LTDP – The OPR

- Process
- The LTDP
- Results so far
- Key Issues

The Process

- The Output to Purpose Review was carried out over a period of 4 months (June to September, 2006).

- The OPR was included in the work plan of the Long Term Development Plan (LTDP) and was intended to assess progress at the mid term stage of the LTDP in order that modifications and changes could be made if they were considered necessary in order for the LTDP to achieve its Purpose.

Process

- All 32 country members were invited to participate. Detailed case studies were carried out in 8 countries by local consultants; questionnaires were sent the remaining 24.
- An assessment of the progress made as perceived by the Regional Economic Communities. More detailed enquiry was made of two of the RECs (COMESA and CEMAC).
- In addition to managing the work at the country and regional level, interviews were carried out interviews with members of the Programme Management Team and Theme leaders in Washington and Dar es Salaam.
- Interviews were also conducted with DANIDA, Irish Aid, SIDA and the EC.
- The views of the regional coordinators were also elicited.

Output to Purpose Review

- The Long Term Development Plan
  - Origins & Major Influences on its development
    - The 2001 Strategic review
    - Greater participation
    - Emphasis on policy development
    - The facilitating role of transport
    - Transport and poverty reduction

Output to Purpose Review

- The LTDP –LogFrame
  - Goal
    - Cost effective transport and affordable access and mobility contributing to poverty reduction and economic growth
  - Purpose
    - SSATP Stakeholders sustain integrated transport sector policies and strategies.

Purpose -*SSATP Stakeholders sustain integrated transport sector policies and strategies.*

Outputs

- SSATP program approach implemented at country and regional level

- Key transport professionals and beneficiaries engaged in ensuring coherence between transport policies/strategies and national poverty reduction and economic growth strategies

- Appropriate institutional development strategies and secure financing mechanisms adopted and implementation under way

- Regional Economic Commissions and national governments adopt trade and transport facilitation measures

- Increased Africa-based program management arrangements

The Framework of the LTDP

Observations

- The LTDP has been implemented without reference to the framework which was set up by the program management to guide and monitor it

- SSATP progress and thematic work plans are not driven by LTDP outputs

The Framework of the LTDP

Recommendations (short term)

- Clear objectives with verifiable indicators, which relate directly to the Outputs, must be set for the Themes

- Annual Progress Reports should provide information in relation to the progress made towards the Outputs

- Annual work plans should be expressed in relation to the Outputs not only in relation to the themes

- Budgeting and expenditure should be identified against each Output

The Framework of the LTDP

Recommendations (Long term)

- The future Program should be defined through a participatory, LogFrame process which has to result in a coherent and rational framework with achievable Outputs and Purpose defined.

- This framework will serve as the practical basis for the implementation of the and planning, budgeting, allocation, reporting and monitoring will be related directly to the framework

Output 1 SSATP program approach implemented at country and regional level

Conclusions

- There is no definition nor general understanding of the term "program approach"

- PRTSR process has encouraged an inter-sectoral appreciation of the role of transport in poverty reduction

- SSATP approach to road fund management and road agency establishment incorporated into sub regional organizations (ASANRA, ARMFA AGEPAR)

- Integration of the SSATP Program constrained by lack of coordination between the themes and lack of influence of the coordinators

Output 1

Recommendations

- The PMT should publish and promote the consensus definition of the SSATP programme approach

- Countries should be urged to provide high level representation on the SSATP coordination unit.

- The SSATP PMT need to ensure the coordination between theme leaders (both national and international) and the coordination unit.

- SSATP coordination units to define and cost annual work plans including SSATP theme activities

Output 2 Key transport professionals and beneficiaries engaged in ensuring coherence between transport policies/strategies and national poverty reduction and economic growth strategies

Conclusions

- The PRTSR has initiated a cross sectoral discussion of the role and function of transport in relation to poverty reduction

- There has been limited input from the main line technical agencies in the transport sector or from the other SSATP themes

- The RMF theme has contributed significantly in relation to the coherence of transport policy and economic growth strategies

Output 2

Recommendations

- Organise Sub regional seminars for policy makers on the means to implement a pro poor transport approach incorporating the pro poor elements of the SSATP in particular the ATS

- Main line technical transport agencies should be co-opted into the PRTSR process

- SSATP PMT should provide in country support to ensure the recommendations of the PRTSR are incorporated into policies

Output 3 Appropriate institutional development strategies and secure financing mechanisms adopted and implementation under way

Conclusions

- Sub regional associations are using and promoting SSATP approaches on road funds and road agencies
- Countries are engaged in developing and using data bases for the more effective planning and monitoring of road programme
- Activities on rural transport and urban mobility have significantly been reduced
- Capacity building workshops are being institutionalised in African agencies

Output 3

Recommendations

- An assessment is required of the need for training on SSATP RFM approaches and the most appropriate delivery mechanisms
- Finalise and act upon the results of the assessment of the use of RFM tools and procedures
- A reassessment of the resource allocation to the ATS theme in the light of its potential contribution to poverty reduction strategies

Output 4 Regional Economic Commissions and national governments adopt trade & transport facilitation measures

Conclusions

- The RECs are collaborating with SSATP however the Program is seen as a useful source of knowledge and technical support rather than a partner whose approaches are to be promoted by the RECs
- REC TTC provides a formal basis for effective collaboration
- The use of SSATP resources has been both effective and efficient

Output 4

Recommendations

- Use the inputs being provided on corridor management, border posts, legal and other regulations to develop guidelines for RECs implementation

- Carry out before and after studies on reduction in transport costs engendered by the work on the corridors

Output 5 Increased Africa based programme management arrangements
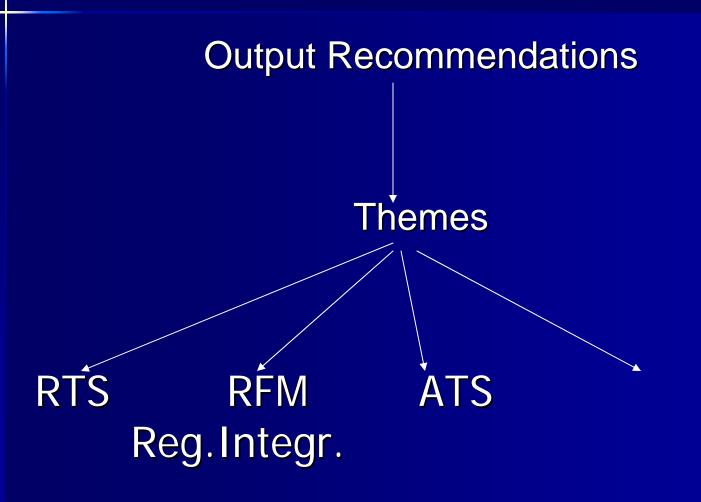
Conclusions

- Establishment of regional coordinators has improved support to and coordination with countries however issues of mandate and authority remain

- National coordinators are often not influential enough to effect change

- Donor and World Bank country offices often unaware of responsibilities given to the national coordinator by the SSATP

Output 5

Recommendations

- There needs to be a full debate of the role, function and responsibility of the national coordinators which has to include the theme leaders both national and international

- Regional coordinators to be provided with administrative support and have direct access to a clearly defined budget and their roles and responsibilities full understood by all SSATP staff

- The additional seat on the SSATP board should be accorded to a country representative

Implications for Themes

Output Recommendations

Themes

RTS   RFM   ATS

Reg. Integr.

RTS

- Define and distribute program approach Strengthen the coordination unit and integrate themes
- vigorously pursue basic data collection
- Support poverty related strategies for implementation
- Sub regional seminars for decision makers on how to implement a pro poor transport approach using the pro poor elements of the SSATP (ATS)
- Main line technical transport agencies should be co-opted into the PRTSR process
- Provide support to ensure PRTSR recommendations incorporated into policies
- Feed indicator data into the PRTSR process
- An assessment of the need for training on SSATP RFM approaches and the most appropriate delivery mechanisms
- Finalise and act upon the results of the assessment of the use of RFM tools and procedures

RMF

- Continue to develop Instl. impact measures
- Reinforce support to sub regional associations
- Rural road maintenance
- An assessment of the need for training on RFM approaches & appropriate delivery mechanisms
- Finalise and act upon the results of the assessment of the use of RFM tools and procedures

ATS

- Emphasize body of knowledge on rural access and mobility
- Promote data analysis on rural access
- Incorporate access and mobility good practices into PRTSR recommendations
- Reassess resource allocation to ATS (2005 5%)
- Structure and role of the ARTA
- Promote rural road maintenance strategies

Regional Integration

- Support fuller understanding at country level of RECs corridor work
- Use the inputs being provided on corridor management, border posts, legal and other regulations to develop guidelines for RECs implementation
- Carry out studies on reduction in transport costs engendered by the work on the corridors

Program Management

- Countries should be urged to provide high level representation on the SSATP coordination unit.
- The SSATP PMT need to ensure the coordination between theme leaders (both national and international) and the coordination unit.
- SSATP coordination units to cost annual work plans including SSATP theme activities
- There needs to be a full debate of the role, function and responsibility of the national coordinators which has to include the theme leaders both national and international
- Regional coordinators to be provided with administrative support and have direct access to a clearly defined budget and their roles and responsibilities full understood by all SSATP staff
- The additional seat on the SSATP board should be accorded to a country representative

Key Issues

- Effective work done
- Organisation and Management
- Framework
- Partnerships
- Policy instigator or advisory and networking body?

- FEEDBACK !!!

THE SSATP PARTNERSHIP

SSATP Member Countries	Regional and International Organizations
1.Angola	**Regional Economic Communities**
2.Benin	CEMAC
3.Burkina Faso	COMESA
4.Burundi	EAC
5.Cameroon	ECCAS
6.Cape Verde	ECOWAS
7.Central African Republic	IGAD
8.Chad	SADC
9.Cote d'Ivoire	UEMOA
10.Congo	
11.Democratic Rep. of Congo	**15 Public and Private Sector Regional & Sub-Regional Organizations**
12.Ethiopia	
13.Gabon	
14.Gambia	**International Organizations, Donors, IFIs**
15.Ghana	UNECA
16.Guinea	AU Commission
17.Kenya	& NEPAD Secretariat
18.Lesotho	AfDB
19.Madagascar	ILO
20.Malawi	USAID
21.Mali	
22.Mozambique	EC
23.Niger	Denmark
24.Nigeria	France
25.Rwanda	Ireland
26.Senegal	Norway
27.Swaziland	Sweden
28.Tanzania	World Bank*
29.Togo	
30.Uganda	* administers the Program
31.Zambia	
32. Zimbabwe	

Structure of the SSATP

Transport and Poverty
  reduction

  ⟶ Access Needs

  ⟶ Transport services

  ⟶ Maintenance

Policy

Institutional reform

Financial Mechanisms

Transport services

Transport corridors

Strategy