



Sub-Saharan Africa
Transport Policy Program



SSATP Annual Meeting 2010 - Kampala, Uganda – 18 – 21 October

Measuring SSA transport policy performance

“Work-in-progress”

Tuesday 19 October 2010

Overview

- What Africa has achieved
- Why a performance review
- A review that benefits all stakeholders
- Africa does measure performance
- What to measure and how to do it
- Key questions, judgement criteria, indicators and benchmarking

What Africa has achieved

- Road conditions have improved and better where governance is good: - main roads: 50% “good” 25% fair, rural roads: 25% “good”, 25% “fair” compared to 20% “good” of classified network in 1987
- Road maintenance spending has increased, mainly by road funds - still low in many countries - but big improvement from 10 yrs ago
- More autonomous road agencies are being set up, a SSATP commercialisation practice, but are lagging behind road funds
- Access is increasing to schools, health centres, agricultural areas & to urban services
- Almost half of Africa’s railways are under concessioning contracts: delivering better user services, yet low returns to investors

What Africa has achieved

- Transit traffic is moving more freely along trade corridors: reducing freight tariffs along some corridors
- Domestic construction industry is increasing the efficiency of road works, creating jobs, yet industry is underdeveloped
- Transport Ministers adopted MDG-related transport indicators: championing transport's contribution to reaching MDG targets
- Gender, employment, road safety, HIV/AIDS, environmental impact, climate change are better addressed
- Achievements depend on sustainable strategies - PRTS reviews - coherent strategies leading to increased budgets in a few countries and more affordable sector plans

How SSATP has evolved

- Initiated by Africa in 1987 - developed into a policy program in 1992 of 5 components - backed by 9 countries
- 1990s a period of expansion, partnership grows to 17 countries, yet by end of decade SSATP was in difficulty
- Early 2000s, SSATP reborn, better governance, strategic review, LTDP (2004-07) - 30 member countries - credibility restored
- LTDP Review heralds DP2, yet new challenges demanded changes - National Coordinators + partnership networking - shaped DP2
- DP2 (2008-11) - 36 countries - 8 RECs etc. - a more country focused plan is well underway after a slow start

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Why

- To find out why certain strategies are not proving as successful as expected - effectiveness and efficiency
- To better tackle the issues of the insufficiency of finance within the sector, its allocations to sub-sectors & across networks
- To develop good management practices across transport networks - e.g main roads and rural roads
- To justify finance for transport and demonstrate outcomes to transport users, beneficiaries of transport, health, education..
- To enable cross country comparisons that facilitate a sharing of experience and good practices
- To meet the demand of National Coordinators + REC-TCC

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A review that benefits all

- Ministers for Finance, Transport, Local Govt.: policy makers
- Sector ministries, road agencies and road funds: infrastructure managers, network developers, service facilitators.
- Private sector: infrastructure builders and service providers
- Transport users: Traders, farmers, industry, tourists...
- Rural and urban dwellers: subsistence and small farmers, those in education and in need of medical services
- Civil society organisations: champions of many X-cutting issues
- Donors: better target support, improve sustainability & impact

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Africa is no stranger to policy monitoring

- 2003 Indicator Initiative involving 21 countries to set up a common set of indicators - 2 year support of SSATP - mixed outcome - many lessons learned
- Transport Ministers adopted MDG-related transport indicators - how transport efforts are linked to reaching MDG targets
- Member countries monitoring RSDPs, RECs monitoring by corridor observatories

And, now a new impetus from National Coordinators and REC-TCC

- Recent debate involving 20 countries + RECs with recommendations integrated into the working paper

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What to measure and how to do it

- A review of transport policy performance or road sector policy performance
- A performance review across all SSATP countries
- An initial review involving a small group of countries and then replicated in all SSATP countries, and then SSA
- How to manage the review process at country, regional and SSATP level
- A timetable for the review

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Key questions, judgement criteria + indicators

Theme 1 : Comprehensive pro-poor and pro-growth transport sector strategies

Key questions

1. How does the road sector strategy lead to an affordable sector plan that balances maintenance & development of main & rural road networks for economic growth and access?
2. How affordable is the road sector development plan (RSDP)?
3. What are the outcomes of the RSDP?
4. How are cross cutting issues of safety, gender, HIV/AIDS, environmental impact, and climate change addressed?

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Key questions, judgement criteria + indicators

Theme 2: Sustainable institutional & financial arrangement for road infrastructure, and rural & urban transport strategies

Key questions

- How effective and efficient is the:
 - Road Agency
 - Road Fund
 - Ministry of Transport/Infrastructure/Works
 - Ministry of Local Government

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Key questions, judgement criteria + indicators

Theme 3: Improving transit traffic along selected corridors

Key questions

- How effective is corridor management?
- What are the outcomes of corridor management?

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Theme 1, Q1 - judgement criteria + indicators

How does strategy lead to affordable SP - mtce/dev - growth - access(pr)

1 a. How far has PRSTR	PRSTR action plan
1b. To what extent has PRSTR outcome been integrated into TS	Identified changes in transport strategy
1c. To what extent has TS led to a stakeholder agreed RSDP	RSDP ownership - outcome of consultation
1.d To what extent does RSDP give priority to maintenance	% of maintainable network under maintenance
1.e How is RSDP monitored	Monitoring coverage of RSDP
1f. How does Ministry report to RSDP stakeholders	Format of reports and frequency of meetings

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Benchmarking - good/average/less

- Good performing country: applies SSATP principles and follows good practices
- Average performing country: applies SSATP principles and good practices but outcomes are insufficient and have weak sustainability
- Less performing country: few SSATP principles and good practices are being applied and insufficient progress is being made in policy development

And, to reflect level of country development, benchmarking by country typology - low-income, medium-income, resource-rich

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Theme 1, Q1 - indicator - benchmarking

How does strategy lead to affordable SP - mtce/dev - growth - access(pr)

1 a. PRSTR action plan	Good - action plan agreed. Ave. - PRTSR done, plan not agreed. Less - PRTSR not done
1b. Identified changes in transport strategy	Good - plan changed strategy. Ave. plan integrated but no action. Less - plan shelved
1c. RSDP ownership - outcome of consultation	Good - all s'holders involved in RSDP prepn. + its approval. Ave. as "good" no agreement. Less - no RSDP
1d. % of maintainable network under m'tce	Good - 80% Ave. 80-60% Less - below 60%
1e. Monitoring coverage of RSDP	Good - all aspects monitored. Ave - 50-80% monitoring. Less - below 50% monitored
1f. Format of reports and frequency of meetings	Good - annual + regular govt-donor mtgs. Ave. no annual event + ad-hoc meetings. Less - ad hoc