

Contribution by Mr. Gösta Werner from Sida during the panel discussion on Tuesday 31 October

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Good morning everybody. I am here to represent my organisation Sida (French and Portuguese speakers please use Asdi)

Let me first state that I am honoured to have been asked to sit on this panel and to be given the opportunity to express some views on SSATP and the way forward.

Sida, as you are all surely aware, is one of the long time supporters of SSATP – our current support is in the form of contributions to the Multi-Donor Trust Fund plus secondment of a Road Safety expert to the team.

According to the present instruction by our governors, Regional Funds shall be used primarily for activities that cannot be attributed to any particular country but that complement Sida's bilateral country programmes. Now, this means we have a problem, because in the spirit of the Paris agenda Sweden is gradually rationalising according to the formula “three sectors per donor per country”. In this process transport has typically been given low priority and the end result is that in two years time Sida will have just one bilateral road programme on-going in Africa, and two years later probably none! From communication with colleagues in other European donor agencies I understand this situation is by no means unique for Sida.

So, the conclusion is that a regional programme like SSATP must show its worth in offering synergies with other sectors than roads—which leads us to the PRTSR process.

Now, the PRTSR has been given much praise here yesterday. However, we do not yet fully know how much substance there is to be found between the grand façade, and even less about impact. So let us be cautiously optimistic about this process.

To anchor the notion of Transport as an indispensable service deliverer to other sectors, including the social sectors, and to see it through in work plans and government budgets is intellectually challenging and will not succeed without insistent lobbying. It is not a one off operation but will have to be followed up again and again.

Transport people in donor organisations face similar problems. I know from personal experience, having tried consistently to persuade the directors of the health and education divisions in Sida about the necessity to consider transport in whatever program they forward to Sida's governing body.

Sida is in a concentration process also thematically in every division and team. In transport, the two dominating themes for the short to medium term are Rural Transport (with emphasis on access) and Road safety.

On the global arena, we support the International Forum for Rural Transport and Development (IFRTD), and for Road Safety the WHO and the Global Road Safety Partnership (GRSP). In the Africa region, besides SSATP we are planning a substantial support to the newly started global Road Safety Facility (GRSF) with a home in the World Bank, and something we call Safe Corridors where we are currently discussing a pilot project with the Walvis Bay corridor Group.

It is easy to identify potential links to a future SSATP, both thematically and in actual cooperation on the ground.

However, we opine that just as we and other donors find ourselves in a process of rationalisation and consolidation, so SSATP needs to change – jogging on in old tracks is not an option. SSATP is not a universal Leatherman tool for everything with a connection to transport. Management should make every effort to consolidate the various themes rather than expand into ever new territory trying to meet expectations from countries, associations and groups to support activities, however close to the heart, but rather distant from SSATP's core mission. From yesterday's presentation I understand expectations are high. A keen reality check is called for!

This implies:

- Concentrate on fewer sub-sectors, themes and even countries (countries can be serviced on a rolling plan, rather than all at once)
- Link up to other programmes, organisations and networks within and outside the WB, and draw synergies wherever possible. Use existing knowledge – there is a tremendous data-base on the web waiting to be tapped. *E.g.* In rural transport there is already the IFRTD, why duplicate? Connect instead!
- As proposed by the OPR consultant, formulate programmes so that it is possible to identify measurable results. Our peers are repeatedly asking us: We have supported SSATP for umpteen years – what has been achieved?
- Budget for and do activities according to agreed work plans, never forgetting a reality check.
- Avoid entering into long term commitments with regional and sub-regional organisations and associations. Policymaking is the rationale for SSATP – not long term institutional support.

These were a few tips. We would like to see them reflected already in the work plan for 2007.

What about an LTDP-2 beyond 2007? My colleague from Ireland mentioned yesterday that a new draft proposal needs to be on the table in March. That is soon – very soon.

Sida is looking forward to receiving the proposal and will certainly give it a serious appraisal. Which is as much as we can promise today.

Thank you.