

OPR Findings on PRTSR



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Background

- **Output to Purpose Review (OPR)**, implemented to measure the progress of the Outputs defined for the Long Term Development Plan in achieving the Purpose set out in the LogFrame for the plan not initiated to assess progress of the SSATP.
- **Challenge:**
 - countries dependent on donor funding, but donors had moved away from the transport sector
 - Also, donors move to budget support – but linked to appropriate policy frameworks and effective strategies.
- **SSATP response**
 - placing greater emphasis on policy reform, participatory decision making, decentralised management and capacity building.
 - Key - move to a programme approach.



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Goal and Purpose of LTDP

- Goal
 - **Cost effective transport and affordable access and mobility contributing to poverty reduction and economic growth**
- Purpose
 - **SSATP Stakeholders (regional and country level) sustain integrated transport sector policies and strategies**



LTDP Outputs

1. SSATP programme approach implemented at country and regional level
2. Key transport professionals (public and private) and beneficiaries engaged in ensuring coherence between transport policies/strategies and national poverty reduction and economic growth strategies
3. Appropriate institutional development strategies and secure financing mechanisms adopted and implementation under way
4. Regional Economic Commissions and national governments adopt trade and transport facilitation measures
5. Increased Africa based programme management arrangements



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Implementation

- Approach – based on themes including
 - Responsive Transport Strategies
 - OPR finding
 - some disconnect between themes and outputs
 - Integration has been difficult to achieve – PRTSR has performed better than the other themes



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Implementation - RTS

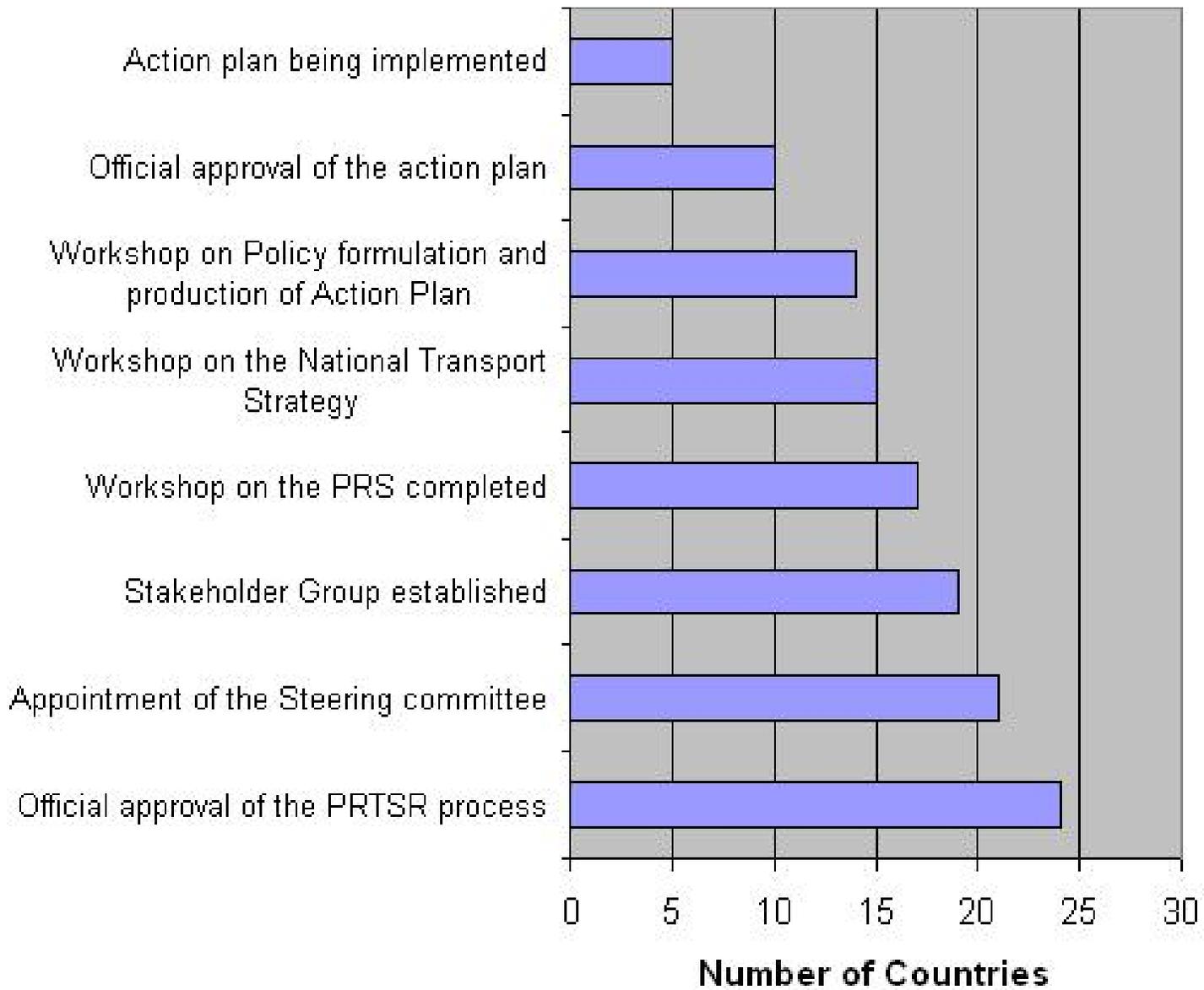
- LTDP defined activities
 - Implementing transport/PRSP analyses, refining approaches, disseminating good practice, sharing findings;
 - Development and implementation of fully participatory methodologies to formulate sectoral strategies;
 - Definition of achievable policy targets, indicators, monitoring and evaluation procedures.
- 32 SSATP member countries
 - 24 involved at some stage of the PRTSR process.
 - 14 have completed the process – came up with proposals for improvements both in relation to the national poverty reduction strategy and to the national transport policy.
 - Participation has been drawn from government agencies, the private sector and civil society.



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Progress on the PRTSR



PRTSR - OPR Finding

- Real innovation of the SSATP.
- Brought together both transport and non transport professionals.
- Broadened debate on role of transport in the economic and social development of the countries involved.
- Process is well defined - should result in clear recommendations on both poverty and transport policy.



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Effectiveness

- Output 1
 - some success in move to a more integrated policy approach.
 - mainly due to PRTSR process which drew transport sector into the debate on poverty reduction through a participatory approach
- Output 2
 - major success of the LTDP - prime mover in enhancing visibility of the SSATP at the country level, elevated the profile of the SSATP at the country level.
 - engages stakeholders in a continuous process which has an end result which they can work towards
 - effective dialogue mechanism between the transport and non transport sectors - participation included several government agencies outside the transport sector and good representation from civil society.



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Utility of PRTSR Recommendations

- Useful inputs into national transport policies and poverty reduction strategies
- Have the recommendations emanating from the process have been adopted and implemented:
 - **Mali, Senegal, Swaziland, Uganda** - recommendations submitted to Government for approval
 - **Malawi, Mali, Senegal, Rwanda:** recommendations considered in drafting of Second Generation PRTSR
 - **Lesotho**, recommendations included in new Transport Sector Policy.
 - **Swaziland** some new legislation may be required to implement some of recommendations.
 - **Tanzania** recommendations not been formally approved but SG involved in the drafting of the National Transport Policy.
 - Point made that SSATP is not the only driver of more coherent transport strategies but outcomes considered in ongoing discussions on 10 year transport investment plan



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Indicators related to PRTSR (OPR)

Indicator	Impact
Completion of the analysis of the coherence between transport policies and strategies and poverty reduction strategies	15 countries have completed the analysis
Number of recommendations emanating from the PRTSR being adopted by the Government	In 6 countries recommendations have either been adopted by the Government or are being included in transport and poverty reduction strategies
The level of effective participation of transport operators and key beneficiaries in the development of the PRTSR	Government participation represented 50% of the total. Only the private sector were not well represented

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Views of Donors

- Recognise demonstration of the facilitating role of transport in economic growth and poverty reduction - change of attitudes regarding the role of transport
- Participatory process has laid the basis for more far reaching processes involving other sectors not presently involved in the PRTSR process
- Apart from the EC, registered a lack of detailed knowledge of the work on the PRTSR but hoped that it would lead to changes not only in policy but in funding allocations



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Efficiency

- PRTSR - 2004 22 publications, 3 on PRTSR.
- 2005 - 40 publications, 23 devoted to PRTSR.
- Consumed 34% of the operational budget over the period and produced 40% of the publications of the SSATP since 2004.
- PRTSR - most successful element of the LTDP, accounted for only 12% of the total budget of the SSATP over the period of 2004 – 2005.



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Figure 3 Expenditure by theme

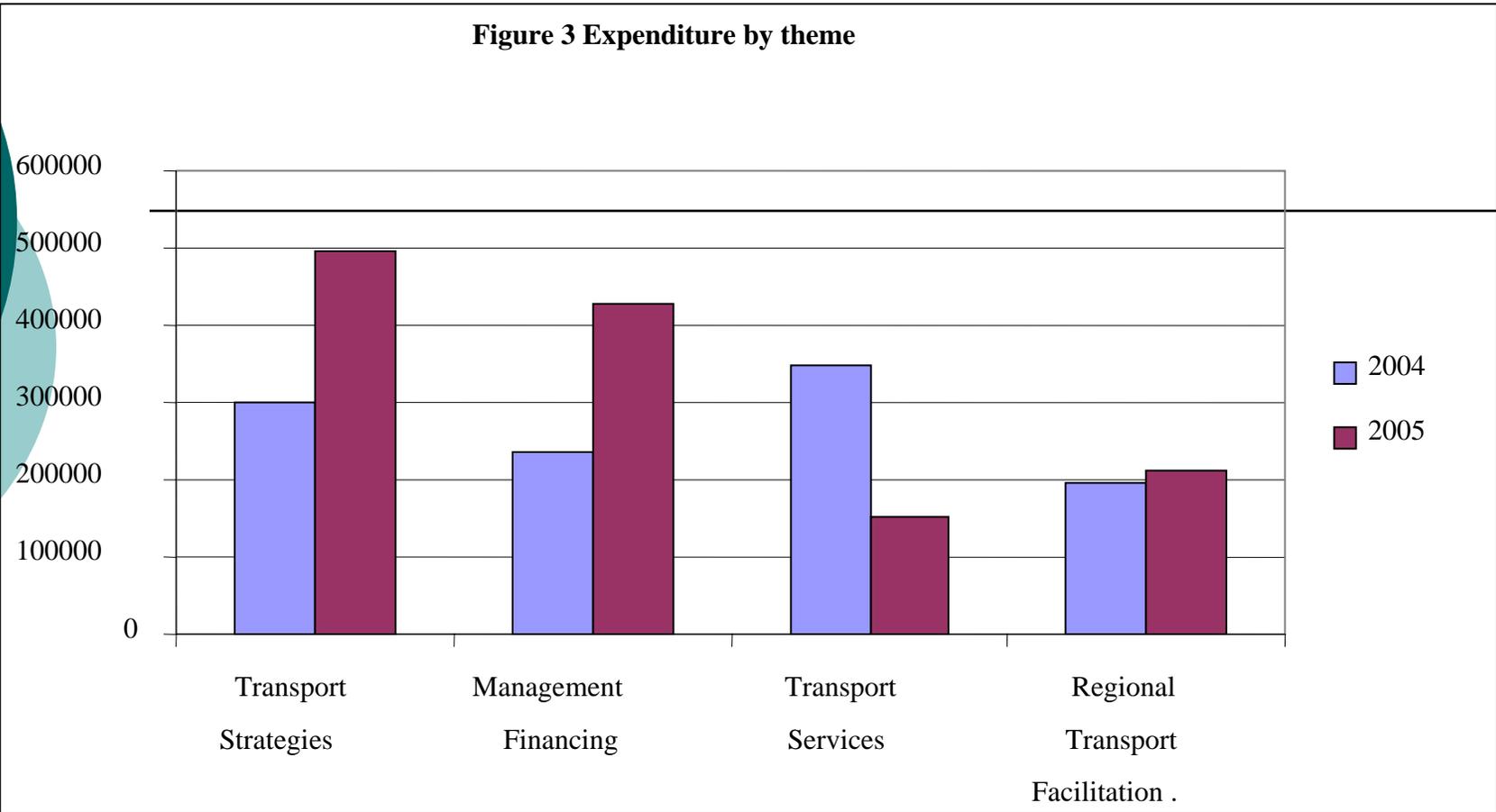


Table 4.2 Expenditures

Year	Transport Strategies	Management & Financing	Appropriate Transport Services	Regional Transport Facilitation	Meetings	Publication	Management Costs	Total
2004	298,337	235,893	347,905	194,361	420,771	11,275	1,661,579	3,170,121
2005	496,917	426,552	150,946	212,030	545,091	68,772	1,336,742	3,237,050



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Procurement

- a major problem in the implementation of the LTDP.
- Caused significant disappointment and irritation and in some cases disruption.
- Could get worse with decentralisation
- Provision of Guidelines may help.
- May indeed be worthwhile investigating whether authority for payment can be given to the regional coordinators



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Sustainability and the Future

- **Commitment at the country level**
 - PRTSR - professionals - opportunity to take the lead and show other sectors how the transport sector can contribute to poverty reduction.
 - advice to those dealing directly with poverty reduction strategies how transport could assist in the fight against poverty.
 - Important for programme to continue and that the gains achieved by the programme are safeguarded.

- **Commitment from the Donors**
 - Donor agencies reducing the number of specialists
 - moving away from project and programme approaches to a more general support but
 - see the benefit in other sectors of improved transport policies –
 - risk that more limited funding will be available.
 - Commitment to MDGs
 - Africa Commission and the Africa Union - focus on infrastructure for growth and poverty reduction



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Overall Assessment

- PRTSR process - a success for the SSATP and has had an impact in the countries.
- Participatory process, clear objectives and timeframes: wide appreciation of the facilitating role of transport and the contribution it can and does make to other sectors and to poverty reduction.
- However, in general - no formal adoption by the Government of the action plans emanating from the PRTSR.
- But some action plans used in the development of parts of the transport policy and the second generation PRSs.
- Coordination groups - a key resource in providing advice on how transport can support poverty reduction objectives.
- Remaining countries should be assisted to complete the process during the period of the LTDP.



Weaknesses of PRTSR

- lack of involvement of the technical ministries dealing with roads such as Ministry of Public Works and other mainline technical agencies - seriously impairs the credibility of the analysis
- In general, private sector has not been well represented in stakeholder groups
- PRTSR has not effectively integrated the other themes of the SSATP - set up as a stand alone exercise
 - whilst the output contributes to a better understanding of the relationship between transport and poverty it does not contribute to more integrated transport policies.
- Contribution to policy:
 - a contributor but not prime mover
 - May not have had right level of decision making professionals and therefore credibility is diminished
- Emphasis on the PRTSR as a process has diminished the work on the practical tools and policy instruments for which the SSATP was previously renowned.



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OPR Conclusions

- LTDP - generally on course to achieve its purpose but needs improvement
- The LTDP implemented without reference to the framework for guidance and monitoring
- Progress and thematic work plans are not driven by LTDP outputs
- The **conclusions** in relation to **Output 2** are:
 - PRTSR 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 **recommendations** are:
 - Organise Sub regional seminars on means to implement a pro poor transport approach
 - co-opt main line technical transport agencies into PRTSR process
 - SSATP PMT to provide in country support for incorporation of recommendations of the PRTSR into policies
 - Decentralise support to countries
 - Make Donors aware of what the SSATP can offer at the country level
 - Develop close relationship between the SSATP and the World Bank – especially in relation to the PRTSR.



The future – key issues

- Should be based on a participatory process involving the countries to the fullest extent possible
- Should be country demand driven
- Need a coherent and rational LogFrame which can also be used as the monitoring mechanism of the programme.
- Outputs must form the basis for the activities set out in the work plans
- Gender needs to be considered much more robustly
- Management and organisation to be linked to the objectives of the programme
- Capitalise on the success of PRTSR



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Recommendations for post LTDP

Output	Conclusions	LTDP Recommendation	Post 2007
2	<p>An effective participatory process engendering discussion between transport and non transport sectors</p> <p>Some recommendations being acted upon</p> <p>Limited involvement of main line road technical agencies</p> <p>PRTSR carried out as a stand alone activity not involving the other themes</p>	<p>Encourage Ministries of Transport to seek recognition of the PRTSR outputs.</p> <p>Provide support to countries in order that they complete the process in 2007</p> <p>Secure involvement of main line technical agencies, e.g. MPW and other theme focal points.</p> <p>Greater effort by PMT to integrate theme leaders both international, regional and national with the PRTSR</p> <p>Higher level participation required</p>	<p>Develop a similar process to promote the improvement of access, one of the fundamental means to reduce poverty.</p> <p>Locate the process in the relevant Ministry</p>



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Procurement Post 2007

Output	Conclusions	LTDP Recommendation	Post 2007
General	<p>Procurement is a problem</p> <p>Major increase in funding on responsive transport strategies related to the PRTSR process</p>	<p>Prepare and disseminate guidelines</p> <p>Investigate potential for decentralising the procurement and payment process</p> <p>Allocation to ATS should be increased in line with the recommendation to make this theme more pertinent to the work of the PRTSR</p>	<p>Procurement and contract management issues to be resolved</p> <p>Management costs to be reduced</p> <p>Funds to be allocated against Outputs</p>



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The END

Thank you.

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