

Sub-Saharan Africa Transport Policy Program
SSATP Working Paper No. 81



SSATP Annual Meeting 2005

November 2005 – Bamako, Mali



Africa Region
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January 2006



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ACRONYMS

AfDB	African Development Bank
AGETU	Agence des transports urbains
ARMFA	African Road Maintenance Funds Association
ARTTA	African Rural Travel and Transport Association
ASANRA	Association of Southern African National Road Agencies
ATS	Appropriate Transport Services
CETUD	<i>Conseil exécutif des transports urbains de Dakar</i>
CICOS	<i>Commission Internationale du Bassin Congo-Oubangui-Sangha</i>
COMESA	Common Market for Eastern and Southern Africa
CSIR	Council of Scientific and Industrial Research
DfID	UK Department for International Development
EAC	East African Community
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
EU	European Union
FESARTA	Federation of Eastern and Southern African Road Transport Associations
FIA	<i>Fédération internationale de l'automobile</i>
GDP	Gross Domestic Product
GNP	Gross National Product
GRSP	Global Road Safety Partnership
ICT	Information and Communication Technologies
IFRTD	International Forum for Rural Transport and development
IGAD	Intergovernmental Authority on Development
INRETS	<i>Institut national de recherche sur les transports et leur sécurité</i>
ISTED	<i>Institut des Sciences et des Techniques de l'Équipement et de l'Environnement pour le Développement</i>
LAMATA	Lagos Area Metropolitan Transport Authority
LTDP	Long Term Development Plan
MDG	Millennium Development Goals
NCTTCA	Northern Corridor Transport Coordination Authority
NEPAD	New Partnership for Africa's Development
NGO	Non-governmental organization
NMT	Non Motorized Transport
PDC	<i>Palais de la Culture</i>
PIARC	Permanent International Association of Road Congresses
PMAESA	Port Management Association of Eastern and Southern Africa
PMAWCA	Port Management Association of West and Central Africa
PRSP	Poverty Reduction Strategy Paper
PRTSR	Poverty Reduction and Transport Strategy Review
REC	Regional Economic Community
REFATE	<i>Réseau des Femmes Africaines pour la Promotion des Transports</i>

RF	Road Fund
RIT	Regional Integration Transport
RMF	Road Management and Financing
RS	Road Safety
RTTP	Rural and Travel Transport Program
SADC	Southern Africa Development Community
SITRASS	<i>Solidarité Internationale sur les Transports et la Recherche en Afrique subsaharienne</i>
SME	Small and medium enterprise
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee
UEMOA	West African Economic and Monetary Union
UN	United Nations
UNECA	United Nations Economic Commission for Africa
WHO	World Health Organization

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EXECUTIVE SUMMARY

Hosted by the Government of Mali in the capital city of Bamako, the main part of the 2005 Annual Meeting of SSATP stakeholders took place from November 14th to 18th. As preliminary meeting activities commenced on November 10th, the 2005 event occupied nearly eight days.

More than 300 participants gathered at two principal venues – the Palais de la Culture located on the north bank of the majestic Niger River, and the conference hall of Hotel De l’Amitié.

The 2005 meeting differed significantly from its predecessors – it was more strategic, attracted higher-level participants, and generated more debate. Its focus was on moving forward with implementation of the SSATP Long-Term Development Plan (LTDP) – a plan that is designed to achieve concrete improvements in the transport sector in SSA, so that it contributes fully to growth and poverty reduction. The Meeting addressed issues identified by SSATP members and partners as the most important and challenging for the development of transport in line with Africa’s visions and needs, including:

- Developing transport strategies that contribute to poverty reduction
- Strengthening the links between transport, trade and regional integration
- Establishing sound institutions and financing arrangements for the roads sector
- Managing increased financing from development partners
- Creating a future vision for transport in Africa
- Improving the mobility of the urban poor
- Ensuring that the voices of women are heard in LTDP implementation

Purpose of the meeting

The purpose of the annual meeting – to ‘Strengthen Implementation and Results of the Long Term Development Plan’ – was agreed during a stakeholders’ ‘planning retreat’ in September 2005, which took account of the findings of the ‘what is important to you?’ questionnaire circulated to Program partners in July and August. It was also agreed that for the purpose to be achieved there needed to be meaningful engagement with high-level decision makers.

Also, to accomplish its purpose, the 2005 meeting needed to deliver five specific results – all linked to the results called for by the LTDP.

LTDP Results	2005 Meeting Results
1. SSATP Coordination – Program Approach	1. Governments and Regional Economic Communities (RECs) understand the importance of SSATP coordination and how it can be made to function well
2. Transport strategies anchored in poverty reduction strategies	2. Governments committed to supporting Poverty Reduction Transport Strategy Review (PRTSR) principles & process, and Governments & Donors committed to integrating PRTSR review results into national development strategies
3. Sound institutional and financial arrangements adopted	3. Better political and operational understanding of the implementation issues concerning improved Road Management & Financing (RMF) and Appropriate Transport Services (ATS) with regard to the poor
4. Trade and transport facilitation measures adopted	4. Better political understanding of the role of national governments in transit corridor management and trade & transport facilitation
5. Increased Africa-based SSATP management	5. Conditions for the successful transfer of SSATP to Africa are understood

Additionally, there were three cross-cutting priorities for the meeting.

6. SSATP member countries' capacity to respond to new opportunities & risks is increased and their needs understood by development partners
7. Phase 2 of the SSATP data collection initiative agreed and donor support secured
8. A clear role for an SSATP women's network in contributing to achieving the LTDP goal is established

Meeting achievements

The meeting purpose was achieved at one level by identifying operational improvements through progress reviews, lesson learning, experience sharing – and at another through participation by the large number of ministers who jointly agreed the 'Bamako Declaration' – a clear statement of political support for LTDP implementation (see Appendix 3 for the text of the Declaration).

Notable in the 2005 event was a concentrated effort to address implementation deficiencies with regard to dealing with the needs of women. This was partially achieved by integrating 'women & transport' issues into the meeting process. A strong women's group, assembled for a start-up 'women & transport' workshop, maintained an effective presence throughout the meeting, resulting in excellent analytical presentations to plenary sessions along with proposals for strengthening the way in which implementation should address priority women & transport questions.

More to be done...

However, some results were not achieved, in particular those that required improved donor engagement with the program – this was largely due to the fact that only two important transport sector donors participated in the meeting.

There also remains work to be done in strengthening thematic results, particularly the relationship between the RMF and ATS outputs and the needs of stakeholders and beneficiaries on the ground, especially the poor. Improving the links between thematic areas, including between PRTSR and sector work, is also highlighted by the meeting.

Participants

All but one of the 32 SSATP member countries were represented (the exception being Madagascar), and no fewer than 17 by their ministers responsible for transport. 32 country delegations included permanent secretaries or officials of an equivalent rank. A non-member, Djibouti, was in attendance, and announced at the end of the event that it would be applying for membership. All the Sub-Saharan Regional Economic Communities were represented as were 13 public & private sector sub-regional organizations. There was a very strong team from UNECA which played a prominent role in the RIT work as did a senior representative of NEPAD. The World Bank was very well represented with many of the Africa Transport Unit staff in attendance. In all, 311 people took part in the meeting, making it the best attended so far.

The Meeting Program and Process

The meeting program consisted of four days of preliminary and preparatory sessions followed by the main stakeholders' meeting which lasted for three and a half days. Immediately prior to the main meeting, a series of workshops and working sessions provided space for SSATP thematic teams to assess progress, exchange knowledge and lessons, and consolidate implementation messages for sharing with all Program partners. At the core of the main meeting were the **thematic sessions**, in which were explored implementation challenges and how to address them. **Thematic teams** also distilled their policy priorities and presented them to ministers. Subsequent **Ministerial meetings** allowed experts and policy makers to consider common approaches and principles of political engagement with the SSATP, as a key policy development instrument. At the closing session, thematic teams presented implementation priorities and improvements for 2006 and the future. **Panel discussions** encouraged lively debates on visions for the future and key SSATP questions.

The overarching purpose was to strengthen LTDP implementation and results, so the meeting was built around a process designed to enable participants to define improvements and the implementation approaches required. Unlike many meetings and conferences, much of the key work is not prepared in advance for SSATP annual meetings, there is no external agenda, participants produce and own the outputs.

While this approach is well aligned with the character of the SSATP as a true partnership, and with the Program's participatory principles, it imposes on participants the need to work hard and continuously. In the case of the Bamako meeting, as has been noted, this entailed, for some participants, nearly eight continuous days of inputs.

The process was designed to allow participants time to share experiences within thematic groups and with all members in plenary sessions, so as to be able to identify practicable implementation improvements at operational levels. It was also designed to facilitate groups' efforts to identify key high-level policy issues which needed to be raised with ministers.

The process (and program) was arranged so as to provide space within which ministers could interact with thematic groups, and the groups with platforms from which they could highlight their priorities for the ministerial audience. It was also important to give the ministers an opportunity to consider a formal expression of political support to the Program.

Group work was carried out at the Palais de la Culture on Saturday & Sunday November 12th & 13th, and again on Tuesday November. 15th. At one point, on Saturday November. 12th no fewer than six groups were working simultaneously on a number of themes including: poverty reduction & transport strategy reviews; data collection; road management & financing; appropriate transport services; regional integration and transport; road safety. Some plenary sessions took place in the Palais de la Culture, but all formal and ministerial sessions took place in the Hotel De l'Amitié. The 'women & transport' workshop was undertaken on November. 10th & 11th in the Hotel Olympe, one of the six hotels scattered through central Bamako where participants were accommodated.

Panel Discussions

An innovative feature of the 2005 meetings was three panel discussions held in plenary sessions on successive days – 14, 15 & 16 November. These took as their subjects – 'transport in Africa, a vision of the future', 'moving the SSATP to Africa', & 'challenges facing Africa': (how to deal with the promises of the post-G8 world).

While not an integral part of the meeting process there is no doubt that these sessions added considerable value by allowing participants a chance to express themselves outside the limits of their specific thematic areas.

Outputs of the Meetings

Thematic groups provided two sets of outputs – policy priorities for consideration by ministers (Nov. 16th) and implementation priorities for 2006 (Nov. 17th).

Policy priorities included:

PRTSR & Data – Transport sector and poverty reduction strategies are generally weak in a number of areas: services and the mobility needs of the urban and rural poor are badly addressed with little cross-sectoral dialogue; current data collection management arrangements do not facilitate the development of pro-poor policies. Policy makers need to agree to implement the action plans, the principal output of the PRTSR process.

RMF & ATS – Ministers were encouraged to accept the need to expand the introduction of road funds (RFs) and road agencies; to raise fuel levies to a minimum of 10 US cents per litre, earmark-

ing 20 percent of RF revenue for rural roads; to expand private sector representation on RF boards; and to promote the role of women in NMT initiatives.

RIT – Policy makers were requested to address three priority areas – (1) legal harmonization, (2) resource allocation, and (3) capacity building. This would entail (1) implementing regional conventions, updating national legislation and harmonizing standards & procedures; (2) focusing on investments to address ‘missing links’, improving regulatory regimes to ease service supplies and credit arrangements and (3) arranging public/private corridor monitoring arrangements so as to address key cross-cutting issues such as road safety, HIV/AIDS and liaising with other key ministries to remove non-physical barriers to traffic.

Road Safety – Ministers were asked to champion a multi-sectoral approach to RS policy development, to create national authorities with statutory powers and sustainable financing.

Implementation priorities included:

PRTSR – Within the three categories of (1) countries which have completed the review process, (2) countries which are currently undertaking the work & (3) countries which are about to start - actions by the countries themselves and the SSATP have been defined. Countries in (1) will focus on action plan implementation, those in (2) on preparing action plans and validating the workshop process, and those in (3) on key preparatory activities – approvals, establishing steering groups, etc

Data Collection – this will focus on well-defined time-bound activities moving countries along from the first phase of the exercise which concentrated on collating readily accessible secondary data to addressing the longer term needs of data management and the institutional questions that will need to be answered.

RMF – RMF will follow the course already mapped out in current work programs dealing with (1) road network management – dissemination of tools (2) road fund enhancement – through support to ARMFA, legal reviews, identification of best practice, (3) road management improvement – through partnerships, case studies of good practice, legal reviews, (4) capacity building – through Anglophone & Francophone courses, establishing the African Expertise database, identifying training good practice, extending training to women.

Road Safety – The road safety group will establish a practitioners’ network, review and establish sound policy development processes in ‘willing’ countries, set up a RS bulletin for dissemination of lessons & good practice.

RIT – RIT’s focus will be poverty reduction through reduction of transport costs & trade and transport facilitation. Specific themes for 2006 include corridor management & observatories, port security, HIV/AIDS, road safety, multi-corridor issues (e.g. axle load controls), and REC coordination.

ATS – ATS will concentrate on drawing together the various studies currently underway and workshop the conclusions at a joint urban/rural event to be held in conjunction with IFRTD and other organizations so as to improve formulation of thematic strategies, and to assess the demand for the creation of a rural transport association.

Women & Transport – the Women’s Group proposed four priority actions looking at the way in which women’s needs and benefits are addressed: assessment of transport programs in countries which have completed PRTSR processes and establishment of analytical baseline data for use in future project/program preparation; definition of data and methodologies in the SSATP data collec-

tion initiative; assessment of legal and other texts governing regional integration and trade matters; road safety & security stakeholder analyses.

Other Outputs of the Meeting

Panel discussions generated ranges of interesting contributions:

- *Transport in Africa, a vision for the future* elicited a number of views. Notable was the emphasis on accessible, affordable services and concepts of well-integrated multi-modal facilities.
- *Moving the SSATP to Africa* endorsed the current arrangements with program management hosted by the World Bank, but noted the importance of strengthening the African ownership.
- The discussion on *Challenges facing Africa* in relation to the promised increase in external support to infrastructure and transport raised many questions including the quantum of total support and the instruments or mechanisms for delivering it. How new arrangements would comply with the Paris Agreement on Aid Effectiveness and match country priorities on poverty reduction was not addressed. However, there was clear recognition that the SSATP had an important role in helping members respond to the issues.

The Host Government and Meeting Arrangements

The Government of Mali attached great importance to the meeting, which was formally opened and closed by the Minister for Equipment and Transport, with the interim Prime Minister opening the ministerial session. Senior government officials participated in all phases of the meeting.

The government collaborated fully during all phases of the preparation. Due to a forthcoming Heads of State Meeting, Bamako's main conference venue, Le Palais des Congrès, was unavailable, and no single hotel possessed the space needed for thematic group work. Consequently the decision was made to use the publicly owned Palais de la Culture, a large complex of facilities set in well-shaded gardens on the bank of the River Niger.

From the outset it was clear that considerable preparation work would need to be done, and to the credit of the parent ministry and the staff of the institution this was completed on time. And during the course of the meeting Palais de la Culture staff worked unceasingly to ensure that the needs of the meeting were met. It is agreeable to record that the charges paid by the SSATP went to improving a public facility – for the benefit of future users – and in the course of the work significant employment opportunities were generated for casual workers who were recruited by Palais de la Culture management.

1. INTRODUCTION

1.1 Background

In July 2002, at the first full SSATP annual meeting, which took place in Maputo, stakeholders defined the strategic goal of the Program as promoting the implementation of transport sector strategies anchored in poverty reduction strategies.

The 2003 annual meeting in Kigali adopted the SSATP 'Long Term Development Plan' (LTDP) which set out a 4 year strategy to achieve the Program's goal. This meeting also devised a work program for delivering results which would incrementally contribute to realizing the goal.

In 2004, at Addis Ababa, stakeholders reviewed the work program and implementation progress, largely endorsing the approach, and setting out the framework for 2005.

The 2005 meeting required a different approach largely due to the fact that LTDP implementation had started to generate results from a number of thematic initiatives. Issues arising indicated a need to review implementation strategies and some operational approaches. Consequently it was clear that the 2005 meeting should have a more strategic character than the previous year's event.

1.2 Planning the 2005 meeting

Logistical planning

The SSATP Board had selected Mali's offer to host the meeting at the beginning of 2005. A first planning visit was conducted in May. This established good relations with the Government and other local stakeholders, and assessed the options for meeting venues and accommodation.

The main contender for the principal venue, le Palais des Congrès, was ruled out due to renovation works that would deny availability over the scheduled dates of the SSATP meeting. It then became clear that no hotel possessed the facilities required for the group working sessions that the meeting process would include. Consequently it was decided to negotiate for the Palais de la Culture (PDC), which while not ideal in its lay-out, possessed the space needed, and enjoyed an ambience well-attuned to the needs of the meeting. The extensive cleaning and minor renovation required was managed in an effective and timely manner thanks to the excellent performance of the PDC Director and his staff.

Hotel accommodation was also problematical as available space in acceptable locations was limited, necessitating distribution of participants amongst a number of establishments: Hotel Olympe, Hotel Nord-Sud, Residence Kome, Hotel Salam, Hotel Mirabeau and Hotel Sofitel De l'Amitié.

A second planning visit took place in August during which formal contracts were put in place. These covered a complex array of facilities and services, including the venue, translation, interpretation, secretariat, equipment, banners, bags, meals and refreshments, airport welcome, transport to and from hotels and meeting venues.

Although all members and partners had been repeatedly reminded of the dates of the meeting, formal invitations and program information could not be sent out until after the conclusion of the planning meeting in September. In spite of the short notice, the response was impressive.

Planning the objectives and content of the annual meeting

In mid 2005, the SSATP Board had agreed to a proposal that there should be an annual meeting planning workshop, during which the Board, key stakeholders from partner countries and regional institutions, and members of the program management team, should jointly consider and agree the objective of the annual meeting and other related matters.

Prior to the planning workshop, in July and August 2005 SSATP stakeholders were asked the question ‘what is important to you?’ with regard to the annual meeting. Seventy five respondents ranked three topics with equally high marks – poverty reduction & transport, road management & financing, and regional integration and transport.

The planning retreat, as it became known, was held in September in Belgium, assuring relative ease of travel for participants who came from Africa, Brussels, or World Bank headquarters in the USA. Eight high-level participants came from SSATP countries, most of them SSATP coordinators, one came from a Regional Economic Community, three SSATP Board members participated, and five members of the program management team covering all the thematic implementation areas were present.

The workshop spent the first day establishing the context of the 2005 meeting, looking at the evolution of the shape of the event over previous years, assessing progress in implementing the LTDP, highlighting key development challenges facing SSATP members, considering the results of the SSATP questionnaire, and identifying the people and organizations that the Program must reach and influence to achieve desired LTDP outcomes. Participants found generally acceptable coherence between work program results and the LTDP, but there were areas that required attention.

The second and third days were spent in defining first the purpose of the annual meeting and then the results that would be required, in relation to the core results set out in the LTDP. Additionally, proposals for participants, sessions, and activities were outlined. With regard to participants, workshop participants stressed the need for the Program to connect with high level policy and decision makers in member countries, and to strengthen engagement with donors.

The planning workshop established the purpose of the 2005 meeting as ‘*Strengthened implementation and results of the SSATP Long Term Development Plan (LTDP) at national and regional levels*’. Additionally the meeting would, as has become traditional, provide a forum for stakeholders’ re-

view of progress and a unique opportunity for networking. The meeting should also create a clear platform for women's voices in achieving the LTDP goal.

Regarding LTDP implementation, the overall objective was that by the end of the meeting all participants should be aware of what needs to be done at regional and national levels, and within themes.

The report of the planning workshop is available in English and French on the SSATP website: www.worldbank.org/afr/ssatp.

2. PARTICIPANTS, PROCESS AND PROGRAM OF THE MEETING

2.1 Participants

More than 300 people participated in the Bamako meeting including:

50 people involved in transport policy, programs, and civil society in Mali

8 representatives from Regional Economic Communities (RECs)

13 representatives from public & private sector sub-regional organizations

A representative from the African Union and NEPAD

4 representatives from UNECA

15 ministers responsible for transport in Burundi, Cameroon, Central African Republic, Chad, Côte d'Ivoire, Democratic Republic of Congo, Ghana, Guinea, Lesotho, Malawi, Mali, Nigeria, Rwanda, Swaziland and Uganda

2 deputy ministers from Tanzania and Zimbabwe

55 senior government officials and civil society involved in transport policies & programs and poverty reduction strategies in the 32 SSATP member countries

Representatives of regional associations promoting transport policy development

Representatives from the EC, the World Bank (including 2 Directors), UK, Sweden, and the Islamic Development Bank

The SSATP Board

Consultants

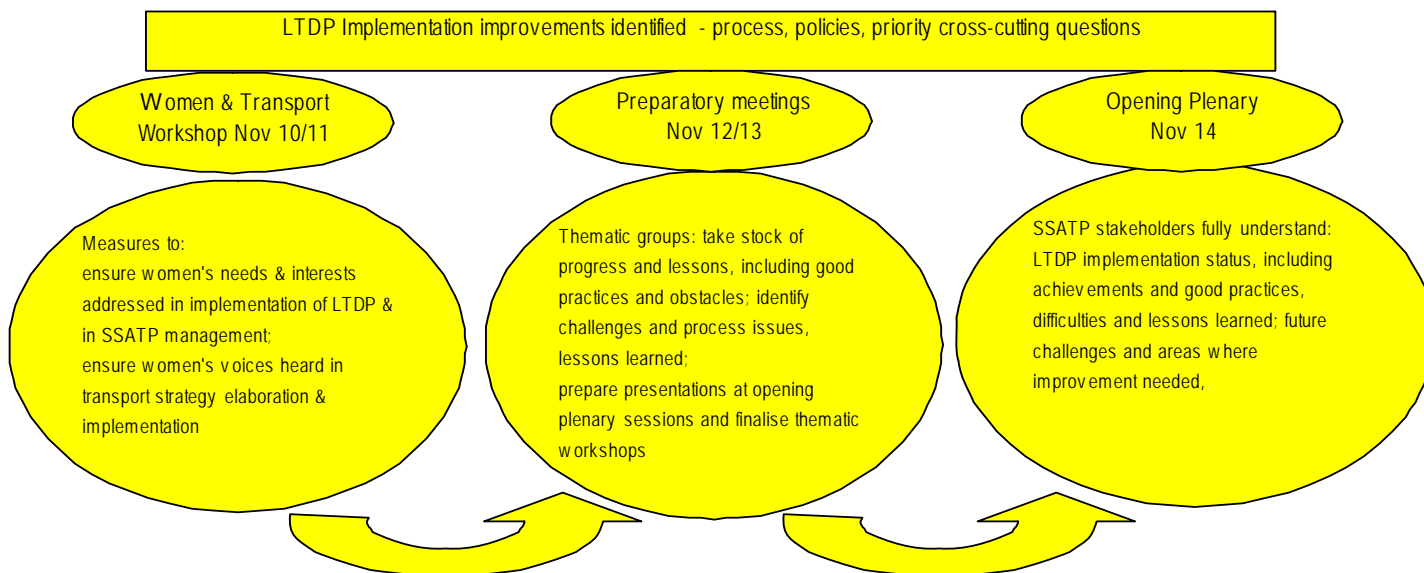
The list of participants is presented in Appendix 1.

2.2 Process of the meeting

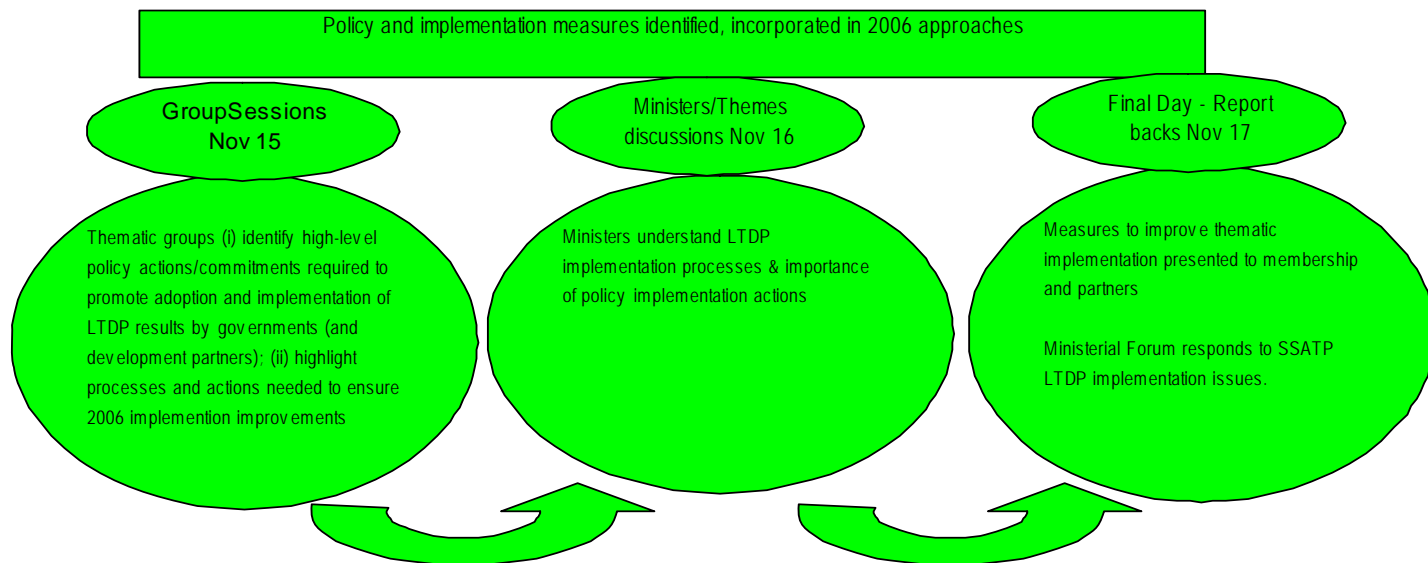
The definition of the purpose and the required results of the meeting determined the process, which, in turn, shaped the day-to-day program schedule. There were two key stages to the process: (i) stocktaking LTDP implementation and (ii) agreeing future implementation actions at 'operational' and 'policy' levels. Each stage had three elements. Figure 1 below summarizes the overall process.

Figure 1

Stage 1: Analysis of progress, implementation issues, knowledge and experience sharing, lessons learned



Stage 2: Improved LTDP implementation, key policy measures and priority actions in 2006 and beyond



Stage 1 consisted of:

- Taking the first steps in analyzing current LTDP practice in planning and implementation with regard to women's interests and the benefits to women, November 10th & 11th;
- Bringing all participants up-to-date with regard to thematic progress, experience, & lessons learned – thematic group preparatory sessions and the opening plenary session, November 12th - 14th.

Stage 2 consisted of:

- Thematic groups identifying and delivering key messages to policy and decision makers – group work and ministerial plenary session, November 15th & 16th;
- Thematic groups identifying and presenting priority actions for 2006 – group work November 15th & plenary session November 17th;
- Policy and Decision Makers defining their role in relation to implementation of the LTDP – November 17th.

The role of the women's group in the process deserves some attention. This entailed continuous monitoring and participation of the meeting and thematic sessions with presentations to plenary at key stages in the event. Of all participating groups the women's group was engaged with the meeting for the longest continuous period, from the morning of November 10th to the seven and a half days later.

The initial 2-day 'women & transport' workshop (November 10th & 11th) had, as a principal output, a number of measures to ensure that women's needs & benefits were addressed in LTDP implementation. Workshop participants gave an account of their work and the messages they wanted to deliver, to a plenary session of thematic groups before the commencement of preparatory sessions on Saturday November 12th. Following this, the 'women's group' dispersed into the thematic groups so as to both champion the messages and better understand the nature of the challenge. The group made a presentation of their initial findings to the opening plenary session on Monday November 14th. The group's final 'strategy' presentation was made on Thursday 17th to a plenary session including ministers, along with other thematic groups' priority 2006 actions.

2.3 The meeting program

Preliminary & Preparatory Sessions, November 10th – 13th

Women & Transport Workshop, November 10th & 11th, Hotel Olympe

Participants in the 'Women & Transport' workshop were drawn from 13 SSATP partner countries including strong representation from Mali. Invitations had been extended to women who had played key roles in PRTSR steering groups, and to individuals prominent in the field. The workshop was opened by Nigel Ings with an account of the LTDP work program and results, as well as noting that, with some exceptions, addressing the needs of women was not well-defined in planning or implementing work program actions. At the same time, women played little part in SSATP man-

agement (3 out of 19 team members) and were poorly represented at the Bamako meeting (40 out of 310). Mary Braithwaite gave a presentation on the PRTSR process highlighting the way in which gender balance and gender issues should be dealt with during the process.

The two day event was facilitated by Antoine Lema with support from Margaret Ombai and Adama Moussa.

Preparatory Meetings and Thematic Group Sessions, November 12th & 13th, Palais de la Culture

Many thematic group participants had arrived in Bamako on Friday, November 11th, and on Saturday morning, November 12th, nearly 200 gathered at the Palais de la Culture for a brief plenary welcome meeting during which Nigel Ings outlined the meeting process and the results expected at various stages. Following this, Mme Scola Mahinda (officer at the DRC Ministry of Transport) presented the outcomes of the 'women & transport' workshop which had finished its work the previous day.

Participants then broke into seven groups to commence progress reviews, lesson and experience sharing, and preparation of presentations for the meeting plenary sessions on Monday November 14th. Thematic groups consisted of:

- Transport & Poverty Reduction – the SSATP Poverty Reduction/Transport Strategy Review Process (PRTSR)
- Data Collection
- Road Management & Financing (RMF)
- Appropriate Transport Services (ATS)
- Road Safety (RS)
- Regional Integration & Transport (RIT)
- SSATP Coordination

A number of thematic groups split to deal with different aspects of their work – e.g. the PRTSR sessions looked at the results and lessons emerging from countries which had completed the review process, and then addressed the issues facing countries which were in the preparatory or commencement stages. RMF, ATS and data collection groups started their work with a joint session, and then split into their specific groups. In order to ease the strain on facilities and as far as possible to allow participants to join more than one group, some sessions were staggered. However, inevitably, most participants were obliged to focus on the activities of their theme.

The group work continued at the Palais de la Culture on Sunday November 13th – completing the progress reviews and preparation of plenary presentations.

On Saturday evening the SSATP hosted an informal welcoming get-together party on the roof-top terrace of the Hotel Olympe.

Main SSATP Meeting Program

Day 1: Monday November 14th

Monday was the day during which the official opening of the 2005 Annual Meeting took place. Originally scheduled as the first event of the day, the timing of the formal opening had to be put back to 14.00 hrs to allow the guest of honor and ministerial colleagues to attend to pressing government business in the morning.

Thematic Presentations

Participants gathered in the 'Africa Union' meeting room of the Hotel De l'Amitié at 08.30, and the plenary session commenced under the chairmanship of **Mr. Makan-Fily Dabo** (Secrétaire général, Ministère de l'Équipement et des Transports). Presentations of the results of the weekend preparatory meetings were delivered, interspersed with periods for questions and answers. All the presentations were made by people from (and chosen by) the thematic groups and were given in the following order:

Women & Transport – Mrs. Betty Ddungu

Poverty Reduction & Transport Strategy Review Process – Mrs. Margaret Ombai, Mr. Temwa Gondwe, Mr. Mamadou Niang, Mr. Kwedi Dipoko, Mr. Boubakar Barry, Ms. Josephine Mwankusye, Ms. Nana Aicha Cisse, Mr. Marius Pokou, Mr. Goodwill Sibanda, Ms. Mammuru Machai, Ms. Chazile Magongo, Mr. Claudio Duarte, Mr. Victor Rotalira;

Road Management & Financing, Appropriate Transport Services, Road Safety and Data Collection – Dr. Frank Nyangaga, Mr. Noble Appiah and Mr. Jean de Dieu Hatungimana.

Opening Ceremony

After the lunch break, at 14.00, the opening ceremony began with Chairman, Mr. Makan-Fily Dabo inviting **Mr. Hachim Koumare**, Chairman of the SSATP Board, to welcome the guest of honor, S.E **Mr. Abdoulaye Koita**, Ministre de l'Équipement et des Transports. This was followed by an opening statement from **Mr. Bruce Thompson**, European Commission & SSATP Board Member representing bilateral donors. The opening ceremony was concluded by S.E Mr. Abdoulaye Koita with a keynote address.

Following the opening ceremony, **Mme Scola Mahindo** took over the chair for the rest of the thematic presentations as follows:

Regional Integration & Transport – Mr. Yao Adzigbey and Mr. Joseph Atta-Mensah

SSATP Coordination – Mr. Vincent Lissom

Panel Discussion – African Transport, a Vision of the Future (see Section 11)

Day 2: Tuesday November 15th

Although one or two ministers had already joined the meeting, Tuesday was the day which saw most of the Transport Ministers arriving in Bamako, ready for the ‘Ministerial Meeting’ scheduled for Wednesday 16th.

The other participants re-assembled at the Palais de la Culture for further thematic group sessions. The outputs from the day included definition of key policy messages to be shared with ministers on the following day, and identification of the 2006 work program priorities to be presented on Thursday 17th. Additionally, some thematic groups took the opportunity to arrange presentations of specific issues, including: preliminary findings of the rural transport services study (ATS), the road fund legal review study (RMF).

To consolidate the policy messages to Ministers, thematic groups shared their messages during a facilitated session on Tuesday afternoon and re-organized them under four headings of: poverty reduction and transport; regional integration; road safety; and management and financing. This session proved extremely difficult, as the process was not understood by some participants.

Panel Discussions – ‘Moving the SSATP to Africa’ (see Section 11)

Day 3: Wednesday November 16th

The Ministerial Meeting

Participants assembled once more in the principal meeting room of Hotel De l’Amitié, which had been imaginatively and very effectively re-arranged to minimize ‘separation’ between ministers and the rest of the gathering.

At 09.00, S.E Mr. **Abdoulaye Koita**, Ministre de l’Équipement et des Transports opened the session by inviting Mr. Hachim Koumare to welcome the guest of honor, **Interim Prime Minister Mr. Nancoman Keita**. Mr. Koumare did so and delivered his keynote address. Then, as master of ceremonies, Mr. Koumare invited other distinguished guests to make brief statements, which were delivered as follows:

Mr. Bruce Thompson, European Commission & SSATP Board Member representing bilateral donors;

Mr. Michel Wormser, Director, Infrastructure Division, Africa Region, the World Bank;

Mr. Ian Curtis, Department for International Development (UK).

After the coffee break, Chairman **Abdoulaye Koita**, with **Mr. Hachim Koumare** as his co-chair, invited SSATP thematic groups to deliver their presentations of priority policy issues to ministers & other participants. These were presented as follows:

PRTSR & Data Collection: Mamadou Talla, Caroline Matje

RMF & ATS: Marie-Claire Bitouanga

RIT: Amos Marawa

Road Safety: Nestor Vitodegni

Following the first (PRTSR/Data) presentation the chair invited the ministers to make contributions, and a lengthy series of statements occupied the session until lunchtime.

After lunch, continuing under the joint direction of Minister Koita and SSATP Board Chairman Koumare, the RMF, RIT, and Road Safety presentations were made. These continued until the afternoon coffee-break after which the 3rd panel discussion of the series commenced.

Panel Discussion: 'Challenges facing Transport in Africa' (see Section 11)

Day 4: Thursday November 17th

The first plenary session of the final day also took place in the main meeting room of Hotel De l'Amitié, where the seating arrangements of the previous day had been maintained. Chaired by **Mr. Makan-Fily Dabo**, this session saw each of the thematic groups present the results of their work on priority actions for 2006. Again, presentations were made by members of the thematic groups, as follows:

PRTSR: Temwa Gondwe and Scola Mahindo

Data: Francis Ahlidza

RMF: Ahmak Imam Ben Moctar

ATS: Ousmane Thiam

Road Safety:

RIT: Augustin Karanga

SSATP coordination: Mr. Vincent Lissom

Women & Transport: Florence Coly Tavares de Souza

Following the coffee break, ministers paid a courtesy call on the Prime Minister of Mali, and on their return went into a closed session to consider their response to the meetings. They agreed on a declaration which committed their support to all the thematic policy action points presented by stakeholders.

Closing Session

The closing session of the 2005 Annual Meeting commenced at about 14.00hrs, and following a vote of thanks moved by **Mme Maryvonne Plessis-Fraissard** (SSATP Board representing multinational lending institutions), the minister for equipment and transport, **S. E Mr. Abdoulaye Koita**, *Ministre de l'Équipement et des Transports* closed the meeting at about 14.30. The program of the meeting is presented in Appendix 2.

2.4 Evaluation of the meeting

The evaluation of the meeting by participants shows a high level of satisfaction with the overall results of the annual meeting, the meeting sessions, the thematic work and results achieved, and most of the meeting arrangements.

	Good or very good	Acceptable	Poor or very poor
Pre-meeting arrangements and reception on arrival			
- Background information available before arrival in Bamako	75%	13%	12%
- Visa and flight arrangements	69%	11%	19%
- Reception at the airport including transportation to hotel	65%	17%	18%
- Registration at the hotel	70%	16%	14%
- Information available on arrival at the hotel including bag content	68%	13%	19%
Meeting arrangements, documentation and per diems			
- Hotel accommodation	69%	15%	16%
- Transportation to and from meeting venues	86%	13%	1%
- Workshop venue (Palais de la Culture)	40%	24%	36%
- Venue of plenary sessions (Hotel De L'Amitié)	93%	6%	1%
- Dissemination of meeting documents in English and French	90%	6%	4%
- Availability of SSATP publications in English and French	86%	10%	4%
- Payment of per diems	50%	14%	36%
Meeting sessions			
- Workshops on Saturday, Sunday and Tuesday	81%	15%	4%
- The plenary sessions on Monday	87%	11%	2%
- The Ministers' meeting on Wednesday	82%	8%	10%
- The final session on Thursday	93%	5%	2%
Thematic work and results achieved			
- Women and transport	63%	30%	7%
- PRTSR	89%	10%	1%
- Regional transport	82%	18%	-
- RMF / ATS	79%	19%	2%
- Data & indicators	76%	24%	-
- SSATP coordination	69%	30%	1%
- Road safety	88%	11%	1%
Overall appreciation of the results of the 2005 annual meeting			
- Progress achieved in strengthening implementation of SSATP LTDP	67%	26%	7%
- Usefulness to your work on transport policy and strategies	91%	8%	1%

A number of suggestions were made for improving future meetings, in particular:

- The need for more specific measurable progress, with reviews of the previous year's action plans and evaluation of implementation and results. More result-oriented actions and fewer studies were also suggested.
- Although participants were evidently highly satisfied by the relevance, coherence and usefulness of the meeting themes, some commented on the need for strengthened linkages between thematic work (including between sector themes and PRTSR) and for more attention to urban mobility and transport, and air transport in poverty reduction. The integration of cross-cutting issues needs to be supported by guidelines, and an expert in gender and other cross-cutting issues in every thematic area, according to one participant.
- While a shorter meeting (three to four days) was suggested by three participants, some others requested more time for discussions between participants, a field trip and the organization of preparatory meetings in a way that country resource persons can participate in different meetings.
- Communicating the dates and venue well in advance on the meeting and providing more advance information and documentation (well before participants arrive) were requested by a number of participants.
- Improvement in the payment of per diem (the amount paid per day and the number of days covered) was called on by a number of participants, as well as improvements in the visa and hotel arrangements.

3. POVERTY REDUCTION AND TRANSPORT STRATEGIES

3.1 Issues addressed and results to be achieved

The issues addressed by the Poverty Reduction-Transport Strategy Review process (PRTSR) sessions included:

- the findings of the PRTSR reviews undertaken so far, and the recommendations being made - and implemented – to anchor national transport strategies and policies in poverty reduction strategies (PRS);
- the progress being made by other SSATP countries to initiate and implement the PRTSR review process;
- the support required to implement the process and recommendations, particularly from Ministers in participating countries and by SSATP.

The results to be achieved by the PRTSR sessions at the 2005 annual meeting were that national policy-makers understand and are committed to supporting the PRTSR principles and process, and that they – and the development partners – agree to integrate the PRTSR results into national development strategies. In addition, the PRTSR sessions aimed to increase knowledge about the review process, share experiences and good practices between countries, and identify the priorities for strengthening implementation and results in 2006.

3.2 Participants

Members of the national Steering Groups of the 20 countries that have completed or are undertaking PRTSR reviews participated in the PRTSR sessions. Three members of each national Steering Group were invited, representing different sectors (public, private or civil society), different policy domains (transport, poverty reduction, planning and finance) and men and women. Interested observers from other countries and partner organizations, including the Islamic Development Bank attended the PRTSR working sessions.

3.3 Program and process

The program of the PRTSR sessions involved:

- an all-day working session on Saturday November 12, during which the PRTSR findings and results from 10 countries were reviewed and synthesized;
- a six-hour working session on Sunday November 13, to review and improve the implementation of the PRTSR process by 10 other countries;
- a plenary presentation of the main PRTSR findings and results by country representatives on Monday November 14;

- a half-day working session on Tuesday morning November 15, at which participants agreed the policy messages to Ministers and the implementation priorities for 2006, so as to strengthen PRTSR implementation and results;
- plenary presentations of the policy messages by country representatives to the Ministerial Forum on Wednesday morning November 16 and of the implementation priorities to the final closing session on Thursday morning November 17.

Participatory methods and visualization techniques were used for all working sessions, facilitated by members of the PRTSR support team (the Lead Coordinating Consultant and Regional Support Consultants). Participants from the PRTSR countries summarized information from their reviews on cards, which were then assembled as matrices on very large wall charts, allowing the participants to compare and assess the various results, findings and experiences. Participants then identified the main points and common findings to be presented to the whole meeting in plenary sessions, and selected the presenters from amongst the PRTSR countries.

To provide additional information about the PRTSR process to the meeting participants, a Progress Report in English and French was distributed (available on the SSATP website). This contains an overview chapter and individual chapters written by most of the PRTSR countries, summarizing the progress and results achieved to November 2005.

3.4 Outputs and achievements

Achievement of results

A major result was achieved when the 17 participating Ministers responsible for transport and infrastructure signed the “Bamako Declaration”, whose first undertaking is to “*Implement the Poverty Reduction-Transport Strategy Reviews, and adopt the results, and incorporate them in national poverty reduction and transport policies and strategies*”. A similar engagement by the development partners to incorporating PRTSR results in country and sector strategies still needs to be achieved. Efforts should be made in 2006 to obtain their engagement, and secure the support of other national actors, most notably Ministers of Finance or Planning.

Findings of the PRTSR process

The PRTSR sessions also aimed to increase knowledge about the review process and share experiences and good practices between countries. The charts synthesizing the individual results and progress in 21 countries are presented in Annex 3. The main points to emerge from the assessment were presented at the opening plenary session, and are reproduced in the following four tables, which summarize the findings of the reviews under four headings: 1) how transport issues are treated in poverty reduction strategies; 2) how transport strategies address poverty reduction; 3) policy-making processes to link transport and poverty reduction, and 4) the PRTSR process and factors of success.

1. Treatment of transport in poverty reduction strategies (PRS)	
ANALYSIS	RECOMMENDATIONS
<p>Transport is a priority in PRS. However:</p> <ul style="list-style-type: none"> • Transport is not developed adequately – due to the way in which PRS are formulated. • Transport infrastructure is addressed, but mainly rural. • Transport services and the needs of the urban poor are very weakly addressed, along with a number of important issues such as road safety. • The access and mobility needs of women, disabled people and other disadvantaged groups are very weakly addressed (or not at all). • There is over-treatment of road transport compared to other sectors (river and lake, rail,...). • Transport services adapted to specific activities (e.g. agricultural production and distribution) are not addressed. Specific needs of social and economic sectors are poorly articulated. • There are weak links between transport planning and the planning of services (health, education). • Geographical and ecological differences are weakly addressed (standard global responses are proposed e.g. rural roads). • Transport is not only a service to other sectors and groups (i.e. transversal) but is also a factor in integration and in addressing horizontal issues such as environmental protection. • PRS are not clear about the respective roles of the public and private sectors, e.g. in providing services (important since private sector should step in to replace services previously provided by public sector). • These (biased) priorities are reflected in budget allocations. 	<ul style="list-style-type: none"> ▪ Transport must remain as a priority – but must be treated in a transversal manner, i.e. its contribution to other sector strategies must be clear. ▪ Indicators for transport’s contribution to poverty reduction must be defined and included in PRS. ▪ PRS must clearly define the access and mobility needs of vulnerable groups – particularly women and disabled people. ▪ PRS need to address the needs of the rural and urban poor, and of women and men, in a more balanced manner. ▪ PRS must provide the framework for transport strategies and plans, i.e. clearly define its objectives and priorities, but not enter into details of operationalization. ▪ PRS should clearly outline how transport will respond to the regional patterns of poverty and geographical / ecological differences. ▪ A mechanism for verifying and validating PRS before their finalization is needed.

2. How transport strategies address poverty reduction	
ANALYSIS	RECOMMENDATIONS
<ul style="list-style-type: none"> • Transport strategies do not address poverty reduction directly. The assumption is that if roads are built or improved, economic growth will occur and the effects will trickle down. This is not happening. • National strategy is often composed of different documents – sub-sectoral, private sector, specific issues (e.g. rural transport, HIV/AIDS). This raises problems of coherence. • Some transport strategies oriented at poverty reduction, such as rural access, employment creation (e.g. Lesotho). These are temporary measures, and do not address sustainable development. • The specific needs of priority economic and social sectors and of priority population groups are rarely identified or addressed. • Transport services are very weakly addressed. • Important transversal issues, such as gender, the environment and governance, are often ignored. 	<ul style="list-style-type: none"> ▪ Integrated, multi-sectoral transport strategies – clearly linked to poverty reduction strategies - must be formulated in all countries, covering infrastructure and services. ▪ Poverty reduction as well as economic growth must be the focus of transport strategies. Transport must be a catalyst for growth and poverty reduction. ▪ The transport strategy must clearly define the roles of the public and private sectors in the provision of transport services. ▪ Motorized and non-motorized transport, in rural and urban areas, must be appropriately addressed. ▪ Road safety, environmental protection and good governance must be given greater priority. ▪ Appropriate data and indicators to monitor the contribution of transport to poverty reduction are needed.

3. Policy-making processes to link transport and poverty reduction	
ANALYSIS	RECOMMENDATIONS
<ul style="list-style-type: none"> • Civil society is not involved in the formulation of transport strategies. • There is a lack of capacity to develop policies. • Absence of techniques and mechanisms to develop transversal sector strategies, and to coordinate cross-sector planning. • No documents indicate the process by which transport strategies are formulated. Process is known only to those involved – who are almost uniquely transport sector actors. • Participative approaches, involving broad range of stakeholders (including transport users), are not used to formulate transport strategies. • PRS formulation process is much more transparent – and more participative. 	<ul style="list-style-type: none"> ▪ Mechanisms to coordinate between PRS and transport strategies during formulation and monitoring are needed (e.g. PRS working group on economic and transport issues in Tanzania) ▪ Skills and capacity in policy development in national institutions and amongst stakeholders need to be developed. ▪ Participative methods of policy development must be applied in the transport sector. ▪ Records should be kept of how transport policies are developed and who is involved. ▪ A clear framework for making links between poverty and transport strategies, including guidelines on how formulation should proceed, is needed. ▪ Policy formulation is a process (not a one-off event) and needs ongoing mechanisms for reviewing and updating strategies. ▪ Women’s needs and interests must be represented during formulation and monitoring, through the involvement of women and women’s associations in decision-making and monitoring bodies. ▪ Considerably improved data is needed to plan effectively, especially on links between transport and poverty.
4. The PRTSR review process and factors of success	
IMPLEMENTATION	FACTORS OF SUCCESS
<ul style="list-style-type: none"> • As at Nov 05, 11 countries have completed their analyses: <ul style="list-style-type: none"> •3 pilot countries in 2003: Guinea, Tanzania, Rwanda •8 in 2004-5: Cameroon, Côte d’Ivoire, Lesotho, Malawi, Mali, Senegal and Zimbabwe. RDC has nearly completed. • 10 countries are implementing their reviews or undertaking preparatory steps: Swaziland (strong progress); Kenya (about to restart); Angola, Burundi, Cap Verde, Ethiopia, Ghana, Niger, Uganda and Zambia are undertaking preparatory steps. •11 countries are still to commence. • The method is strongly validated by country experiences. Some small adaptations only are recommended, e.g. timing and longer duration of workshops. • Procurement of support services has been a major constraint, slowing down the process and creating planning difficulties. Many contractors have had to pre-finance the workshops. 	<ul style="list-style-type: none"> ▪ Political engagement in the PRTSR process, from both transport and poverty reduction. ▪ Dynamic, high-level, cross-sector Steering Group – prepared to invest much time and effort. ▪ A strategic vision of the role of civil society and the private sector in transport strategy – and openness by the public sector to their involvement. ▪ Good preparatory work is essential, including very good stakeholder analysis, and selection and preparation of documents to analyze. ▪ Representative stakeholder groups, with motivated women and men, knowledgeable in the issues and able to influence national strategies. Careful, informed choice of stakeholders is needed. ▪ Excellent facilitation by an experienced facilitator. ▪ Good technical support to Steering Group, e.g. from Ministries. ▪ Good communication between Steering Group and SSATP, and rapid feedback and support from SSATP.

2006 implementation priorities

The 2006 implementation priorities as identified by PRTSR participants are summarized in the following table. This outlines the actions to be taken by countries (those that are implementing their review recommendations, those undertaking the review process, and those just joining the process), and the support required from SSATP.

	Actions to be taken by countries	Support required from SSATP
Countries implementing their PRTSR recommendations	<ol style="list-style-type: none"> 1. Validation of recommendations/action plans by Stakeholder Group 2. Approval/adoption of action plan by authorities 3. Sensitization of stakeholders on the action plan 4. Integrate recommendations in Poverty Reduction Strategy 5. Lobby for implementation of the action plan 6. Steering Group to follow and monitor implementation of recommendations 	<ol style="list-style-type: none"> 7. Validation of recommendations/action plans by Stakeholder Group 8. Approval/adoption of action plan by authorities 9. Sensitization of stakeholders on the action plan 10. Integrate recommendations in Poverty Reduction Strategy 11. Lobby for implementation of the action plan 12. Steering Group to follow and monitor implementation of recommendations
Countries undertaking the PRTSR process	<ol style="list-style-type: none"> 1. Complete preparatory actions (procurement of facilitator and service provider, undertake stakeholder analysis, brief the stakeholders and plan the workshops, etc) 2. Conduct the strategy review workshops 3. Produce recommendations and action plan 	<ol style="list-style-type: none"> 1. Expedite the completion of the preparatory steps 2. Support pre-review meetings to orient stakeholder group members on the review process and their roles in it 3. Expedite the funding of the workshops
Countries just starting	<ol style="list-style-type: none"> 1. Establish a well-balanced Steering Group (sectors, gender) 2. Obtain official approval for the process from the relevant authorities (poverty reduction and transport) 3. Establish communication with the SSATP management team and the facilitation support team 	<ol style="list-style-type: none"> 1. Provide clear guidance for joining and initiating the process

4. WOMEN AND TRANSPORT

4.1 Background

Gender equity is a cross-cutting issue in the SSATP LTDP, and should be addressed in all initiatives. While some attention has been given to gender (e.g. in rural transport and the PRTSR process), it has yet to be seriously addressed across the full range of SSATP actions. Moreover, gender balance in SSATP is weak: 16 percent of the 2005 annual meeting participants and of program management team members are women. In some activities (e.g. RMF training), female participation is even lower.

A first step in tackling this gap had been made at the 2004 Annual Meeting, when a group of women from SSATP member countries called for the creation of a network of women in transport. Their initiative laid the basis for one of the challenges of the 2005 meeting, to ensure that women's voices were heard and given a place in achieving the LTDP goal.

4.2 Program and process

To put women's voices at the forefront of the 2005 Annual Meeting, a two-day "women and transport" workshop was held in Bamako on November 10-11, ahead of the preparatory sessions. From this workshop emerged a number of findings about the treatment of gender in SSATP's current work, and suggestions for how attention to gender could be improved in the LTDP.

A summary of these findings and recommendations was presented to the opening plenary session on Saturday morning, in advance of the weekend preparatory workshops, and also on Monday morning, at the first plenary session of the annual meeting. In addition, members of the women and transport group participated actively in the thematic sessions, raising issues of concern to women and increasing their knowledge of SSATP's spheres of activity. The caliber of the members of the group and the quality of their participation during the meeting are indicated by their strong representation amongst presenters of the policy messages to Ministers on Wednesday morning and of implementation priorities on Thursday morning.

By the end of the annual meeting, the women and transport group had drawn up a set of recommendations, identified priority actions for implementation in 2006 and outlined the composition and functioning of a women and transport network (see Appendix 5 for their final statement).

4.3 Participants

22 senior female representatives from the public sector and civil society in 13 SSATP member countries participated in the women and transport workshop on November 10-11. During the annual meeting, they were joined by female delegates from other countries (particularly members of

PRTSR Steering Groups), thus extending the group to cover more countries and a wide range of transport sector actors.

4.4 Issues addressed

Five priority areas were addressed by the women and transport workshop on November 10-11: transport and poverty; data and indicators; road management and financing; transport and regional integration; and road safety. A number of key issues concerning the integration of gender issues were discussed, and a series of solutions identified. Amongst the constraints and difficulties identified by the workshop were:

- Gender issues not adequately addressed in transport programs and projects, and the inadequate inclusion of women and gender issues in transport policies, poverty reduction strategies and the PRTSR process
- the under-representation of women in SSATP and in most PRTSR Steering and Stakeholder Groups
- the paucity of gender-disaggregated data and gender-specific indicators in transport and poverty data collection and management
- poor representation of women in the management of road funds and in road contracting
- the very limited of financial support and measures to facilitate women's access to capital to engage in road construction contracts and to support the involvement of women's organizations in trunk and rural roads maintenance
- limited and inadequate inclusion of (data on) women's businesses in regional facilitation and transport projects and in trade
- the socio-economic impact of roads on women's income-generating activities not adequately addressed during design and appraisal, and disregard of women's concerns in road design processes and transport services provisions (resulting, for example, in an absence of rest stop facilities and market spaces along roads)
- the limited awareness and lack of knowledge of conventions and rules on transport and regional integration, and exclusion of women's organizations from the management of transport-related observatories in sub-regional corridors
- too few projects on HIV/AIDS prevention and treatment along transport corridors, and weak inclusion of solutions promoting income-generating activities as alternatives to sex workers
- lack of awareness by, and education for women on traffic codes, travel documents and other texts, and lack of a gender approach in road safety policies.

4.5 Priorities for the LTDP and 2006 work program

Concerning the LTDP in general, the women and transport group made five proposals:

1. Women must be fully represented in the development of future infrastructure in Africa, and treated as active stakeholders in consultation and decision-making.

2. To raise the profile of work on gender within SSATP, a gender thematic group should be created;
3. A women and transport network (REFATE) should be established and launched;
4. Gender-disaggregated data and gender-related indicators should be incorporated in the collection and management of transport data and indicators;
5. Women should be adequately represented in the SSATP Board, in the Program Management Team, in SSATP national coordination structures and in PRTSR Steering and Stakeholder Groups. Links should also be made between the women and transport network, and its country focal points, and SSATP structures and actions at national level.

Concerning priorities for the 2006 work program, four priority areas of action are proposed: 1) women, transport and poverty reduction; 2) data and indicators; 3) regional integration and transport; and 4) road safety. The four actions, and their corresponding results, actors, scope and means, are outlined in the table below.

In addition to these four priority areas, actions should be taken by other SSATP thematic priorities to increase women's participation and to address women's needs and interests, particularly in consultation and decision-making and in knowledge and capacity-building actions (training, seminars, etc).

The full list of recommendations and proposals made by the women and transport group, as well as their thanks to the SSATP Program Manager and his team for their efforts to ensure the effective participation of women in the transport sector, is included in Annex 2.

The importance of taking action to promote women's voices and interests within SSATP is reinforced by the reaction of some delegates at the meeting. While many supported the greater involvement of women, some expressed outright opposition (e.g. suggesting that the issue is not relevant and is being "imposed" on Africa by The World Bank). Moreover, approaches to the issue must treat women as mainstream stakeholders, and not as marginal players in need of special measures. Rather, SSATP's mainstream actions must be adapted and extended to include women and to take into account their needs and interests as fully as those of men.

WOMEN AND TRANSPORT WORKPLAN 2006

Action	Actors	How	Results	Where/When	Cost (\$)
Women, Transport and Poverty Reduction					
Inclusion of women-related transport issues in ongoing transport projects	SSATP, REFATE, leaders of women's associations/NGOs	Survey on ongoing transport projects to assess the inclusion of women-related issues in the preparation, design and implementation of project	Establishment of data documenting the inclusion of women-related issues in ongoing transport projects. Establishment of analytical baseline data to be used in the preparation, design and implementation of transport projects to the benefit of women	In 11 countries that have completed PRTSR process February – June 2006	140.000
Data and Indicators					
Data and methodology definition	Tanzania, Niger, RDC, Mali, Cameroon, Guinea, Zambia, Uganda, Congo, Côte d'Ivoire	Document with definition of data/methodology drafted by Arnaud; synthesis of comments by working group	Synthesis report	Washington DC January-March 2006	Local costs
Regional Integration and Transport					
Assessment of conventions and other legal texts governing regional integration and trade	SSATP, REFATE, leaders of women traders and associations/NGOs	Regional workshops. Training of REFATE members in the conventions and other legal texts governing regional integration and trade. Training of leaders of women traders' associations working along the corridors.	Knowledge of conventions and other legal texts governing regional integration and trade. Draft kits of trade and travel document lists and training material for national workshops.	Burkina Faso (francophone) Tanzania (Anglophone) February 2006 National workshops April – June 2006	60.000 50.000 60.000
Road Safety					
Capacity building in road safety	REFATE	Identification of women stakeholders in road safety	Women stakeholders in road safety identified	April - October 2006	Local

5. REGIONAL INTEGRATION AND TRANSPORT

5.1 Issues addressed

The discussions revolved around the implementation of the updated Regional Economic Communities (RECs) Action Plan, as approved in Addis Ababa in September 2004 and adjusted during the RECs Transport Coordination Committee (TCC) meeting in Nairobi in February 2005.

The main issues dealt with included: (i) corridor management arrangements, (ii) establishment of corridors observatories, (iii) port security, (iv) legal harmonization in cross-border regulation, (v) road safety, (vi) HIV-AIDS initiatives, and (vii) REC coordination and TCC working practices.

5.1 Participants

Within the 50 or so participants, practically all SSA RECs were represented (ECOWAS, UEMOA, SADC, COMESA, CEMAC, ECCAS, CICOS, EAC), as well as a number of professional transport Sub-Regional Organizations (NCTTCA, WBCG, PMAESA, PMAWCA, FESARTA, etc.), the REFATE (Réseau des Femmes Africaines pour la Promotion des Transports), private sector operators, the African Development Bank, the NEPAD, the UN Economic Commission for Africa (UNECA), and some bilateral donors.

5.2 Process

Preparatory meetings took place November 12-13, 2005 to review progress towards the objectives of the 2005 work plan, as established during the 2004 Annual Meeting and endorsed by the TCC. A progress report was compiled, based on the submissions sent to the SSATP Program Management team by all RECs ahead of the Bamako Meeting. This progress report was presented in plenary session on November 14.

The group reconvened on November 15, to (i) prepare the 2006 work program, and (ii) identify the key messages to be delivered to the SSA Ministers of Transport coming to attend the Annual Meeting on November 16 and 17. At the outset of the discussion, the group had the opportunity to listen to presentations by UNECA on the role and importance of international treaties and conventions, by NEPAD on their corridor Spatial Development Initiative program, by ALCO on the Abidjan-Lagos HIV-AIDS Corridor Project, and by the Walvis Bay Corridor Group on their corridor development projects and operations.

Three key messages were delivered to SSA Transport Ministers in plenary session on November 16, and the outline of the 2006 work program was presented during the last plenary on November 17.

5.4 Outputs

The outcome of the sessions can be summarized as follows:

- (a) *Corridor Management Arrangements:* the program will continue supporting the establishment of effective Corridor Management Committees by facilitating the participation of all stakeholders into the definition and setting up processes.
- (b) *Corridor Observatories:* establishment of observatories will be pursued in ECOWA/UEMOA (one already exists on the Abidjan-Lagos corridor supported by the HIV-AIDS project), with the NCTTCA on the Northern Corridor, with SADC on the North-South Corridor, with IGAD on the Djibouti-Ethiopia corridor, and with CEMAC/CICOS in Central Africa.
- (c) *Port Security:* the program will support the realization of port security audits in consistency with the programs established by sub-regional port management associations.
- (d) *Legal harmonization in cross-border regulation:* the program, besides the completion of the Northern Corridor Treaty update, will support the pilot border posts initiatives being implemented across the various sub-regions.
- (e) *Road Safety:* the program will support the conversion of the existing SADC Road Safety handbook into a corridor-specific manual, tailored to the specificities of each individual corridor.
- (f) *TCC Action Plan and 2006 work program:* based on progress so far and on the additional requests for assistance expressed during the meeting, the TCC Action Plan was updated, thereby constituting the tentative operational description of the 2006 work program. The meeting agreed the TCC should meet twice a year to monitor implementation, (i) first at the outset, around February 2006, to confirm its decision to incorporate the new action items and to firm up implementation arrangements, including support requests to the Program, and (ii) a second time at mid-year, to follow-up on progress and adjust the annual objectives accordingly, ahead of the Program Annual meeting.

6. ROAD MANAGEMENT AND FINANCING

6.1. Issues addressed

The main issues that improve – or undermine – sustainable road maintenance financing and efficient road management in Sub-Saharan Africa were addressed by the RMF sessions, including: the development of sector associations, the perceived neglect of rural roads, the constraints to better use of road management tools, implementation of low-volume sealed roads, and ways to increase private sector participation and its efficiency. The discussions broadly confirmed the direction and content of the work plan, though notably laid emphasis on interventions in the areas of road network management, institutional development and capacity building. The stakeholders developed a specific diagnosis of the issues in these areas and identified actions for consideration in the 2006 SSATP work program.

6.2. Participants

The joint RMF/ATS session attracted around 50 stakeholders from the Ministries of Transport and Public Works, road agencies, road funds, urban transport authorities (CETUD, LAMATA and AGETU) and companies, representing 24 SSATP member countries including the host Mali. A number of technical partners and international organizations also took an active role in the discussions (IFRTD, SITRASS and Chartered Institute of Logistics and Transport). A representative of the Women and Transport group attended the preparatory sessions.

6.3. Program and process

Preparatory meetings with stakeholders took place on November 12-13, to review the summary assessment of the progress towards the objectives of the 2005 work plan, which had been prepared in advance by the RMF/ATS SSATP program management team, and to identify the challenges to be addressed in strengthening the implementation and results of the LTDP.

The presentation on the progress of the 2005 work program was followed by preliminary findings of the institutional and legal review, and performance assessment of road funds and road agencies. During the preparatory sessions both ASANRA and ARMFA presented a review of their work programs and of various actions being taken to achieve their objectives.

Throughout the thematic sessions, issues, new findings and developments were presented, followed by a process whereby participants identified main weaknesses and problems, what needs to be done and by whom. The participants identified a number of issues at the preparatory sessions that were presented and discussed in plenary on Monday November 14.

On November 15, participants formulated the observations and messages for the plenary sessions with the Ministers, which took place on Wednesday November 16, and defined the main content of the work program for 2006, which was presented in the plenary session on November 17.

A special discussion session was held on the afternoon of November 17 to brief participants on the preliminary findings of the study of road management tools and to present the Low Volume Sealed Road Guide and the results of its application in the Southern Africa region.

6.4. Outputs

Taking into account these discussions, together with the feedback received from other meetings and plenary discussions, participants expressed a strong consensus on the need to:

(1) *Accelerate actions for more efficient road management*

Governments should concentrate more on establishing autonomous Road Agencies and give more autonomy to existing ones, clarifying roles and responsibilities of Ministries, Road Boards, Road Funds, and Road Agencies. The respective Governments should also ensure that a road sector policy in line with the PRSP is developed under the leadership of one Ministry, and should enhance the capacity of the local private sector, including through performance-based contracts that transfer some managerial capacity to the private sector.

The **regional sector associations** should define appropriate models and indicators to assess the performance of road networks and road agencies, and strengthen inter-regional coordination between the sector associations themselves. **Road agencies** should strengthen the road databanks and improve the management capacity of Road Boards and Road Agencies, including manuals and procedures. Agencies should also ensure that internal audits are carried out regularly, road works outsourced, appropriate technologies promoted, and that road planning and programming respond to users' needs, especially of women and children.

(2) *Stay the course towards Second Generation Road Funds*

Governments should agree to adjust road user charges annually until they meet road maintenance needs, diversify road user charges as necessary and adopt appropriate legislation to sustain and secure road maintenance financing. The **Africa Union/ARMFA** should organize a high level meeting of Ministers of Finance, Ministers of Works, Road Fund Boards to build consensus to better understand and implement the road sector reforms in line with Second Generation Road Funds' principles. The **ARMFA/Road Fund Boards** should improve communication with road users and political decision-makers through media, and ensure that technical and financial audits are undertaken and published regularly. The capacity of Road Fund Boards' members should be strengthened, and performance and impact indicators of road funds should be identified.

In preparation for the meeting with the Ministers, the RMF participants observed that: *the creation of 24 Road Funds and 12 Road Agencies has improved the availability and management of road main-*

tenance resources. However, the road sector's answer still remains insufficient to reduce poverty, as roads are not able to provide the access to basic services and passability for transport services of goods and persons that populations demand. Based on these observations the key messages to the Ministers were:

(1) **Establish efficient and transparent institutions**, by pursuing the creation of Road Funds with financial and managerial autonomy in the remaining 27 SSA countries, and reinforcing private sector participation in the Road Fund Boards. The creation of Road Agencies with financial and managerial autonomy in the remaining 38 SSA countries should be pursued and more autonomy given to the 12 already existing agencies. The capacities of Ministries to establish policies and monitor adherence to policies should be strengthened.

(2) **Achieve the objective of own financing of road maintenance by the SSA countries**, by increasing fuel levy to the minimum of 10 US cents per liter and establishing other user charges so as to meet the maintenance costs. A minimum of 20 percent of the Road Fund should be allocated to rural roads.

(3) **Provide an enabling environment to enhance private sector participation in road service delivery**, by promoting local construction industry capacity building initiatives, and ensuring modern procurement legislation and procedures.

(4) **Develop and implement appropriate rural transport strategies**, by developing a program to achieve the MDG targets regarding the new IDA14 indicator of x percent of the rural population living within 2 kilometer of an all weather road, and by promoting intermediate means of transport services, thereby empowering women.

RMF implementation priorities in 2006

Based on the preparatory and plenary sessions, the RMF participants proposed that the 2006 work program should include the following actions:

<p>Road Network Management:</p> <ul style="list-style-type: none"> - Redesign and expand the Performance Assessment Model (PAM) for road networks - Organize two workshops to train the trainers in the RED model in East and West Africa - Extend the road management tools to include road data banks - Prepare and disseminate case studies on low-volume-sealed roads - Assess the impact of axle load control - Develop road asset management guidelines
<p>Road Fund Enhancement:</p> <ul style="list-style-type: none"> - Strengthen the SSATP/ARMFA partnership with emphasis on performance indicators and the RMI-Matrix - Finalize the legal/institutional/performance review of Road Funds - Review and identify good practices of road tolling arrangements - Increasing transparency of Road Fund management
<p>Road Management Improvement:</p> <ul style="list-style-type: none"> - Strengthen and formalize the SSATP/ inter-regional associations' partnerships (ASANRA/AGEPAR) - Finalize legal/institutional/performance review of Agencies - Identify and disseminate good practices of agreements between funding and service delivery agencies

<ul style="list-style-type: none"> - Identify and disseminate good practices of manuals and procedures of road agencies including reporting and procurement - Develop a Road Agency Performance indicators matrix
<p>Capacity Building and Training:</p> <ul style="list-style-type: none"> - Continue the Birmingham and Paris RMF courses - Consolidate regionally based Anglophone program in Nairobi and decentralize RMF-Paris course to West/Central Africa with more focus on strengthening the capacity of Road Fund Boards' members - Identify best practices of training programs of SMEs - Develop African Expertise Data Base - Assess and enhance local training capacity in SSA region - Disseminate paper on National Construction Councils and lessons learned from privatizing road maintenance - Develop training program for women through the Women's transport network, and consider related regional workshops as appropriate
<p>Direct Support to countries:</p> <ul style="list-style-type: none"> - Assist new or previously established Road Funds or Agencies through i.e. workshops in actual countries - Explore the possibilities for a high level meeting to build consensus to better understand and implement the road sector reforms in line with Second Generation Road Funds' principles.

7. APPROPRIATE TRANSPORT SERVICES

7.1. Issues addressed

The ATS discussions addressed the following issues: (i) urban public transport organization and regulations in large cities; (ii) introducing bus rapid transit (BRT) systems in African cities; (iii) provision of rural transport services; and (iv) audit of past promotion efforts of intermediate means of transport.

7.2. Participants

About 30 participants were present at the ATS sessions on Tuesday November 15, including former RTTP coordinators, the urban mobility group, SSATP management staff, consultants, and representatives from donors and organizations such as SITRASS and LAMATA.

7.3. Program and process

The ATS group was unable to hold the preparatory meetings as scheduled during the weekend of November 12 and 13, as insufficient people attended (the few participants present dispersed to other groups). However, intense and fruitful discussions were held with about thirty participants on Tuesday, November 15, addressing both urban and rural transport services issues.

On Tuesday morning two presentations were made (i) on the results of the study on urban public transport organization and regulation in large cities (Dakar, Douala, Nairobi and Kampala) by Graham Gleeve; and (ii) preliminary results (from Ghana) of the audit of past efforts of the promotion of intermediate means of traffic in various countries by Farhad Ahmed, IT Transport. These two presentations were followed by questions and answers.

After the coffee break, the group elaborated key policy messages related to the provision of transport services, which were to be presented to Ministers the following day.

During the afternoon session two presentations were made: (i) on the results of the study of Rural Transport Services in four countries (Burkina Faso, Cameroon, Tanzania and Zambia) by Paul Starkey; and (ii) on urban transport reform in Dar es Salaam, Tanzania, by Raymond Mbilinyi, Dar-Es-Salaam Rapid Transit Project Manager. Questions and answers followed the presentations.

Based on the above presentations and discussions, the participants then prepared the work program for 2006.

7.4. Outputs

(i) Policy recommendations to Ministers

To provide effective, affordable and safe transport services in urban and rural areas, which are needed to achieve the MDGs, it is important to:

- Recognize the importance of land and water based intermediate means of transport (IMT) and facilitate a good environment for the introduction, expansion and diversification of affordable technologies supported by the private sector. Consider exempting IMT from duties and VAT.
- Work with rural transport users and associations to agree minimum service provision, frequency and standards, and agree mechanisms for achieving these.
- Establish appropriate autonomous and financially sustainable institutions for planning, regulating and monitoring urban transport services and infrastructure.
- In most cities the bulk of the transport demand will have to be met by public transport systems integrated with other modes (walk/NMT/IMT). In support of this objective there is a need to promote efficient affordable and sustainable bus transport system with a specific focus on rapid transport.

(ii) Work Program for 2006

1. Hold bi-lingual **urban transport workshop** in March/April 2006 in a location to be determined, to address the following
 - Discuss **results of studies** executed in the 2005 work program (and others, such as the SITRASS study on medium sized cities), draw policy lessons and conclude on the way forward.
 - Discuss good practice and pitfalls regarding the introduction of high capacity **public transit systems** in large cities.
2. Execute (small) study to examine impact of expected rapid growth of motorization and particularly the growth of the number of **motorcycles** in African cities.
3. Hold, jointly with IFRTD, a bi-lingual **rural transport workshop** in March/April 2006 at a location to be determined, to address the following:
 - Discuss **outputs** of the SSATP 2005 work program, including RTTP review, IMT audit, RTS study, as well as studies conducted by IFRTD, and others, and draw policy lessons and conclude on the way forward.
 - Conclude on the creation of the **African Rural and Travel Transport Association (ARTTA)**.
4. **Disseminate** knowledge and good practice, including from sources external to SSATP, in both French and English.

8. DATA MANAGEMENT AND INDICATORS

8.1. Issues addressed

The working group on transport indicators focused mainly on the difficulties to initiate the required reforms to improve the institutional framework that governs the management of data in the transport sector.

The April 2004 seminar of the indicator working group, held in Nairobi, had identified the institutional framework as an issue to be addressed during the second cycle of transport data collection (2005-2006), but very little progress on this had been made by participating countries since then. A simple form had been designed to undertake a rapid institutional assessment, but only a few countries are currently using them as a first step in improving the existing institutional framework.

The data management and indicators sessions also took stock of the current status of activities in each country and updated the action plan for the second cycle of data collection.

8.2. Participants

The representatives of the 20 currently participating countries were invited to the meeting and 18 were able to actively participate in most of the working group sessions. The participants were all active contact points of the SSATP transport indicator initiative with positions in their respective ministries of transport and/or public works (some in planning/monitoring department, others in the road department/agencies).

8.3. Program and process

The preparatory session on Saturday November 12 took stock of the progress of the second cycle of data collection, which started in April 2005 at the Nairobi indicator workshop. This was summarized in the group presentation made in plenary on Monday November 14. One difficulty identified was the complexity of Bank procedures for the procurement of consultants, so a short presentation and discussion on these procedures in order to facilitate future hiring was made.

On Tuesday November 15, the first part of the morning was used to agree on the message to bring to the attention of Ministers on Wednesday. The second part of the morning was used to present the recent experience in Lesotho to initiate improvements in the institutional framework for transport data management, built around a new web-based GIS system fed with existing data. This presentation led to very interesting technical and financial discussions about the best way to achieve the required institutional reforms. Tuesday afternoon was used to reschedule the remaining part of the second cycle of data collection.

On Thursday afternoon, a short working session was held to discuss how to gain some financial support from donors to fund activities required to build a sound transport data management.

8.4. Outputs

As a result of discussions within the group and given the status of second cycle activities in each country, it has been agreed that, for all participating countries, the deadline is 28 February 2006 for delivery of final results related to the 2nd cycle of data collection.

The next workshop for the validation of these results could be planned at the end of April/beginning of May 2006. Prior to this workshop, each country will have produced a project document for the implementation of the institutional framework for transport data management. As in 2005, this workshop will review all the secondary data and indicators' sets and definitions, and formulate the work plan for the third cycle.

The goal for the next cycle will be to make a major push towards improving the transport data management system at the national level. Major efforts to advocate for financing from the donors will be needed.

The SSATP Annual meeting allowed the inclusion of an engagement from Ministers to support the improvement of the transport monitoring framework in order to produce appropriate, documented sector policies.

This event was also the opportunity for Swaziland to express its wish to join the working group on indicators. It has been agreed that it will be part of the third cycle starting with its attendance of the next working group workshop to be held by mid-2006.

9. ROAD SAFETY

9.1. Issues addressed

The thematic sessions on road safety were both retrospective and forward-looking. During the week-end preparatory sessions, the following issues were addressed:

- What is the current situation with respect to Road Safety in SSATP member countries?
- What are the lessons of existing good practices on road safety for the development and implementation of effective strategies on road safety in SSATP countries?
- How can road safety strategies be given more importance in national and regional policy, and allocated more resources?
- How can high-level support for improved road safety strategies be secured (who needs to be influenced, and how)?
- What is the role of SSATP in assisting countries to improve road safety, to complement the role of partners?
- How much of the work Plan 2005 had been achieved?

The discussions focused around the poor state of road safety in member countries, recognizing that there was a great deal of work to be done, particularly in relation to resource allocation, capacity, data and institutional framework. There are, however, good practices, which are worth disseminating and replicating. Due to the multi-sectoral nature of road safety, strong coordination of the different stakeholders is needed. Without high-level support and meaningful stakeholder participation, there will be little impact on reducing road crashes and improving road safety. The discussions were rich, varied and extremely constructive as the issues were discussed from various perspectives.

The road safety group also met on Tuesday November 15 to prepare the key messages to be relayed to the Ministers of transport present at the meeting.

At the road safety discussions held at the SSATP Annual Meeting in Addis in 2004, two main themes were identified: dissemination of good practice, and development and implementation of policy. The 2006 work program on road safety will continue the 2005 work program, with some modifications.

9.2. Participants

The road safety participants represented more than 15 Anglophone and Francophone countries, and included a good mix of different stakeholders, including Road Safety Council Chairpersons, senior road safety practitioners, partners, researchers, implementers, and representatives from the private sector, civil society, women's groups and policy makers.

Due to the cross-cutting nature of road safety, not all the stakeholders interested in participating could do so, as they had to take part in other thematic group discussions. It was widely recognized

by the participants that the group needs to collaborate with other thematic groups in order to implement a successful agenda.

SSATP will set up a network of road safety practitioners from amongst the participants who took part in the working sessions. These persons will become the initial road safety focal points within SSATP member countries. The group will be expanded to include all the relevant stakeholders, to ensure their effective involvement in the road safety work.

9.3. Program and process

Participants were identified through discussions with World Bank colleagues and SSATP Country Coordinators. The SSATP road safety team discussed the expected output of the sessions with the facilitation team who helped to clarify and streamline the agenda for the working sessions.

The weekend preparatory sessions/workshops commenced with brief presentations from the participants sharing their experiences. It was clear that there are quite a few initiatives being carried out and planned. GRSP, CSIR and UEMOA and a private sector initiative led by Chevron highlighted some of these. An advocacy film 'Think Global' from the FIA complemented the presentations. A summary was given of the Road Safety Questionnaire Matrix, which is being developed from the questionnaire survey carried out. It showed a snapshot of the current road safety situation in the five countries that had responded prior to the annual meeting. The collection of outstanding responses is ongoing. Analysis and distribution of the results will be done as soon as available.

The discussions that followed were highly participatory, with SSATP staff taking the back seat and assisting with facilitation as needed. The facilitator conducted the sessions and pushed for deliverables that were produced through consensus in order to achieve a unified and consolidated output.

Tuesday's session followed the same pattern as Saturday and Sunday being driven by the participants themselves, with SSATP staff acting as facilitators. The object of the session was to prepare a brief and focused message to the ministers highlighting the priority issues and the commitment required from them.

9.4. Outputs

The 2005 sessions on road safety reinforced the findings reached in 2004. While road safety is a growing priority for Africa, even more emphasis and effort is needed in the face of the increasing scale of the problem. Weak institutions play a great role in aggravating the road safety problems in SSA, and SSATP has a comparative advantage in helping to drive and define the agenda.

The main outputs of the road safety thematic group are as follows:

Weekend Session

- *Magnitude of Problem:* Estimated annual crash cost: 1-2 percent of GNP or 3.7 US\$ billion, injured pedestrians and passengers in mass transportation are the main issues in Africa, WHO African Region had the highest mortality rate in 2002, at 28.3 per 100.000 population and 4 percent of vehicles but 10 percent of death globally.
- *Key Issues Identified:* Capacity constraints, speed management, enforcement and pedestrian safety all presented with problem statements and proposed interventions.
- *SSATP Priority Recommendations:* Development of broad African road safety policy framework; development & dissemination of good practice materials; regional & sub-regional harmonization of standards & regulations; and assistance in implementation of action plans from pilot countries and of road safety advocacy in member countries.
- *SSATP Partners:* Due to the cross-cutting nature of road safety, strong internal partnerships need to be formed within SSATP with the data management & indicators; RMF, Regional Transport and ATS thematic groups, as well as close external partnership with the Regional Economic Groups, African Research Institutions, Regional Associations, GRSP, PIARC, SITRASS, ISTED, FIA, civil society & NGOs, and the private sector.

Key Messages to Ministers

1. WHO has predicted road fatalities as the third cause of death by 2020. Cost of accidents and deaths are estimated at 1-2 percent of GDP. Commitments have been made by ministers of transport (April 2005) and UN member countries (2004, 2005) to reduce accidents.
2. There is a need for road safety to be prioritized as a national socio-economic issue.
3. Champion a multi-sectoral, holistic and integrated approach to road safety. The creation of an independent road safety institution, responsible for coordination, monitoring & evaluation and advocacy, is critical.
4. Commitment to the provision of sustainable funding for road safety is vital to achieving consistent reduction in crashes. Support from SSATP with policy formulation where required.

2006 implementation priorities for SSATP work on road safety:

	Action	Responsibility
1	Publish RS bulletin & Collect good practices	SSATP, Partners, Focal persons
2	Promote & prepare RS safety standards	SSATP, UEMOA (RECs)
3	Support knowledge development dissemination and advocacy for RS	SSATP, GRSP, RECs, Focal persons
4	Harmonization of common regulation and standards	SSATP, RECs, CSIR, focal persons
5	RS policy review and development	SSATP, GRSP, RECs, Focal persons
6	Support implementation of activities in (pilot) countries	SSATP, SITRAS, ISTED, INRETS, UEMOA

10. SSATP COUNTRY COORDINATION

10.1. Issues addressed

The main purpose of the SSATP coordination session was to strengthen the coordination function to enhance LTDP implementation. The intended result was that stakeholders had a better understanding of the importance of SSATP coordination and how it can be made to function well. The session addressed the major challenges of the coordination function, its core functions and how it can be established and strengthened.

10.2. Participants

Some 20 persons, mainly country coordinators and contact persons, participated, amongst which senior officers, at director level, from ministries responsible for transport policy development. Angola, Cameroon, Cape Verde, DRC, Congo Republic, Côte d'Ivoire, Ethiopia, The Gambia, Guinea, Malawi, Niger, Senegal, Tanzania, Uganda, Zambia, and Zimbabwe were present.

10.3. Program and process

Strengthened SSATP country coordination had been identified as a key result at the annual meeting planning retreat, held in September in Belgium, at which the framework addressing this issue was outlined. Following the planning retreat, SSATP member countries were asked to prepare country reports, which were subsequently synthesized as an input into the annual meeting sessions.

A preparatory workshop on SSATP country coordination, which took place on Sunday morning November 13, opened with a presentation of the key issues and achievements of the coordination functions, based on the country reports. Participants then discussed the challenges, the main functions and set-up of the coordination function, the achievements of the countries and good practices, and the way forward to strengthen the coordination. The participants agreed the presentation to be made to the plenary session on Monday November 14 (see Annex 9 for the PowerPoint presentation) and nominated the presenter.

On Tuesday November 15, the workshop on SSATP country coordination focused on developing the messages to Ministers and the 2006 work program.

10.4. Outputs

The discussions on the SSATP country coordination identified the major challenges, the core functions, the setting up and strengthening of country coordination.

Major challenges

- Lack of funds for dissemination, operation and management of SSATP activities
- 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 country coordinators

Core function of the coordination function

“Initiating and Promoting the development and implementation of transport policy consistent with other good practices/policies”:

- 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
- Participating in Promotion and facilitation of policy research and development, and technology transfer
- Engaging with Transport Sector performance indicator development and monitoring process
- Engaging with donor coordination activities
- Participating in mobilization of fund for the implementation of sector programs
- Promoting strategies that ensure provision of efficient regional/transit transport services and trade facilitation
- Promoting 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

Setting up the coordination function

- A coordinator designated by the ministry responsible for transport policy with Transport Policy Advisory Group constituted by key stakeholders as a framework and each country to consider the additional team members depending on the reality of the respective country and results to be achieved
- Countries are principally responsible for financing of the functions while SSATP provides support where there is a need

Strengthening the coordination function and improving the implementation of the LTDP

- SSATP to initiate countries, urging them to ensure the coordination function is established and properly operating
- SSATP to respond to needs of countries
- Reporting and feedback to SSATP on quarterly basis
- A budget line to be included in the annual budget for the function of the coordination
- Sharing experience on coordination practices
- Ensure political support and commitment in implementing policies

The main outputs of the SSATP coordination session were the message to ministers and priority activities for the 2006 work program.

Message to ministers

The message to Ministers called for:

- - Continued support for the coordination functions;
- - Setting up and strengthening coordination functions at country level;
- - Provision of financing mechanism for the coordination.

2006 work program

Priority activities for 2006 were identified by the SSATP coordinators as follows:

Activity	Objectives	Results	Time frame	Implementing body
Set up the coordination (designation of a national coordinator, thematic coordinators and a transport policy advisory group)	Strengthening the SSATP Coordination function at the national level	SSATP Coordinators designated in each member country	End March 2006	Ministry responsible for transport
Develop national level indicators to measure the performance of SSATP coordination	Finalize the guidelines for SSATP Coordination	Guideline for SSATP Coordination function	April 2006	Coordinator
Sensitization and dissemination workshop	To inaugurate the coordination set up and develop national action plan	National Action Plans addressing the main recommendations of each thematic group developed.	May 2006	Coordinator
SSATP coordination indicators development and mid term performance review regional workshop (Nairobi)	To review progress at mid term and set up framework for SSATP performance measurement.	Mid-term progress report and Performance indicators for SSATP Coordination.	June 2006	SSATP

11. PANEL DISCUSSIONS – VISIONS AND FUTURE CHALLENGES

11.1. Visions for transport in Africa

On Monday November 14th, following the afternoon coffee-break, participants took a rest from SSATP thematic work and enjoyed the first of three panel discussions scheduled for the meeting. Thematic groups had each been asked to nominate a woman and a man to very briefly outline their personal vision for transport in Africa in the future.

Chaired by the Hon. Mizengo Pinda (Assistant Minister in the office of the Vice-President, Tanzania) the panellists were Mr. Mory Kante, Mrs. Edorh Kayikpoe, Dr. Charles Kunaka, Mrs. Darie-Claude Backe, Mrs. Josephine Mwankusyeye and Mr. Boubacar Barry.

A wide range of personal views was expressed, including visions of:

- Fully integrated multimodal affordable transport system making full use of natural features such as rivers and lakes.
- Women being allowed to play a full role in service provision, not subject to the prejudice of men who currently dominate the sector.
- Better partnership arrangements in service delivery between public and private sectors.
- Developing transport systems that enhance access by small scale farmers in Africa to the national, regional and international markets.
- Exploiting the opportunities offered by the various continental and international initiatives aimed at developing infrastructure, especially transport infrastructure across Africa.

11.2. Moving SSATP to Africa

Increased African ownership of the SSATP Program is one of the five main results of the Long Term Development Plan. This was also the subject of a panel discussion on Tuesday November 15th. In the Chair was Dr. Charles Kunaka of SADC (soon to become the SSATP Regional Coordinator for Eastern and Southern Africa). The panellists were: Godwin Punungwe (NEPAD), Mamoeketsi Ntho (National University of Lesotho), C. Sanjivi Rajasingham (World Bank) and Bruce Thompson (European Commission).

Outcomes of the discussion

The outcomes of the discussion indicated a division of views between (i) those who believe that current arrangements coupled with the trend to establish more management team posts in Africa should be maintained and (ii) others who consider that the management team should be relocated to Africa.

There was general agreement that the planned 2006 SSATP Strategic Review, should look at this question as part of its work on assessing the LTDP.

The Discussion

Key questions around which discussion was centered included:

- Do current arrangements respond effectively to the aspirations of Sub-Saharan African partners and institutions?
- Should the Program Manager be based in Africa?
- Do current arrangements promote policy coherence and alignment between partner countries and the transport policy agendas of the World Bank and other development partners?

Arguments for moving management to Africa

- SSATP is a sub-regional partnership and ownership by partner countries and institutions would be strengthened by relocation.
- Program management arrangements can only be sustainable if African capacity is built and mobilized to serve an Africa-based program.
- Ownership of the SSATP will be compromised by the location of the management team outside Africa.

Arguments for maintaining the current arrangements

- The World Bank, with the agreement of donors, deploys human, financial, administrative, and technical resources in the service of the program which are essential to its effectiveness.
- The synergy between the Program and World Bank lending operations, particularly in the area of agreement on sound sectoral policies, is an efficient means of promoting coherent policy development approaches within the donor community.

General Points of Agreement

(i) Concerning strengthening the role of African stakeholders in the program:

- SSATP is a key policy development instrument of the AU/NEPAD.
- SSATP policy development principles are being integrated at national and regional levels.
- The transport's role in poverty reduction is being clarified and defined by the SSATP.
- More Africans are being recruited to the program management team.

(ii) Concerning partnership aspects and links with donors:

- The SSATP is not an institution, it is an international partnership encompassing member countries, institutions, development partners, and transport sector actors throughout SSA.
- The SSATP promotes participatory approaches to policy development that fit well with a number of donor programs in SSA.
- Significant operational benefits are derived from current linkages with the World Bank.

11.3. New challenges for infrastructure and donor support

Recent donor commitments on increased support to infrastructure and transport in Africa were the focus of a panel discussion on the Wednesday afternoon, November 16. Chaired by S.E M. Patrick Achi, Minister for Economic Infrastructure in Côte d'Ivoire, the debate aimed to inform participants about the new opportunities, identify how commitments to poverty reduction and aid effectiveness are being taken into account, and enable African countries and partners to respond to the new challenges. As Minister Achi noted in his introduction, 2005 saw the publication of two high-level reports (the Millennium Project and the UK Commission for Africa), both arguing for massive increases in support to sub-Saharan African, including to infrastructure and transport. In line with the commitments made in Paris on aid effectiveness, both reports argued for new ways of providing support, with an emphasis on country-led decision-making (i.e. "business as usual" is not an option). Later in 2005, the rhetoric emanating from the G8 summit seemed to indicate that substantial increases in support would be delivered. Therefore the purpose of this panel discussion was to clarify the new support and how the needs of SSATP member countries and partners would be taken into account.

Senior representatives of The World Bank (Michel Wormser), the European Commission (Bruce Thompson) and the UK's Department for International Development (Ian Curtis) opened the debate by outlining current plans for additional funding for infrastructure and transport in Africa.

- The World Bank envisages a major scale-up in support (although specific figures are not yet available), with an emphasis on growth, measurement of results, and stronger partnerships with other donors (AfDB, EU) and at national level. Funding, noted Michel Wormser, will be on the basis of country-led programs, taking a full sector approach and including attention to maintenance and the role of the private sector.
- The EU is proposing a package of soft and hard investments with a specific focus on Africa (through the EU-Africa Partnership), which aims to contribute to the MDGs and improved aid effectiveness. Responding to the NEPAD Short-Term Action Plan, it aims to create an "Africa without borders" by supporting programs that facilitate "inter-connectivity" at regional level (roads, rail, water, ports and airports) as well as water, energy and ICTs. Countries that have good governance, sound policies and coherent sector programs will, according to Bruce Thompson, be in a good position to "scale-up" support.
- The UK response, as outlined by Ian Curtis of DfID, is to establish an Infrastructure Consortium, which will not be a funding agency, but rather "a brokerage space", identifying priority projects and matching funding and placing "more information in the marketplace". To ensure that priorities are set by Africa, Mr. Curtis referred to the importance of PRSP processes and strategies and said that the Consortium will work closely with NEPAD and the AfDB.

During the subsequent discussions, many questions and concerns were expressed by Ministers and other participants, strongly highlighting the need to learn from current experiences and improve the targeting and performance of future support in a number of important areas.

Timing: Reducing the current time taken to prepare projects and to negotiate and obtain funds or credits (three years and more...) will be essential;

Conditions: If previous results are to be one of the criteria for support, then rules must make it easier for beneficiary countries to produce the expected results (e.g. not insisting on the lowest tender price, especially when experience indicates that this is not the best offer and will lead to delivery problems and delays in completion). Conditions must be adapted to specific country situations, e.g. post-conflict. If reforms are required, these must be based on good practices and good governance, and take into account the capacity to implement reforms.

Poverty impact: Much greater emphasis on poverty reduction is needed. This includes ensuring that social plans are in place before restructuring and lay-offs, and placing the MDGs and national Poverty Reduction Strategies (PRS) at forefront. Countries and donors must focus on good strategies and plans, which should be the focus of dialogue and decision-making. Transport must be given a stronger place in the PRS, alongside education and health. Since the MDG targets require significant investment in rural infrastructure, rural infrastructure must not lose out to regional. Significantly more resources are needed to achieve the MDGs, much more than is indicated by the new initiatives. Private investment is important, but cannot be relied on and an over-emphasis on privatization carries economic and social risks (e.g. the impact on rail closures in mining and forestry, and employment in these sectors).

Other resources: Uncertainty about donor investment requires the strengthening of domestic financial markets, and other measures such as risk mitigation, guarantees, etc. There is a need to be innovative, to solve problems locally, using local resources, and to eliminate wasteful spending.

SME involvement: Local SMEs are key to transport sector development (both infrastructure and services), but they lack capacity and access to finance (e.g. for equipment) and are put-off by the lack of transparency in tendering. Including support to SMEs and the local construction industry in transport sector programs, and linking private sector development and transport / infrastructure programs, should be strongly encouraged. Increased transparency in tendering is vital.

Rail and river transport: For years African countries have stressed the need for railways and river/lake navigation, as part of regional integration and growth, and these sub-sectors must be given due priority in future investments.

Capacity: There is a need to increase national capacity to absorb and manage project finance. Donors must be careful not to plunge into more studies, which absorb valuable local capacity and often duplicate efforts, but must make much better use of existing knowledge.

Regional versus national interests: It is essential to avoid the impression of moving away from national strategies. Regional priorities can be very different from one country to another, so regional and national interests must be carefully assessed and balanced. The PRS must remain the essential basis for dialogue.

It was clear from the presentations and discussions that important elements of the donor plans and initiatives still need to be clarified and disseminated, such as the precise amounts to be made available, how links will be made with national Poverty Reduction Strategies and with the MDGs, and how aid effectiveness principles will be met. There was widespread agreement that SSATP can play

an important role, shaping the agenda in the interests of African countries and partners, sharing experiences and best practices, and creating synergy between development partners and SSA countries and RECs. Amongst the suggestions made were for the establishment of REC coordination mechanisms and more regular Ministerial meetings, to enable the views of African countries to be heard.

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APPENDIX 2. MEETING AGENDA

<p>Women & Transport Workshop, Thursday Nov. 10th & Friday Nov. 11th</p>
<p>Participants will:</p> <ol style="list-style-type: none"> 1. Share experiences to do with the issues of women and transport 2. Analyse the various implementation initiatives of the LTDP to bring out issues and implications for women 3. Identify measures to better integrate specific women's interests and needs with regard to LTDP initiatives and interventions 4. Identify mechanisms by which women can have a stronger influence on transport policies 5. Agree specific areas of intervention in the SSATP Annual Meeting

<p>PREPARATORY MEETINGS</p> <p>Saturday November 12 and Sunday November 13</p>
<p>PRTSR Process Implementation: Comparative assessment - experience, lessons, good practice, obstacles, solutions, support needed</p> <p>PRTSR Implementing Results: Comparative assessment findings, actions and support needed to implement Action Plans</p>
<p>RMF/ATS: Provisional</p> <ol style="list-style-type: none"> 1. Review WP progress 2. Challenges/issues identified by ASANRA, AGEPAR, ARMFA 3. Challenges, issue emerging from RF/RA study 4. Group session - identify key RMF policy/implementation challenges
<p>ATS: Provisional</p> <ol style="list-style-type: none"> 1. Start with joint session with RMF - report on indicator work, Urban transport studies, rural transport services, IMT Audit 2. Sessions with consultants on 4 cities study, RTS study, IMT Audit
<p>Indicators: Provisional</p> <ol style="list-style-type: none"> 1. Start with joint RMF/ATS session - report status 2. Session indicator initiative countries, lessons learned, challenges of phase 2 3. GSI implementation
<p>SSATP Coordination:</p> <ol style="list-style-type: none"> 1. Performance assessment, good practice, challenges 2. Actions, support needed to strengthen coordination function
<p>Road Safety: Provisional</p> <ol style="list-style-type: none"> 1. Presentation, reports on Road Safety Matrix (baseline survey) 2. Presentations by road safety partners: presentation by RECs 3. Identification of priority actions, design of Action Plan, identification of support needed
<p>Regional Transport:</p> <ol style="list-style-type: none"> 1. Presentation on WP progress, obstacles, lessons, solutions; 2. Workshop to assess coherence between SSATP initiatives and Almaty Action Plan - measures to ensure alignment, coordination;
<p>All thematic groups: Preparation of presentations for plenary session on Monday November 14</p>

<p>Plenary Sessions, Monday November 14</p> <p>Opening Ceremony Formal addresses and statements</p> <p>Thematic presentations</p> <p>Panel Discussion: Visions of the future, transport serving African development</p>

<p>Working and Plenary Sessions, Tuesday November 15</p>
<p>Thematic Working Sessions: Strengthening LTDP implementation: Preparation of presentations on political challenges for ministerial discussions</p>
<p>Panel Discussion: Moving the SSATP to Africa</p>

<p>Plenary Sessions, Wednesday November 16</p>
<p>Priority policy implementation issues: Moderated discussion with ministers on challenges to thematic and action plan implementation: Poverty reduction and transport, road sector finance and management reform, trade and transport facilitation - landlocked countries - the Almaty Action Plan</p>
<p>Panel Discussion: Moderated discussion on challenges facing transport in SSA</p> <ol style="list-style-type: none"> 1. Transport and the MDGs 2. Increased funding for SSA transport, coherence of WB, EU, institutional proposals and instruments - "Aid effectiveness" issues

<p>Plenary Sessions, Thursday November 17</p>
<p>Feedback from Thematic Groups on implementation for 2006</p>
<p>Ministerial Forum : Private meeting of ministers to consider an agenda for high-level actions on key LTDP issues - formulation of a Ministerial/SSATP resolution</p>
<p>Formal Closure of the Meeting</p>

<p>Friday November 18</p>
<p>Annual General Meeting</p>

APPENDIX 3. BAMAKO DECLARATION

Declaration of the Ministers Responsible for Transport and Infrastructure from member countries of the Sub-Saharan African Transport Policy Program (SSATP)

We the Ministers responsible for Transport and Infrastructure from member countries of SSATP, meeting at the 2005 Annual General Meeting of the SSATP, in Bamako on the 16th and 17th of November 2005 to consider the implementation of the Long-Term Development Plan of the SSATP Program:

Reaffirming the declaration by the African Ministers responsible for Transport and Infrastructure adopted in Addis Ababa, in April 2005, on the importance of the role of transport in achieving the Millennium Development Goals (MDGs);

Recognizing the importance and the role of SSATP in facilitating policy development and related capacity building in the transport sector in Sub-Saharan Africa

Concerned about the high cost of transport services in Africa due to inadequate infrastructure and numerous non-physical barriers;

Aware of the importance of transit corridor agreements and international treaties and conventions in streamlining, simplifying, standardizing and ensuring transparency of rules and procedures;

Convinced of the need for good transport policies in achieving external competitiveness; facilitating access to markets; creating economic opportunities and contributing significantly to poverty alleviation;

Noting the deteriorating condition of the quality of the transport network and the need for sustainable management and financing to support road maintenance;

Mindful of the high rate of road accidents and their adverse social and economic impact on the continent;

Taking into account of the specific requirements of women in the transport sector;

Committed to improving transport infrastructure and services in Sub-Saharan Africa;

HEREBY RESOLVE to undertake the following:

1. Implement the Poverty Reduction-Transport Strategy Reviews, and adopt the results, and incorporate them in national poverty reduction and transport policies and strategies.
2. Integrate regional corridor treaties and relevant international transport conventions into national legislation, and remove all non-physical barriers to transport.
3. Take necessary steps to source sustainable funding for development and management of transport infrastructure and services.
4. Take specific steps to ensure sustainable financing and appropriate management of the road network.
5. Adopt appropriate measures to institute national frameworks for monitoring and evaluating the transport sector so as to ensure their efficiency and sustainability.
6. Prioritise and implement a multi-sectoral, holistic and integrated approach to road safety and incorporate it as a major socio-economic issue.
7. Ensure that all implementation activities and initiatives incorporate appropriate mechanisms to associate women with the management of the sector and address their interests and needs.
8. Support the national SSATP Coordinators in their role of coordinating and implementing SSATP activities at country level.

Adopted in Bamako, on November 17, 2005