results (Cont'd)

- Gradual reduction of fares in real terms
- Customs/border crossing
- Railway concessioning
- Gender policy in place
- Giving priority to women during recruitment
- Implementation of transport projects basing on labor intensive method
- Road safety and Transport regulating institutions established
- HIV/AIDS policy developed



# Results (Cont'd)

- Awareness on HIV/AIDS is increasing
- Adherence to outcomes of the Environmental Impact Assessments studies improved
- Acceptability of policies, programs, projects and sector performance reviews by the donor community improved
- Transport bulletins/statistical documents produced and disseminated
- Creating websites
- Rural accessibility and urban mobility improved





# Good Practices

- Labor- based contracting
- Community participation through road committees
- Maintenance contracting
- Mainstreaming of cross-cutting issue in Transport
- PRTSR process
- Institutional reforms
- Environment monitoring



# Good Practices (Cont'd)

- National Transport Policy, strategy and program development and implementation
- Concessions
- Public private partnership (PPP)
- Gradual reduction of fares in real terms
- Implementation of internationally recognized agreements
- Improving road condition
- Information dissemination



# Challenges

- Lack of funds for dissemination, operation and management of SSATP activities
- Development of local construction industry
- Effective management of axle-load control
- Lack of funds for sustaining mainstreaming cross-cutting issues



# Challenges (Cont'd)

- Adoption of SSATP initiatives and designation of focal points to follow up the initiatives
- Strengthening the coordination function to manage the steadily increasing SSATP activities
- Implementation capacity and financial constraints to realize development programs
- Raising the profile of the National SSATP Office



# Support needed

- Technical and financial support to run SSATP activities at country level
- Technical and financial support for implementation of outcomes of SSATP activities



# Regional Level Coordination

- REC-TCC (Coordinator)
- Implementation of REC-TCC action plan
  - Monitoring on going studies
  - Drafting Terms of Reference
  - Establishing corridor management committees
  - Sensitization of stakeholders
- Strengthening Implementation capacity (key issue)



# The way forward

- Setting goal (implementation of LTDP)
- Indicators for performance of SSATP coordination
- Achieving Results



# ***Questions to be addressed***

- How do SSATP coordination structures are functioning in member countries and at regional level? Focusing on good practices/success stories, challenges and support needed
- What should be the role, setup and performance indicator of SSATP coordination?
- How can the coordination be improved to enhance the implementation of the LTDP?
- What needs to be done to encourage member countries to establish the coordination;
- How can the SSATP coordination play a more important role in the national transport strategy development and implementation?

