

**POVERTY REDUCTION AND TRANSPORT
STRATEGY REVIEW (PRTSR)
RETROSPECTIVE STUDY ON THE
IMPLEMENTATION AND IMPACT OF THE PRTSR**

(MALI, BURKINA FASO, BENIN, CAMEROON AND BURUNDI)

Consultant: Mamadou Talla

Rationale of the PRTSR

- Having recognized that:
 - The first-generation Poverty Reduction Strategies (PRSs) did not take into account the role of transport in poverty reduction and economic growth
 - These initial strategies were not comprehensive, because they only partially addressed access and mobility problems faced by the poor
 - The transport sector did not always receive substantial allocations
- The SSATP and its partners launched the Poverty Reduction and Transport Strategy Review (PRTSR) process.

Purpose of the PRTSR

- The PRTSR was the key initiative of the SSATP's first Long-Term Development Plan (LTDP 2004-2007). It sought to foster a mutual understanding by a wide range of influential figures from the public sector, private sector, and civil society of ways to improve national strategies with a view to optimizing the transport sector's contribution to poverty reduction.

Objectives of the evaluation

- Since its launch in 2003, twenty-one (21) SSATP member countries have conducted the PRTSR and thus identified the actions needed to improve the transport sector's contribution to poverty reduction.
- It was therefore necessary to evaluate the impact of the PRTSR process and determine its value added for transport strategies and the level of priority accorded to the transport sector.
- The main objective of the study was to evaluate the [*impact of the*] implementation of the PRTSR results on the formulation of national transport strategies and of second- or even third-generation PRSPs.

Areas covered by the evaluation

- The relevance of the SSATP methodology, based on a review using a participatory approach
- The adoption of the results of the review
- The challenges and practical solutions for the implementation of the recommendations
- The impact of the process on the transport sector and the link between poverty reduction and transport (PRTSR) in Mali, Burkina Faso, Benin, Cameroon, and Burundi
- The recommendation of possible modifications that should be made to the PRTSR process and other SSATP initiatives
- Proposals to continue or halt the PRTSR process

The PRTSR

The process involves several stages:

- The official request from the country wishing to conduct the PRTSR
- The establishment of a Steering Group and a Stakeholder Group
- The selection of a facilitator and a service provider
- The organization of review workshops
- The adoption by the country of the final report and the action plan for implementation of the recommendations

Results of the country-specific evaluation

- Mali. The PRSP and the transport policy document incorporated the recommendations of the PRTSR.
 - There is still no single transport sector policy document. However, the difficulties encountered are being taken into account by subsectors and virtually all cross-cutting issues are being addressed in the various subsector documents on transport.
 - A year-on-year increase in budget appropriations to the transport sector was observed.

Benin

- The process has been completed and the Government, through the Council of Ministers, issued a directive to integrate the PRTSR recommendations into the documents (PRS and transport).
 - However, this measure has not yet been implemented because the PRS review is scheduled for this year (2010)
 - The review of the sector policy document has not yet been launched owing to a lack of financing
- However, there was an increase in budget appropriations to the transport sector from CFAF 47 billion in 2004 to CFAF 137 billion in 2010.

Burkina Faso

- The recommendations were incorporated into the Poverty Reduction Strategy Paper (PRSP).
 - The advantage is that the PRSP review coincided with the PRTSR process in 2007.
- The review process for the transport document is underway (2010)
 - Moreover, it is pleasing to note that, by ministerial order, members of the Stakeholder Group and the PRTSR Steering Group are being selected from among the Monitoring and Validation Committee for the study entrusted to a consultant.
- Budget appropriations to the transport sector increased significantly from CFAF 40 billion in 2001 to CFAF 135 billion for FY2009

Cameroon

- Recommendations incorporated
 - In August 2009, the PRSP review resulted in the Growth and Employment Strategy Paper (GESP).
 - In 2009, Cameroon also reviewed its transport policy document and adopted a revised version.
- It bears noting, however, that although the final report and recommendations from the PRTSR were not officially approved by the Government, the main PRTSR recommendations were expressly incorporated into the two documents. Drafting of the GESP was made possible by the participation in the review of this strategy of a PRTSR Steering Group member, in his capacity as an executive in the department responsible for the PRS, who was therefore able to ensure the integration of the PRTSR recommendations.

Burundi

- Launched in 2005 and completed in January 2009
- It bears noting that at the time of the Consultant's visit, none of the recommendations had yet been taken into account because the reports and the action plan had not been submitted to the Minister of Transport, despite several reminders from the SSATP Regional Coordinator for West and Central Africa and from the PRTSR Regional Coordinator who attended two workshops.

Key Lessons

- All the countries agree that among the most important factors, the following should be considered priorities:
 - The political will of the authorities responsible for transport and the PRS to conduct the PRTSR.
 - The second factor is the result of thorough preparatory work and a vibrant Steering Group
 - And lastly, good communication between the Steering Group and the SSATP with respect to the provision of support.
 - The choice of facilitator, sound analysis by the Stakeholder Group, and the selection of this Group can be attributed to thorough preparatory work.
 - The methodology for the PRTSR has been fully understood and well appreciated by the various countries. It is a highly participatory and inclusive methodology.
 - The PRTSR makes it possible to update, collate, and take into account the specific transport needs of the social and economic sectors, as well as representatives of vulnerable persons, and to also address cross-cutting issues.
 - The PRTSR gave greater visibility to the transport sector , at least in all the countries where the recommendations were incorporated into the policy and strategy documents.

Key Lessons (continued)

- The success of the PRTSR hinges largely on:
 - The National SSATP Coordinator's level of responsibility and personal motivation
 - The inclusion in the Steering Group of a senior official from the ministry responsible for drafting and monitoring the poverty reduction strategy
 - The political will of the highest authority responsible for transport and, beyond this body, of the entity in charge of drafting and monitoring the poverty reduction strategy, which will determine the success of the PRTSR
 - The establishment of a technical committee to assist the Steering Group with the execution of tasks proved very beneficial because it enabled countries such as Mali and Benin to proceed expeditiously through the preparatory phase
- The comparison of the four countries reveals that with respect to the integration of cross-cutting issues into the Transport Sector Programs, Burkina Faso and Mali were the most successful, followed by Cameroon. Benin, which has not yet reviewed its policy document, only partially addresses these issues.

General Recommendations

- The SSATP must encourage and motivate countries that have not yet initiated the PRTSR process to do so.
- The SSATP must encourage the establishment of national SSATP coordination offices that must include the members of the Stakeholder and Steering Groups.
- Experience sharing among countries must be promoted by organizing meetings, on the sidelines of annual SSATP meetings, between countries that have completed the PRTSR process and those initiating it.
- Logistical and financial support must be provided to the national coordination offices to enable them to ensure regular monitoring of the implementation of the PRTSR recommendations. The role of the national coordinator will continue to be ineffective in a number of countries owing to the lack of material and financial support from the SSATP.

Recommendations (continued)

- Countries should be asked to integrate the Steering Groups that have been expanded to include the Stakeholder Group into the “transport-infrastructure” thematic groups or the one serving as such for each review process for the PRS or the transport policy document.
- Support should be provided to the countries that have not yet reviewed their transport policy document. This support could be in the form of technical assistance (formulation of the terms of reference, etc.), or involve the securing of financing from technical and financial partners for the recruitment of a consultant, or the organization of national validation workshops.
- With respect to Burundi specifically, initiatives for the official submission of PRTSR reports to the Minister of Transport should be taken and a request made for the replacement of the National SSATP Coordinator in order to relaunch the next steps of the PRTSR.