

Sub-Saharan Africa Transport Policy Program

SSATP Working Paper No. 83



SSATP Annual Meeting 2006



October 28 – November 3, 2006

Maseru, Lesotho



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SSATP 2006 Annual Meeting

Maseru, Lesotho

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The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Sub-Saharan Africa.

Sound policies lead to safe, reliable and cost-effective transport, freeing people to lift themselves out of poverty, and helping countries to compete internationally.

The SSATP is a partnership of

35 SSA countries

8 Regional Economic Communities

3 African institutions

UNECA, AU/NEPAD and AfDB

7 active donors

EC (main donor), Denmark, France, Ireland,

Norway, Sweden and The World Bank (host)

Numerous public and private State and regional organizations

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LIST OF ABBREVIATIONS

AfDB	African Development Bank
AFCAP	Africa Community Access Program
AGEPAR	Association of African Road Managers and Partners
AGM	Annual General Meeting
AIDS	Acquired Immune Deficiency Syndrome
ARMFA	African Road Maintenance Funds Association
ARTA	Africa Rural Transport Association
ASANRA	Association of Southern African National Road Agencies
ATS	Appropriate Transport Services
AU	African Union
DBSA	Development Bank of Southern Africa
BRT	Bus Rapid Transit
CAR	Central African Republic
ECCAS	Economic Community of Central African States
CEMAC	Central African Economic and Monetary Community
CICOS	International Commission for the Congo-Bangui-Sangha Basin
COMESA	Common Market for Eastern and Southern Africa
DART	Dar Es Salaam Rapid Transit
DfID	Department for International Development
DRC	Democratic Republic of Congo
EC	European Commission
ECA	Economic Commission for Africa
ECOWAS	Economic Commission for Western African States
EDF	European Development Fund
FESARTA	Federation of Eastern and Southern African Road Transport Association
GRSP	Global Road Safety Partnership
HIV	Human Immune Virus
IGAD	Intergovernmental Authority on Development
ILO	International Labor Organization
IMT	Intermediate Means of Transport
LAMATA	Lagos Metropolitan Area Transport Authority
LTDP	Long Term Development Plan
MAG	Ministerial Advisory Group
MDG	Millennium Development Goals
NEPAD	New partnership for Africa's Development
NCC	National Construction Council
NCTTA	Northern Corridor Transit Transport Coordination
NGO	Non Governmental Organization
NMT	Non Motorized Transport
OECD	Organization for Economic Cooperation and Development

OPR	Output to Purpose Review
PM	Program Manager
PMT	Program Management Team
PPP	Public Private (sector) Partnership
PRS	Poverty Reduction Strategy
PRSP	Poverty Reduction Strategy Paper
PRTSR	Poverty Reduction and Transport Strategy Review
REC	Regional Economic Community
RIT	Regional Integration and Trade
RMF	Road Management and Financing
RS	Road Safety
RSC	Regional Support Consultant
RT	Rural Transport
RTTP	Rural Travel and Transport Program
SADC	Southern African Development Community
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
SG	Steering Group
SIDA	Swedish International Development Agency
SITRASS	<i>Solidarité internationale sur les transports et la recherche en Afrique subsaharienne</i>
SKG	Stakeholder Group
SME	Small and Medium Scale Enterprise
SRO	Sub-Regional Organization
TAG	Transport Advisory Group
TCC	Transport Coordination Committee
ToR	Terms of Reference
UEMOA	West African Economic and Monetary Union
UMDG	Urban Mobility Discussion Group
UNECA	United Nations Economic Commission for Africa
UT	Urban Transport
W&T	Women and Transport

EXECUTIVE SUMMARY

Organized by the SSATP and very ably hosted by the Government of the (Mountain) Kingdom of Lesotho, the 2006 Annual Meeting of the SSATP stakeholders was a strategic milestone for the Program. It ushered in the final year of the current Long Term Development Plan (LTDP) and chartered out the way forward for SSATP beyond 2007. It took into account the findings and recommendations of the LTDP-Output to Purpose Review (OPR) and the changing infrastructure development climate, in particular, the opportunities for Africa's infrastructure development represented by the response by donors to the AU-Nepad's Infrastructure Development Plan. The response by donors have resulted in a number of initiatives, key among which are the EU-Africa Partnership on Infrastructure, the World Bank-Africa Action Plan and the AfDB/NEPAD's initiative. These considerations together with considerations on progress made in the past year as well as new and continuing challenges were presented, discussed and used to set the strategic direction for the remaining period of the LTDP, and to make proposals for SSATP beyond 2007.

Objective of the meeting

The SSATP Annual Meeting is the forum that gives stakeholders the opportunity to assess progress and shape the future direction and actions of the Program. The 2006 meeting was particularly important as it had the task of reviewing progress made in 2006, planning the activities to be undertaken in 2007 and outlining a vision beyond 2007. In this regard, *'How to enhance the LTDP achievements for better SSATP contribution to poverty reduction and growth in Africa'* was the strategic objective of the 2006 Annual Meeting. To attain this global objective, each of the thematic groups had a number of results to be achieved by addressing the three specific objectives:

- Analyzing and reporting on progress made since the last annual meeting in Bamako, including progress on the implementation of the Bamako Declaration;
- Discussing and making recommendations for the 2007 work plan;
- Brainstorming and making proposals/suggestions for SSATP beyond 2007.

Program and process

The 2006 Annual Meeting consisted of participatory thematic working group sessions and plenary presentations with limited opportunities for comments and questions of clarification. In the thematic working group sessions, people of like minds discussed and shared views, knowledge and experiences on thematic issues and how SSATP could help to tackle them. In the plenary presentation sessions, all delegates had the opportunity to listen to the findings of each thematic group and to make comments or ask questions of clarification. The Meeting was conducted in two stages. Stage one, which lasted from 26th to 30th October, was about analyzing progress with regard to the implementation of the LTDP as defined in the 2006 Annual work plan as well as sharing of experiences and knowledge. Stage two, from 31st October to 3rd November, was about improved implementation of the LTDP and setting the scene for SSATP in 2007 and beyond.

The program was designed in such a way as to allow the findings of the preceding sessions to feed into the subsequent sessions and the succeeding sessions to take into consideration the findings of the previous sessions. There were a total of five plenary sessions and three thematic working group sessions. The plenary sessions included two full whole sessions and three short sessions. The short plenary sessions included:

- a short introductory session on 28th October
- a short ‘official’ opening session on 2nd November, and
- a half day AGM on 3rd November

To begin with, participants worked in the thematic groups to assess progress that had been made since the last annual meeting in Bamako and prepare their findings for presentation to the plenary session of all stakeholders. The progress was to be assessed in terms of achievements, challenges and way forward where applicable. The preparatory sessions on 28th and 29th were preceded by the meeting of the *Women & Transport Group* whose respective conclusions and recommendations were consequently presented to the thematic working groups for consideration and incorporation.

The findings of the thematic preparatory sessions, which also incorporated the respective concerns raised by the *Women & Transport Group*, were presented to the plenary session on 30th October. The first presentation was on the OPR findings and recommendations, which was a key pillar of the Maseru meeting as it provided delegates with crucial insights into issues and factors to be taken on board by SSATP, particularly beyond 2007, but also by the 2007 work plan.

On 31st October, participants worked again in thematic groups to prepare the 2007 annual work plan and make recommendations for SSATP beyond 2007, taking into consideration the challenges identified by the preparatory sessions as well as the findings and recommendations of the OPR. The conclusions of the work plan sessions were presented to the plenary on 1st November 2006. On 2nd November, participants went on an excursion to lavish the beauty of the Mountain Kingdom of Lesotho and to experience first hand, the legendary hospitality of the Basotho. On 3rd November, the SSATP stakeholders, including members of the Ministerial Advisory Group (MAG), participated in the Annual General Meeting (AGM) of the SSATP.

The meeting program is presented in Appendix A of this report.

Participation

A total of 291 people participated in the meeting including 251 delegates from 36 Sub-Sahara African countries. Officials from the European Commission (EC), the Irish Aid, the British Department for International Development (DfID), the Swedish International Development Agency (Sida) and the World Bank represented the donor organizations. In addition, eight African institutions and regional economic communities were represented as well as a number of Associations/Fora of the regional bodies. The full list of participants is presented in Appendix B.

The Ministerial Advisory Group meeting

On 2nd November, the Ministerial Advisory Group (MAG) composed of Ministers of Transport and Permanent Secretary of Finance (or their representatives) from seven countries met in a closed session chaired by the host Minister of Public Works and Transport in Lesotho Mr. Popane Lebesa, MP, with support from a three-person secretariat. Before their closed session, the MAG listened to brief presentations highlighting:

- the key OPR findings and recommendations,
- the EU-Africa Partnership,
- the Africa Action Plan,
- AfDB/NEPAD's initiative, and
- progress on the PRTSRs and transport program.

At the end of their closed session, the MAG produced a communiqué which was presented to the AGM on Friday 3rd November. Key in the communiqué was the MAG's reaffirmation of their support for the implementation of the Bamako Declaration and their vision for SSATP beyond 2007. The communiqué is presented in Appendix C.

The key pillars of the meeting

In order to achieve the strategic objective of the meeting, the meeting was guided by four pillars:

1. *The LTDP-OPR findings and recommendations.* Following the presentation of the OPR findings and recommendations to the plenary on 30th October, thematic working groups isolated those aspects that relate to them, especially the weaknesses identified and recommendations for addressing, in order to take them into account while preparing their respective work plans for 2007 and while making proposals for SSATP beyond 2007.
2. Anchoring transport in poverty reduction and growth.
3. *The Bamako Declaration.* The status of implementation of the Bamako Declaration was a major issue for discussion and further consideration by SSATP and the respective themes, as far as articles of the declaration related to them.
4. *Mainstreaming women's interests and demands in transport strategies and programs.* Women and transport was a major issue that permeated discussions in all the thematic areas. In this respect, the Women & Transport Group sent their representatives to the various thematic groups during the preparatory sessions and during the planning sessions to champion their cause and lobby for the incorporation of their concerns in the thematic plans. In addition, the group made powerful presentations to the plenary sessions on 28th, 30 and 1st. In both the plenary sessions and the thematic working group session, the Women & Transport Group sought to inform and lobby for mainstreaming of gender concerns in a more visible and practical manner.

Other considerations

The other issues that informed participants in preparing the 2007 work plan and in making proposals for the period beyond 2007 included:

- Progress of implementation of the 2006 work plan which was considered by the meeting in the respective thematic groups – PRTSR, RMF, ATS, RS, RIT, Transport Performance Indicators, SSATP Coordination and Women & Transport, whose findings were presented to the plenary session on Monday 30th.
- The ideas presented by a group of panel discussants for consideration by the thematic groups while charting out the way forward for SSATP beyond 2007.

Finally, each thematic group, taking into consideration the issues arising from the four pillars above, prepared their respective work plans for 2007 and made proposals for SSATP beyond 2007.

Achievements of the meeting

Based on the issues and themes addressed, the 2006 Annual Meeting had three key outputs in line with its strategic objective, *how to enhance the LTDP achievements for better SSATP contribution to poverty reduction and growth in Africa*. The three outputs included:

1. Findings with regard to progress made in 2006, including on the implementation of the Bamako Declaration
2. Development and adoption of proposals for the 2007 Annual Work Plan by each thematic group
3. Development and adoption of proposals and vision for SSATP beyond 2007

To come up with the 2007 work plan and the vision beyond 2007, delegates were guided by the objectives of the LTDP, the 2006 Meeting objective and crucially, the findings and recommendations of the OPR as contained in the draft report that was presented for information and consideration.

The achievements of the meeting were bolstered by the MAG in its Communiqué, and the SSATP donors who reaffirmed to the AGM delegates, their commitment to supporting the cause of SSATP as an instrument for transport policy improvements in SSA so as to enable transport to play its crucial role in poverty reduction and growth in a visible and tangible manner.

Finally, Mr. Gerry Cunningham, speaking on behalf of the donors, informed the SSATP Board and the PMT that there was an urgent need for the post LTDP proposal for activities beyond 2007 to be ready for circulation to donors by March 2007 if funding is to be mobilized in good time.

Panel discussions

At the end of the plenary session on 30th October, a group of selected panelists presented their views and vision for SSATP in 2007 and beyond. The purpose was to stimulate and offer food for thought to the thematic groups in their discussions and preparation of the 2007 work plan and proposals for the second LTDP.

The panelists included representatives of the following stakeholders:

- Donors, represented by Mr. Gösta Werner of Sida
- RECs represented by Ms Hélène Guissou
- Women & Transport Group represented by Ms Betty D'dungu
- NEPAD Secretariat represented by Mr. Godwin Punungwe
- SSATP Coordination group represented by Mr. Mamadou Bano Sow

Issues arising from the panel discussions

As a word of caution, Mr. Gösta Werner, the Sida representative advised SSATP and its member countries to keenly monitor the real impact of the PRTSR praised by the OPR as an instrument that has made the face of SSATP better known, and its activities better appreciated by the member countries in which the PRTSRs have been carried out. One thing is to carry out the reviews, another is to use its findings and recommendations to implement policy improvements. He also informed the delegates that Sida, a long term supporter of SSATP, funding of roads in Africa is continuing to have low priority for Sida and might be phased out altogether in the near future. Nevertheless, Sida looks forward to the proposal for the period beyond 2007, which will be subjected to serious scrutiny.

The other key aspects of the panel discussions included:

1. Reiteration of the need for SSATP to keep focusing on the features currently at the heart of its working approach. These include emphasis on a participatory approach and partnerships. In this regard, it is important to clearly define the term 'partnership'. Equally important is to identify priority areas and objectives so as to rationalize and consolidate activities in order to concentrate on fewer themes with impact, and linking with other initiatives instead of duplication efforts. This will enhance the measurement of the SSATP interventions on poverty reduction. Some of the priority areas for SSATP include:
 - Infrastructure, at the core of which is road networks that are usable
 - Transportation of people on the networks
 - Road safety, a priority area for poverty reduction
2. The need to strengthen regional integration in order for the SSA countries to survive in the competitive global world. This is achievable through trade and transport facilitation. SSATP should assist the countries and regional blocks to formulate and implement harmonized policies that would ensure corridors without barriers and allow transport to play its rightful role in achieving the MDGs.
3. In order to ensure the development of gender responsive transport policies and programs whose implementation should result in poverty reduction, it is crucial that gender mainstreaming is made mandatory and affirmative action to gender inclusion adopted. In this regard, deliberate efforts should be made to ensure equitable representation of women at all levels of SSATP. Also, the African Network of Women and Transport should be established and capacity building to raise awareness to policy makers undertaken.
4. More resources should be allocated for rural transport services and infrastructure.

5. NEPAD, a program of the AU, looks forward to a better, meaningful and strategic partnership with SSATP as opposed to the current situation where NEPAD is only an invitee to the SSATP activities such as the Annual Meeting.
6. SSATP should make inputs into the proposed infrastructure studies in order to get data that could be used to better define short term action plans.
7. Support the strengthening of coordination at the national level. In this regard, it is important to find innovative ways of ensuring the participation and sustained support of high level public, private and civil society actors in national coordination.
8. Some of the activities that should be considered by SSATP include:
 - Implementation of 2nd generation road funds
 - Monitoring the enforcement of the axle load regulations and training transporters on the consequences of flouting the axle load requirements
 - Monitoring the behaviors of road users
 - Assisting in the harmonization of transport laws and regulations through awareness raising, pamphlets. In this regard, it was noted that policies exist and there are regional committees on the elimination of tax barriers. However, there is a need now to bring the committees together to deliberate on the way forward for SSA
 - Support the implementation of proposals on priority areas for RS such as training and awareness at the national and regional levels. In this regard, SSATP can give financial and technical support
 - Sustainability and ownership. Despite the fact that SSATP is a partnership, it is still perceived as a separate entity and its activities are not effectively incorporated in government activities

Issues arising from the opening plenary discussions

A number of issues were raised in the opening plenary sessions based on the presentation of the OPR findings and recommendations and the thematic presentations on progress made with regard to implementation of the LTDP as outlined in the 2006 work plan. Below are some of the key issues and comments.

Comments on the findings and recommendations of the OPR. The presentation of the OPR findings and recommendations, which included the LTDP results being assessed, the process used and participation in the review, elicited a number of questions/comments. The questions/comments and the responses to them are presented in the table below.

Questions	Response
Based on the country questionnaire, how did you assess the implementation since the main objective of the LTDP is to define transport policy oriented to poverty reduction?	The assessment was done by theme. And the approach of using results by objective was just to undertake the assessment. Of course, the lack of indicators can constitute an obstacle. That's why during the meeting in Nairobi, we agreed to use the framework mainly for the definition of a number of indicators.
In your assessment, railways are not mentioned when we know that rail is the less expensive transport mode and a great means of regional integration	I think that the issue of railways had disappeared even before the implementation of LTDP.
It would be interesting as far as the OPR is concerned to assess associations serving as a relay to the program; how do you explain this omission?	<i>Je pense que les associations sont à ranger sous la thématique Gestion et financement de la route qui les soutient et les appuie.</i>
Road safety doesn't appear as a major stake in the consultant conclusions and recommendations where as it constitutes a crucial issue while looking at countries' statistics on road carnage	
What are the activities that have been implemented but are not in line with the LTDP; and what has to be done to correct the situation?	
Transversal issues, like gender, are not mentioned in the document. Is it an omission?	In the next version of the report, gender issue will be much more taken into account.
Explain further more the idea of including a countries' representative on the SSATP Board	Countries suggested that a representative of SSATP country members be included in the SSATP Board. Currently, there is only one SSA representative on the Board. This number should be increased.

Comments on presentation by the Indicators Group. In response to the need for a special transport data management framework at the national level to replace the existing structures such as the national statistics office, it was clarified that currently, there is usually no single document or body at the national level collating transport indicators. For this reason, there is need for a central body to collate all transport data together through a collaborative process and to mobilize funds to this aim; hence, the suggested framework.

Comments on presentation by the Women & Transport Group. A concern was raised with regard to the change of name/title of the group since in Bamako, the name/title Gender & Transport had been adopted. The Women & Transport Group reiterated that they had decided on the name/title "Women & Transport" in order to focus attention on the women needs, concerns and demands. This does not imply that the gender (women and men) issues would not be considered. Rather, the title 'Gender and Transport' is general and may not give the concerns of women the focus and attention it deserves. The group further said that the purpose of the 'Gender & Transport' group is to evolve a vision for bringing positive change with regard to women's transport needs since currently and in the past, the women concerns have never been adequately addressed. For this reason, it is important that SSATP creates a thematic group on 'Women & Transport'.

Comments/Questions on presentation by the SSATP Coordination group

<ul style="list-style-type: none">- What is to be measured is the influence which coordination can have on the country's transportation policies. Instead of seeking to establish another committee (Transport Advisory Group or TAG) that tries to influence the policies, we should simply raise the level of the National Coordinator who ought to be of sufficiently high rank in order to influence policies.- Instead of having several coordinators who do not succeed in influencing the policies, I suggest that the ministers of transport or public works could serve as the country coordinators with the present ones to assist them- Is there a list of performance indicators for SSATP coordination?	<ul style="list-style-type: none">- I understand that the Central African Republic may not have this information. Right now it is at the start of the process and will certainly be better informed once it has immersed itself in it. - I do not believe this would work in practice. It would be difficult to add an additional task to their multiple responsibilities. There are some former ministers in the room who could give a better answer to this question- I am not aware of the existence of these indicators
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Comments following the Panel Discussions

- In the period beyond 2007, SSATP must not lose its catalyst role for transport policy formulation and improvements.
- RS is much talked about but the talk is not matched with action. It is important to make use of the conducive and supportive global environment to initiate impact oriented actions with regard to RS.
- Currently, there is too much concentration on road transport issues at the expense of other modes of transport such as rail, water, pipeline... In future, focus should be on all appropriate modes. Moreover, as infrastructure development is beyond African governments, it is important actualize the public-private partnership (PPP) concept for infrastructure development.
- In response to the question of overloading of long distance trucks, a private sector truck operator clarified that overloading is not only due to greed but also to other factors such as taxation, barriers and long distances.

Issues arising from the plenary presentations on the 2007 work plan and SSATP beyond 2007

Comments on the presentation of progress in implementing the Bamako Declaration. The Bamako Declaration is in various stages of implementation in some countries. For example, out of the 32 member countries, 15 have made some progress. However, the RECs reported that they have not made much progress because they do not get feedback on implementation progress from the member countries.

Comments on the presentation by the PRTSR Group. Questions were raised with regard to how this SSATP program is going to be harmonized with the AU activities; and with regard to how to better integrate cross-cutting issues, i.e. where and at what level can this be effectively achieved. In response to the second question, it was suggested that there are good practice examples in various countries and exchanges and dissemination could provide the way forward.

Comments on the presentation on the EU-Africa Partnership

Question	Response by Bruce Thompson
<p>1. How could SSATP be used throughout Africa, to cover the 55 countries?</p> <p>2. How does the three tier system – national, regional and continental – work?</p> <p>3. What is the mechanism for accessing the partnership funds</p>	<ul style="list-style-type: none"> - The partnership covers North Africa as well. However, SSA gets its funding from the 9th EDF while North Africa gets funded through the EC budget. For now, the donor focus – through SSATP - is on SSA which has transport as a focal sector, and where the transport situation and needs are different from that of the North and the Mediterranean Region, which would require a different funding mechanism. How this would work will be figured out. - The partnership is a response by the EC to the AU/Nepad work program which deals with regional transport. Countries could access the partnership funds but through their RECs. - The principle for the Trust Fund has been worked out, and while the detailed procedures are still being worked out, these will be based on the AU/Nepad mechanisms.

Comments on the presentation by the RMF Group

Questions/comments	Response
<ul style="list-style-type: none"> - The suggestion to introduce road tolls/tax might increase the financial burden of the road users. In all cases, efforts should be made to avoid transports over-cost. Transport costs are normally high, which decreases the availability and use of transport by a large number of people. - Since road funds are derived from fuel levy, and because urban motorists are the greatest consumers/payers of fuel, is it not in order that the urban roads are considered for substantial funding from the fuel levy road fund? - During the SSATP Annual Meeting in Maputo discussions were made, to breakdown the allocation of funds for roads maintenance. This would enable monitoring to see whether urban roads are adequately catered for since the urban road users pay more for road fuel levy. The fact that urban road networks are being funded by only 15% of the total funds allocated remains a challenge for RMF. - Road Safety, as a cross-sectoral issue, should be part of the criteria for RMF. 	<ul style="list-style-type: none"> - The concern/fear is legitimate and that is the reason for proposing a communication strategy to negotiate and review impact. We do not want to have direct increase but we suggest starting negotiations with the countries to raise awareness among them about the need for financing transport. - This is the case for some countries, at most 15%, but the money raised is not enough and the challenge is how to beef up the fuel levy with funding from other sources, and how to ensure their efficient utilization. The financing of the urban network must extend beyond the Road Fund and tap the resources of the municipalities, communities and so on.

Comments on the presentation by the ATS Group

Questions	Response
<ul style="list-style-type: none"> - What would be the content and target group of the training on rural transport that has been proposed for implementation in 2007? - What will be done with regard to accessibility in urban transport? - What is the kind of management being undertaken for classified and rural roads and how are the two linked? - What is being done to address the mobility needs of disabled people in urban areas? This is currently not receiving the attention it deserves? Is it possible for SSATP to enable the thematic group on urban mobility to benefit from programs in other regions such as Latin America? - What is the rationale in mixing urban and rural mobility issues when these are completely different and complex issues? For example, why would it be necessary to create bicycle paths in rural areas? 	<ul style="list-style-type: none"> - The content and target group will be worked out by the proposed ToR workshop. - The focus in 2007 and beyond will be on improvement of urban mobility through good policies. The proposed database and studies will make available, good practice examples, and vulnerability levels and types in cities to enable the development of targeted strategies. The working group on urban transportation deals with questions of urban mobility, i.e. aspects connected with policy for creating sufficient supply in the towns and cities, which will in, and of itself, ensure ready accessibility. - SSATP has encouraged institutional reforms, including mechanisms for the management of rural roads, and the strategy is to link rural roads to the main road networks. <p>The thematic group has noted the futility of addressing the two together and they would be separated in due course.</p>

Comments on the presentation by the Indicators Group

- Data should be disaggregated by gender.
- Data should be the property of the national governments and should be housed in government institutions.
- For sustainability, data management should be financed by governments. However, donors (and RMF) could support or provide resources (seed capital) for setting up data management systems, which should take the form of sector-wide systems.
- Sector-wide support should go in tandem with accountability, e.g. when ministers ask parliament for funding, they should be held accountable; they should show proof of performance.

Comments on the presentation on Road Network Upgrading and Trade Expansion: Policy Research Analysis. A cost benefit analysis was presented, of the importance of road up-grading showing that a 32 billion dollar investment over a 15-year period would give returns to the tune of \$250 billion over the same period was due to up-scaled trade facilitation—resulting in a surplus of \$215

billion—in addition to creating direct employment to the tune of 8.4 million person-years in roads upgrading and 365,000 jobs on road maintenance.

In response to the presentation, participants suggested that the presentation should be made directly to policy makers as it shows clearly how investment in infrastructure development would result in a meaningful contribution by transport to poverty reduction and growth, which is the main objective of SSATP.

Evaluation of the meeting

Delegates were asked to evaluate the success or failure of the meeting by indicating their individual feelings on five key aspects: pre-meeting arrangements and reception on arrival; meeting arrangements; availability of documentation; relevance of issues discussed, quality of outcomes and meeting process, including quality of facilitation. Also evaluated were feelings on the payment of per diems. The results are as shown below.

Issue	Very Good/Good	Fair	Poor/Very poor
Pre-meeting arrangements and reception on arrival	70%	16.5%	10.6%
The meeting arrangements	87%	13%	3%
Availability of documentation	71%	17.2%	11.9%
Relevance of Issues discussed and quality of outcomes	72%	22.8%	5.6%
Meeting process	62.1%	26.5%	11.4%
Payment of per diems	48.8%	21.8%	29.4%

1. INTRODUCTION

1.1 Background and preparation of the meeting

The 2006 Annual Meeting of the SSATP Stakeholders took place in Maseru, Lesotho, from 28th October to 3rd November 2006, hosted by the Ministry of Public Works and Transport.

To take full account of the changing development climate and address the concerns of participants at the Annual Meeting in Bamako concerning the structure of the Meeting, the planning of the 2006 Annual Meeting was undertaken in two stages. To begin with, a high level strategy meeting of donors and representatives of stakeholders was held in Dublin in June 2006. This was followed by a planning retreat of the SSATP PMT and selected representatives of SSA stakeholders. The retreat took place in St. Gerard, Brussels, in September. Both the Dublin and the St. Gerard meetings set the agenda and structure of the 2006 Annual Meeting. The Dublin meeting outlined the changing climate for infrastructure development in Africa as well as broad outlines of results to be achieved by the Maseru Meeting. These were considered further and fine-tuned at St Gerard where both the strategic objective for the Maseru meeting as well as the key results to be achieved by the various thematic groups were agreed.

1.2 Objectives of the meeting

The Meeting had three key objectives:

- To analyze and report on progress made since the last Annual Meeting in Bamako, including on the implementation of the Bamako declaration;
- To discuss and make recommendations for the 2007 work plan based on:
 - o progress made in 2005
 - o challenges and weaknesses to be overcome as identified by the countries in the respective thematic groups
 - o the OPR findings and recommendations as they appertain to each thematic area
 - o the new initiatives for Africa's infrastructure development
 - o Discussing and making recommendations for SSATP beyond 2007 based on OPR findings and recommendations and the various opportunities for Africa's infrastructure development presented by such initiatives as the EU-Africa Partnership on Infrastructure and the Africa Action Plan
- To brainstorm and make proposals/suggestions for SSATP beyond 2007.

1.3 Participation at the meeting

A total of 291 people participated in the meeting including 251 delegates from 36 SSA countries. The delegates were composed of civil servants, civil society representatives as well as representatives

of the private sector all of whom are involved in transport policy and programs, transport safety and security, or poverty reduction strategies. Officials from the EC, Irish Aid, DfID, Sida, and the World Bank represented the donor organizations. In addition, eight African institutions and regional economic bodies were represented. They included AU (and its program, Nepad), AfDB, CEMAC, COMESA, ECOWAS, IGAD, SADC and UEMOA. Representatives of a number of Fora/Associations of the regional bodies also participated in the Meeting. They included representatives from ARMFA, AGEPAR, ANSARA, CEEAC, NCTTCA, and SITRASS among others. Lesotho, the host country was represented by a total of 18 delegates.

The full list of participants is presented in Appendix B.

1.4 Opening ceremony

The Minister of Public Works and Transport in Lesotho, Mr. Popane Lebesa was the Guest of honor at the start of the opening plenary session. Before making his opening/welcoming speech, welcoming remarks were made by the Lesotho SSATP National Coordinator Mr. Marite, followed by opening statements by Mr. Gerry Cunningham on behalf of donors and Mr. Bruce Thompson on behalf of the SSATP Board. The Government Principal Secretary, Mr. Tlohang Sekhamane was the Chairman of the day's plenary session (speeches and statements can be found in Annex 2).

1.5 The meeting program and process

The Annual Meeting of the SSATP stakeholders in Maseru consisted of participatory thematic working group sessions and plenary presentations with limited opportunities for comments and questions of clarification. In the thematic working group sessions, people of like minds discussed and shared views, knowledge and experiences on thematic issues and how SSATP should help to tackle them. In the plenary presentations sessions, all delegates had the opportunity to listen to the findings of each thematic group and to make comments or ask questions of clarification.

The Meeting was conducted in two stages. Stage one, from 26th to 30th October, was about analyzing progress with regard to the implementation of the LTDP as defined in the 2006 Annual work plan as well as sharing of experiences and knowledge. In this regard, stakeholders worked in thematic groups to analyze the achievements and challenges facing the implementation of thematic activities at the national and regional levels as well as the way forward. This stage consisted of:

- the women workshop
- the preparatory sessions
- the opening plenary sessions

Stage two, from 31st October to 3rd November, was about improved implementation of the LTDP and setting the scene for SSATP in 2007 and beyond. It consisted of:

- thematic working group sessions to prepare the work plan for 2007 and make recommendations for the period beyond 2007
- plenary session to consider the proposals for 2007 and beyond

- the MAG meeting (and excursion for delegates), and
- the Annual General Meeting (AGM)

To carry out the three key activities in detail, a multi-pronged approach was adopted. In this regard, the program was designed in such a way as to allow the findings of the preceding sessions to feed into the subsequent sessions and the succeeding sessions to take into consideration the findings of the previous sessions.

There were a total of five plenary sessions including:

- o the short introductory session on 28th October, to present the themes, program and process of the meeting as well as the pillars that should guide the thematic groups in their deliberations. Also, the new SSATP Program Manager introduced himself and welcomed delegates to the meeting
- o the opening plenary session on 30th October to present and discuss findings on progress made in 2005, including the OPR findings and recommendations
- o the full plenary session on 1st November to present and consider proposals for the 2007 Annual Work Plan and beyond
- o the short 'official' opening session on 2nd November to welcome the MAG to Lesotho and to the Meeting
- o the half day AGM on 3rd November in which the report of the Bamako Meeting was adopted and the MAG Communiqué presented (see Appendix C).

Similarly, a total of three thematic working sessions were undertaken over a period of five days.

- o the meeting of the Women & Transport Group (26-27 October) to discuss the findings of the case studies undertaken in three countries in 2006 and review progress made since the Bamako Meeting in which the Group was inaugurated;
- o the preparatory and progress analysis sessions by all the thematic groups (28-29 October)
- o the preparation of the 2007 Annual Work Plan and making proposals for SSATP beyond 2007, on 31st November 2007.

To begin with, participants worked in the various thematic groups to assess progress made since the last Annual Meeting in Bamako and prepare their findings for presentation to the plenary session of all stakeholders. The progress was to be assessed in terms of achievements, challenges and way forward where applicable. The preparatory sessions on 28th and 29th were preceded by the meeting of the *Women & Transport Group* whose respective conclusions and recommendations were consequently presented to the appropriate thematic working groups for consideration and incorporation.

The findings of the thematic preparatory sessions, which also incorporated the respective concerns raised by the *Women and Transport Group*, were presented to the plenary session on 30th October. The first presentation in this plenary session was on the OPR findings and recommendations, which was a key pillar of the Maseru meeting as it provided delegates with crucial insights into issues and factors that need to be taken on board by the 2007 work plan and beyond.

On 31st October, participants worked in thematic groups to prepare the 2007 annual work plan and to consider and make recommendations for SSATP beyond 2007, taking into consideration the challenges identified by the preparatory sessions as well as the findings and recommendations of the OPR. The conclusions of the work plan sessions were presented to the plenary on 1st November 2006. On 2nd November, participants went on an excursion to lavish the beauty of the Mountain Kingdom of Lesotho and to experience first hand, the legendary hospitality of the Basotho. On 3rd November the SSATP stakeholders, including members of the MAG participated in the AGM.

The visualization techniques employed during the thematic working sessions included PowerPoint presentations, recording of discussions' conclusions on flip charts, synthesizing the day's findings and conclusions by facilitators, group representatives and thematic leaders and either presenting the same to the group on the following day or to the plenary as the case may be.

The meeting program is presented in Appendix A of this report.

1.6 Overall conclusions

Success of the Annual Meeting

At the end of the Annual Meeting on 1st November, the PM declared the 2006 Annual Meeting of the SSATP stakeholders a great success in so far as it achieved its key objective of giving SSATP a clear direction on the way forward in 2007 and beyond.

Challenge to SSATP

Overall, it was noted that the challenging question that SSATP must contend with and find answers for in the period beyond 2007 remains the issue of partnership. In this regard, the following questions must be asked and answered:

- How to mobilize and strengthen the partnership;
- How to reposition the SSATP in this partnership so as to be catalysts rather than players;
- How to be accountable for the partnership' results and impacts, given the resources;
- In the face of the challenges, how to consolidate what has been achieved without dispersing efforts and expanding

Portuguese language

The Lusophone member countries expressed concern that Portuguese was not incorporated as one of the working languages of SSATP. They requested that this should be done immediately and that SSATP documents should also be translated into Portuguese.

The AGM

On Friday 3rd November 2006, the MAG, through their host, the Minister for Public Works and Transport in Lesotho, Mr Popane Lebesa, read out their Communiqué to the AGM. Also, the AGM adopted the 2005 report of the Annual Meeting of the SSATP stakeholders held in Bamako, Mali.

1.7 Evaluation of the meeting

On 1st November, delegates were given evaluation forms for various aspects of the Meeting. A total of 94 (32.3%) delegates returned the evaluation forms. Below are the results of the evaluation.

Note: The figures in bracket indicate the number of people who responded.

	Very good	Good	Accept able	Poor	Very poor	
Pre-meeting arrangements and reception on arrival						
▪ Background information available before your arrival in Maseru	45.2% (42)	23.7% (22)	17.2% (16)	8.6% (8)	5.4% (5)	93
▪ Visa and flight arrangements	29.2% (26)	36% (32)	22.5% (20)	7.9% (7)	4.5% (4)	89
▪ Reception at the airport including transportation to hotel	36.9% (31)	29.8% (25)	15.5% (13)	10.7% (9)	7.1% (6)	84
▪ Registration at the hotel	52.2% (48)	28.3% (26)	10.9% (10)	4.3% (4)	4.3% (4)	92
Meeting arrangements						
▪ Accommodation	60.9% (53)	25.3% (22)	9.2% (8)	2.3% (2)	2.3% (2)	87
▪ Transportation to and from meeting venue	57.1% (52)	30.8% (28)	12.1% (11)	-	-	91
▪ Meeting venue	59.1% (52)	28.4% (25)	10.2% (9)	1.1% (1)	1.1% (1)	88
▪ Payment of per diems	24.4% (19)	24.4% (19)	21.8% (17)	17.9% (14)	11.5% (9)	78
Documentation						
▪ Availability of documents	28% (26)	43.0% (40)	17.2% (16)	6.5% (6)	5.4% (5)	93
Relevance of issues and outcomes						
▪ Preparatory working group sessions	19.1% (18)	57.4% (54)	18.1% (17)	4.3% (4)	1.1% (1)	94
▪ Plenary presentations and discussions	19.3% (16)	57.8% (48)	18.1% (15)	4.8% (4)	-	83
▪ Clarity and conclusiveness of outcomes from the thematic working groups	14.4% (13)	55.6% (50)	25.6% (23)	3.3% (3)	1.1% (1)	90
▪ Clarity and conclusiveness of outcomes from the plenary discussions	10.1% (9)	52.8% (47)	29.2% (26)	7.7% (7)	-	89
The process						
▪ Meeting program and method	16.7% (15)	47.8% (43)	23.3% (21)	11.1% (10)	1.1 (1)	90
▪ Quality of discussions during the preparatory sessions	21.3% (20)	47.9% (45)	21.3% (20)	7.4% (7)	2.1% (2)	94
▪ Quality of facilitation	21.3% (20)	36.2% (34)	28.7% (27)	12.8% (12)	1.1% (1)	94
▪ Quality of interpretation	18% (16)	39.3% (35)	32.6% (29)	5.6% (5)	4.5% (4)	89

2. IMPLEMENTATION OF THE BAMAKO DECLARATION

2.1 Progress on the implementation of the Bamako Declaration

While progress made on the implementation of the Bamako Declaration was a point of discussion in all the groups with regard to the articles that relate to them, the SSATP Coordination and the Regional Integration and Transport Groups discussed the issue in a holistic manner and made the following presentation to the plenary sessions.

Countries which submitted reports are: Burundi, Cameroon, Central African Republic, Democratic Republic of Congo, Ethiopia, Gambia, Guinea, Lesotho, Malawi, Nigeria, Senegal, Swaziland, Tanzania, Zambia and Zimbabwe.

1. Implementing PRTSR, adopting the results, and incorporating them in policies
 - Côte d'Ivoire, Senegal, Zambia and Swaziland – recommendations submitted to Government for approval
 - Malawi, Senegal, Rwanda – recommendations considered in drafting a second generation PRS
 - Lesotho – recommendations included in new Transport Sector Policy
 - Swaziland – a new legislation may be required to implement some of recommendations
 - Ethiopia – process about to be implemented
2. Integrating regional corridor treaties and international transport conventions into national legislation
 - Burundi, DRC, Gambia, Guinea, Malawi and Swaziland – indicated that countries at national level are working with the neighboring countries to implement the regional treaties and international Conventions.
3. Sustainable funding for development and management of transport infrastructure and services.
 - Côte d'Ivoire, Ethiopia, Malawi and Lesotho – working on transport sector wide approach starting roads sector program/master plan.
4. Sustainable financing and appropriate management of the road network
 - Côte d'Ivoire, CAR, DRC, Gambia, Guinea, Ethiopia, Malawi, Senegal and Swaziland – indicated on establishment of Road Authorities, 2nd Generation Road Funds and relevant legislation.
5. Measures to institute national frameworks for M & E the transport sector
 - On going in most countries
6. Integrated approach to Road Safety
 - Côte d'Ivoire, Burundi, Cameroon, CAR, Guinea, Nigeria, Tanzania, Zimbabwe – indicated having establishment National Safety Councils, Policies, strategies and information on CD in 2006.

7. Mainstreaming women's needs in transport issues.
 - o Only Guinea, Côte d'Ivoire and DRC – indicated some activities, but most countries have on going initiatives on gender.
8. Support to national SSATP Coordinators
 - o Guinea, Malawi and Swaziland – indicated that there is institutional support for the co-ordination and thematic coordinators established

Summary of progress by country coordinators

Resolution	Theme	No. of Countries that have made progress
1	PRTSR implementation of recommendations	9
2	Regional Treaties and international Convention implementation at national level	6
3	Sustainable funding and management of transport infrastructure and services	3
4	Sustainable funding and management of road network	8
5	National Frameworks for M&E	Nil
6	Road Safety	7
7	Integrate women's needs	2
8	Support to SSATP Coordination	3

Summary of progress by the RECs

On the whole, the progress made to implement the Bamako Declaration is not easy to assess due to the absence of a monitoring mechanism required to collect information at the country level. The REC are therefore strongly requested to exercise their prerogatives to encourage its implementation by the States. Equally important would be as part of the PDLT beyond 2007 the strengthening of coordination between the regional and national levels.

2.2 Challenges to the implementation of the Bamako Declaration

- Implementation of the Bamako Declaration in an unfavorable macro-economic environment;
- Increasing awareness of the important role of transport in national development as reflected by the PRTSR and how to keep the momentum;
- Implementation of regional protocols at national level; and
- Support to the National Coordinating Team to effectively carry out its duties.

2.3 Recommendation on the way forward

- Carry out periodic assessment on continued commitments to the implementation of the Bamako Declaration and publication of a comprehensive report on member countries;
- Increased financing for the transport sector;
- Greater participation of Ministers in the annual meetings;
- Institutional, material and financial support for national coordination.

3. POVERTY REDUCTION AND TRANSPORT STRATEGY REVIEW

In line with the general agenda of the Annual Meeting, the PRTSR thematic group, like all the other thematic groups, held the progress analysis and experience and knowledge sharing (preparatory) meeting on Saturday 28 and Sunday 29, and the planning meeting on Tuesday 31 October 2006 at the Manthabiseng Convention Centre, in Maseru.

3.1 Objectives

- To draw up the results, do a progress report by country based on Bamako Declaration.
- To identify priorities for 2007 based not only on the needs expressed by countries but also taking into account the recommendations of the OPR.
- To reflect on the main stakes, strategic objectives but also PRTSR priorities beyond 2007.

3.2 Participation

64 delegates participated in the PRTSR sessions. They included countries that are at the preparatory stages of the process, countries that completed the reviews in 2006 and countries that are implementing the results/recommendations of the reviews. In addition, two countries that have expressed interest to join the process also participated in the sessions for purposes of lesson learning with regard to the requirements of the process and the challenges that it can face. In terms of sectors, representation was as follows:

- 51 persons from the public sector
- 4 participants from the private sector
- 3 participants from the civil society
- 3 facilitators on day 28/29 and only one, Mr. Talla, on 31st
- 1 SSATP Regional Coordinator
- A participant from ILO and one from the World Bank

3.3 Process

For the preparatory/progress analysis session, (Saturday 28 and Sunday 29), the group discussed presentations on progress made by the participating countries since the PRTSR began in 2004. In order to focus and systematize the presentations and subsequent discussions, presentations were divided into three categories:

- by countries that are at the preparatory stages of the review process;
- by countries that completed the reviews in 2006; and
- by countries implementing the results/recommendations of the reviews.

Special focus was on the challenges/difficulties experienced at each of these stages and the way forward. For the planning session (Tuesday 31st), the group was divided into four sub-groups to reflect

on 2007 action plan and also brainstorm on projections for SSATP beyond 2007. The findings were presented and discussed by the whole group for validation. The planning session took into consideration the relevant weaknesses and recommendations of the OPR, the challenges and way forward as identified during the progress analysis session as well as the recommendations presented by the Women & Transport Group that relate to the PRTSR.

3.4 Results

The results of the PRTSR sessions are presented below.

Participating countries

Countries that have completed reviews (15)	Countries undertaking the reviews (1)	Countries undertaking preparatory steps (7)	Countries yet to start preparatory steps but have expressed interest in joining the process (6)
Cameroon, Cote d'Ivoire, DR Congo, Guinea, Kenya, Lesotho, Malawi, Mali, Rwanda, Senegal, Swaziland, Tanzania, Uganda, Zambia, Zimbabwe	Gambia	Burundi, Burkina Faso, Cap Verde, Central African Republic, Ethiopia, Ghana, Niger	Angola, Mozambique, Chad, Nigeria, Gabon, Togo

Overall results from countries that are at the preparatory stage

Stage	Burundi	Burkina Faso	Cape Verde	CAR	Ethiopia	Ghana	Niger	Gambia
Obtain approval	✓	✓	✓	✓	✓	✓	✓	✓
Constitute steering Group	✓	✓	✓	✓	✓	✓	✓	✓
Engage facilitator	✓	✓	✓	✓	✓		✓	✓
Training on process	✓	✓	✓		✓			✓
Stakeholder analysis	✓	✓	✓		✓		✓	✓
Collect documents		✓	✓		✓		✓	✓
Engage service provider		✓						✓
Brief SKG and plan workshops								✓
Hold workshops								✓(2)
TOTAL	5	7	6	3	6	2	5	8

¹ Although Gambia is included in this list, in reality the country is at the stage of carrying out the reviews. By the time of the Annual Meeting, it had held two workshops but had to stop in mid-stream due to procurement difficulties.

Challenges and way forward

Challenges being encountered	Way Forward
<ul style="list-style-type: none"> ▪ <i>Procurement delays for Service Provider and Facilitator</i> <ul style="list-style-type: none"> ○ This delays the whole process and leads to loss of SG/SKG members with the result that a re-composed SG and, or SKG may not have the right caliber of members in terms of seniority, knowledge of issues or ability to influence improvements in policies/strategies ▪ <i>Communication between Steering Group members, Steering Group and SSATP PMT and RSCs</i> 	<ul style="list-style-type: none"> ▪ <i>Procurement guidelines</i> <ul style="list-style-type: none"> ○ Preparation of guideline by PMT ○ Adherence to procurement guideline by Steering Groups and PMT ▪ <i>Countries and SSATP to find ways for enhancing means of communication</i> ▪ <i>Countries yet to prepare for reviews have to follow steps outlined above</i>

Countries that completed the reviews in 2006

Challenges that had been encountered	Factors of Success
<ul style="list-style-type: none"> ▪ <i>Procurement delays for Service Provider and Facilitator</i> <ul style="list-style-type: none"> ○ Delays to the whole process and leads to loss of SG/SKG members with the result that a re-composed SG and SKG may not have the right caliber of members in terms of seniority, knowledge of issues or ability to influence improvements in policies/strategies ▪ <i>Communication between Steering Group members, Steering Group and SSATP PMT and RSCs</i> 	<ul style="list-style-type: none"> ▪ Political engagement in the PRTSR process, from ministries responsible for transport and poverty reduction ▪ A dynamic, high-level, cross-sector Steering Group – prepared to invest much time and effort ▪ A strategic vision of the role of civil society and the private sector in transport strategy ▪ A representative stakeholder group, with motivated women and men, knowledgeable in the issues and able to influence national policies and strategies ▪ Good preparatory work ▪ Excellent facilitation ▪ Good communication between the SG and SSATP PMT, and rapid feedback and support by SSATP PMT

Countries that are implementing the review recommendations

Emerging implementation challenges	Emerging factors of success
<ul style="list-style-type: none"> ▪ Some countries have not used recommended consultative processes in formulating the new PRSPs or transport policies ▪ Policy makers are not used to participatory approaches ▪ Implementation of action plans is constrained by budget limitations ▪ Disconnect between timing of reviews and the timing for production of second generation PRS or transport policies and strategies. Where there is such disconnect, implementation of PRTSR recommendations may have to wait a long time and there is no guarantee that the SG/SKG members who participated in the reviews would still be present /enthusiastic by the time of preparing the new PRS/transport policies/strategies. It is important to consider fitting the PRTSRs into the policy review cycles of each country 	<ul style="list-style-type: none"> ▪ Disseminating the PRTSR findings to a wide stakeholder audience as was the case in Lesotho ▪ Where there is full government (political support), it is possible to get funding for carrying out review recommendations such as dissemination of findings, wide consultations with the economic and social sectors as well as priority population groups before improving transport policies/strategies or PRSs. The example of Lesotho is a case in point. In some countries recommendations have been factored into Second Generation PRSPs ▪ It is important to: <ul style="list-style-type: none"> ○ Get approval of recommendations and action plans ○ Ensure wide dissemination of findings ○ Make use of other activities and programs that may be going on in the country e.g. PRSP reviews, programs on IMT, NMTs to disseminate findings and present recommendations ▪ In Lesotho a consultative process was used to develop a new Transport Policy and is being used to develop a transport sector program based on the new policy

3.5 Proposed work plan 2007 and priorities beyond 2007

In order to prepare the work plan for 2007 and make proposals for the period after 2007, the PRTSR group made use of information from the following sources:

- OPR findings, particularly weaknesses and recommendations related to the PRTSR
- Proposals from the Women & Transport Group
- Presentation on poverty reduction and transport programs

The format of the work plan includes:

- Work plan for countries implementing an action plan
- Work plan for countries undertaking preparatory steps
- Expected SSATP support
- Proposal for post-2007

Work plan for countries implementing an action plan

Objectives of WP 2007

- Dissemination of the recommendations of the review process to a wider stakeholder group
- Adoption of the PRTSR process recommendations by the countries
- Lobby for implementation of action plans
- Implementation of the recommendations from PRTSR process to improve transport policies/strategies and PRSPs

Priorities

- Hold workshops to disseminate findings and recommendations to stakeholder group and wider population
- Promote the adoption of recommendations by the stakeholders and the authorities
- Update/develop transport policies and strategies and PRSPs
- Reinforce financial and technical capacities of the coordination units

Countries that are yet to start or are preparing for reviews

Objectives of WP 2007

- Complete preparatory steps for countries that have started the process
- Advise donors of review objectives, process and schedule of workshops
- Take into account recommendations of the OPR (composition of SG, SKG, cross-cutting issues, linkage to ATS, basic data collection)
- Ensure policies address priority population group needs (gender, vulnerable groups)

Expected SSATP Support

- Support for review workshops
- Lobbying for support for national Steering Groups to monitor implementation
- Lobbying for the implementation of action plans
- Support to sensitize donors for the implementation of action plans (for example, organizing round table of donors for the financing of the action plans)

Priorities beyond 2007

Key Issues

- Responsive gender policies and legislation
- Expansion of labor-based works
- Regular policy reviews to ensure relevance
- Ensuring effective implementation of policies
- Assessment of PRTSRs
- Consolidation of achievements
- Better treatment of cross-cutting issues
- Harmonization of SSATP activities with African Union programs and declarations

Strategic objectives

- To build capacity (human and financial resource) towards policy implementation, monitoring and evaluation.
- To set up an institutional framework to facilitate implementation and coordination

Priorities actions

- Capacity building
- Proper M&E system in place
- Intensive sensitization and involvement of women in poverty reduction and transport policies and strategies
- Definition of new strategic directions of the LTDP based on the results of the OPR

4. WOMEN & TRANSPORT

4.1 Objective

Prior to the main preparatory and progress analysis sessions, the Women & Transport Group held their workshop at the Maseru Sun Hotel on 26th and 27th October 2006. The workshop had the following objectives:

- Review the 2006 work program in particular, progress that had been made in implementing the activities related to women and transport agreed upon at the inauguration of the group in Bamako
- Assess the findings and recommendations of the three country case studies about gender inclusion in transport projects
- Take stock of the South African experience in gender and transport, including the Gender and Transport Conference organized by South Africa in August 2006
- Prepare contributions to the SSATP thematic groups
- Propose gender and transport activities for the 2007 action plan, and beyond

The three case studies about gender inclusion in transport projects were carried out in Guinea, Malawi and Uganda.

It was noted that the challenge facing the W&T workshop is how to overcome the lack of a functional network that can effectively articulate and advocate for the cause and case of Women and Transport. It is therefore important that this workshop comes up with a proposal on ways and means of creating and putting in place a functional/virtual network of Women & Transport. Moreover, the key conclusion of the case studies state that:

Gender issues in transport projects are only taken into account in projects where the incorporation of the issues is made mandatory (e.g. TOR and project implementation documents)

4.2 Process

Abdul Awadh, the two-day workshop facilitator welcomed participants to the W&T workshop and presented the objectives of the workshop. This was followed by self introductions of participants, facilitators and interpreters. Tesfamichael Nahusenay, the SSATP Deputy Program Manager, presented the framework for the SSATP overall program and process for the Annual Meeting as well as the thematic issues that would be the focus the 2006 Meeting. These include PRTSR, RS, PM-I, W&T, SSATP Coordination, ATS, RMF and RIT.

After the introductory remarks by Tesfamichael, Antoine Lema, the SSATP theme leader for W&T, gave a summary of the women workshop program for the two days and outlined the expected results. This was followed by presentations on the findings and recommendations of the case studies

which was made by Ms. Viviane Ondoua Biwole who had been responsible for coordinating the studies.

At the end of the first day, Ms Wendy Walker from the World Bank presented a CD-ROM on a Resource Guide that highlights the 'A to Z' of gender and transport, including documents, tools and websites.

Key issues arising from the presentations were discussed by the whole group. The 2006 Work Program was also reviewed and recommendations to be made to the thematic groups were prepared.

Overall, the concerns of women that needed to be addressed by the various thematic groups in the Long Term Development Plan (LTDP activities) were discussed by small working groups. Each group deliberated on women's concerns directly related to a particular thematic group, identified key issues and made recommendations. A summary of the recommendations made by all the groups which was to convey the main message of the whole group was also prepared. This message was presented to the general meeting at the Introductory Plenary Session on 28th October.

During the working sessions on 28th October, members of the small working groups participated in the discussions of the various thematic groups and also presented their recommendations.

The group reconvened on 29th October and discussed the feedback on presentations to the thematic groups. Based on the comments received, recommendations were fine-tuned and presented at the plenary session on 30th October.

The meeting on 31st October discussed the outcomes of the plenary session the previous day, the work program for 2007, priorities for 2007, the way forward – the long term development plan and establishing a network for this group. The outcome of these discussions formed the bases for the presentation at the plenary session on 1st November.

Issues/concerns in relation to the findings of the case studies

Below are some of the issues that arose from the discussions following the presentation of the case studies.

- A participant from one of the case study countries noted that some important recommendations included in the original report were omitted in the synthesized version.
- There was a general dissatisfaction with the recommendations from Guinea.
- It was noted that recommendations for all three countries were similar, which made participants wonder if the situation is the same in all the three countries.
- The mandate and scope of the study was limited only to issues of representation and participation of women in transport programs instead of looking at the entire spectrum of women and transport. For example, countries like Uganda made comments and recommendations on the terms of reference but unfortunately, these were not taken into consideration. It was noted that while these issues may have been captured by the study, it was unfortunate that the study findings were not availed to participants in advance, hence the feeling of groping in the dark.

- Representation and participation of women should certainly not be a question of multiplicity of numbers of women but of clear definition and articulation of women issues/concerns in transport and how these should be addressed by policy and legal frameworks.

Among the issues that the group would like to see addressed are:

- Analysis of the roles of women and identifying those to be better addressed from the transport perspective
- Issues of access, mobility, transport infrastructure, transport services and affordability from the women perspective. How do these issues affect and relate to women?
- Clearly articulating the issue of representation and participation: e.g. representation and participation by whom, on what and at what level – any woman or women who are able to influence policy directions at the political and operational levels?

The women concluded that when these questions are clearly defined and articulated, they can then be addressed to people who should consume and act on the recommendations, i.e. governments and donors.

4.3 Outcomes

The case studies concluded that ‘unless gender issues were made mandatory they were not incorporated in transport projects and programs’. As such, the need to push for gender mainstreaming in all aspects of the SSATP programs was reinforced. Key issues identified and discussed as a result of this conclusion and comments received during presentations at the plenary sessions were:

- **Clarification on the name** of the thematic program become necessary due to suggestions made to change it to ‘Gender and Transport’ with the view to consider issues of all vulnerable groups. This suggestion was not accepted and the name ‘Women and Transport’ was maintained after extensive deliberations. However, this group will consider all gender and cross cutting issues including HIV/AIDS.
- The **formation of a virtual network** (to be hosted by the World Bank) for the dissemination and exchange of information related to gender and transport issues was discussed and accepted. Membership will include researchers, policy-makers, private sector, public sector, civil society and donors.
- The issue of having a **fair representation** in the various groupings of SSATP was revisited as much had not been achieved in that area.
- The **inadequacy of gender issues being addressed by transport programs and projects** with the view to reducing poverty was highlighted. In particular, the need to have data gender disaggregated and the definition of gender specific indicators in all aspects of transport programs were once again discussed. The outcome was the decision of the group’s involvement in identifying different sources of data.
- Concerns were raised on **road safety as pertained to the impacts and responsibilities of women** whether directly or indirectly involved in any road mishaps. The outcome of deliberations was the inclusion of women in Road Safety activities especially education and basic first aid applications.

- **Health risks and security threats posed to women at border crossings and along corridors as a result of delays due to physical and non-physical barriers.** Specific issues raised were the spread of HIV/AIDS and sexually transmitted infections through promiscuity and rape. These issues impacted negatively on women who were sometimes forced to abandon their economic activities thereby reducing their economic empowerment. Awareness creation on regional integration issues for women particularly traders was to be intensified.
- **The need to consider transport service improvements that will be affordable to women and the poor** particularly in the rural areas to improve mobility.

Conclusions

1. “Women and Transport” is the name of the Group.
2. The inclusion of gender issues in transport projects should be made mandatory in project preparation and implementation. This can be achieved by incorporating the gender issues in:
 - a. TOR
 - b. environmental assessments
 - c. social assessments
 - d. environmental and social mitigation plans
 - e. monitoring and evaluation
3. The Women & Transport Network should be given a chance to be peer reviewers of development project documents to ensure the inclusion of gender issues.
4. The gender and transport agreements of the Bamako Annual Meeting should be implemented within SSATP. These include:
 - Creation of a gender thematic group in SSATP
 - Establishment and launching of a women and transport network
 - Incorporation of gender related data and specific indicators for the collection and management of transport data
 - Capacity building of women stakeholders in the transport sector
 - Representation of women in SSATP board; Steering Committees and Stakeholders groups undertaking the PRTSRs
5. The Bamako Ministerial Proclamation regarding gender and transport should be implemented
6. Members of the Women and Transport Group should be invited to all recurrent thematic group meetings at the country level
7. Train SSATP coordinators in issues related to gender

4.4 Proposed work plan 2007 and priorities beyond 2007

Activities for 2007

The group focused on four priority areas for action in 2007.

I. Women, Transport and Poverty Reduction

The inclusion of women related issues in all aspects of on-going transport projects and programs to be pursued. The studies initiated to assess this issue last year which covered three countries will be extended to six new countries as a means of monitoring the implementation of the concerns.

II. Advocacy activities for implementation of Bamako declaration on Performance Indicators

To enhance the performance monitoring of transport projects in relation to gender, disaggregated data covering these issues are expected to be considered and new data sources to be identified.

III. Regional Integration and Transport

Improving regional integration issues that concern women will be achieved through the assessment of conventions and other relevant legislations with the view to training women particularly women traders' association in those areas.

IV. Capacity Building in Road Safety and Gender Mainstreaming

To facilitate gender mainstreaming in SSATP programs etc. national coordinators are to be trained in gender issues. Educating women in road safety issues and first aid is expected to impact on the wider society especially children, thus this activity will be pursued.

5. PERFORMANCE MONITORING TRANSPORT (INDICATORS)

5.1 Objectives

The objective of the thematic group was to answer the following questions: how to make our initiative more oriented toward capacity building and with long term impact?

5.2 Participation

21 persons attended. However some had to join other groups given their other responsibilities within the SSATP. The majority of participants were newcomers which bodes well of the future of the initiative.

5.3 Process

During the group sessions, discussions were lively and newcomers had to get some background about the initiative to get a full grasp of its current status and its need to increase its impact on the ground for long term improvement. Discussions had at time difficulties to be productive as some past discussions were reopened to the benefit of new comers. Some added facilitation will be needed in future meetings.

To meet its objective, the indicator thematic group agreed to split up and send representatives to other thematic groups as those expressed strong willingness to develop the monitoring of their own activities and sub-sector. Yet, despite the availability of the indicator group representatives, other thematic groups did not welcome them with the attention needed to get productive results.

The group also had the opportunity to make presentations in plenary at the end of the Annual Meeting to further extend its request of higher involvement from the Governments and donors in the establishment of appropriate transport data management systems.

5.4 Results

The discussions led to the conclusion that the main issues are as follow:

- Despite strong and large support from many stakeholders, there is a limited impact of the initiative on national transport data management systems.
- There is a lack of understanding by outsiders of the initiative as well as the issues of indicators and data in the transport sector.

As a result, the group agreed on the following action plan for 2007:

- Conduct a Transport Indicator Initiative Interim Review which will analyze the original objectives and strategies as defined in the concept note, the performance of the past cycles in

meeting those objectives (initiative-wide and country by country), the relationship with other SSATP thematic groups and design and cost a strategic and action plan.

- Pursue the 3rd cycle of data collection, with improvement over the first two cycles.
- Support the establishment of national transport indicator committees whose function will be either the simple validation of data (provided by consultant) or the full collation of data. They will serve as an embryo of central structure in charge of transport data management.
- Complete the National Transport Data Management Institutional Framework Assessment in four countries.
- Improve the understanding of the public at large of transport data issues through the coordination at the national level with national SSATP theme representatives by national indicator focal point and the dissemination of reports by the SSATP team.
- Held in April 07 the Indicator Workshop.

It was also agreed that some new indicators were needed with regard to gender (create new gender-specific indicators and desegregate per gender existing indicators when possible) and to other thematic groups: the indicator set will be reviewed by thematic representatives (especially PRTSR) and the suggestions will be discussed at the time of the workshop in April.

The group took a look at what should be the transport Indicators Initiative beyond 2007. It stressed that the initiative is a process which requires long term commitment to produce sustainable results. The potential new activities that could perform the SSATP were identified as the following:

- Capacity building for better management of transport data.
- Advocacy at the national level for continuous support to data system and at international level for increased involvement of partners of development.
- Promotion of transport-related data production through studies and projects.
- Improvement of the dissemination process of data: with increase transport data availability and mainstreaming of SSATP indicators into national policies, programs and projects. (such as the Rural Access Index)
- Extension of the indicator set to other themes/issues (environment, AIDS)
- Extension of the Transport Data Institutional Assessment to other participating countries.

5.5 Proposed work plan 2007 and priorities beyond 2007

Issues

1. Despite strong and large support from many stakeholders, limited impact of the initiative on national transport data management systems.
2. Limited understanding by outsiders of the initiative as well as the issues of indicators and data in the transport sector.

2007 Action Plan

1. Transport Indicator Initiative Interim Review
 - Country status report (Dec. 06)
 - Synthesis and analysis by SSATP team (Mid-Feb 07)
2. 3rd cycle of data collection
 - National collection (Apr. 07)
 - Data analysis (+ quantitative analysis of data availability) and dissemination (cycle 1 & 2: Apr. 07; cycle 3: June 07)
3. National transport indicator committees
 - Preparation: advocacy, list of participants, ToRs (Nov. 06-Jan. 07)
 - Meetings → 3rd cycle data set (Apr. 07)
 - Dissemination of data at the national level (June 07)
4. National Transport Data Management Institutional Framework Assessment in four countries
 - Report (March 07)
 - Results to be presented and discussed during the next indicator workshop (Apr. 07)
 - Design of a replication strategy for other SSATP countries (Apr. 07)
5. Improving the understanding of the public at large on transport data issues
 - Coordination at the national level with national SSATP theme representatives by national indicator focal point. (Apr. 07)
 - Dissemination of reports by SSATP team:
 - Cycles reports (Jan. 07)
 - Guidelines on Appropriate Transport Data Management System. (Apr. 07)
 - National Transport Data Management Institutional Framework report (Apr. 07)
 - Transport Indicator Initiative Interim Review
 - 3rd cycle data analysis
6. Indicator Workshop (April 07)

New indicators

Gender

- create new gender-specific indicators + desegregation per gender of existing indicators when possible
- The indicator set will be reviewed by thematic group representatives (especially PRTSR) and suggestions discussed at the time of the indicator workshop in April 07.

Transport Indicators Initiative Beyond 2007

The initiative is a process which requires long term commitment to produce sustainable results. Potential new activities to perform by SSATP include:

- Capacity building for better management of transport data
- Advocacy at the national level for continuous support to data system and at international level for increased involvement of partners of development
- Promotion of transport-related data production through studies and projects
- Improvement of the dissemination process of data
- Increase transport data availability
- Mainstreaming SSATP indicators into national policies, programs and projects (such as the Rural Access Index)
- Extension of the indicator set to other themes/issues (environment, AIDS, ...)
- Extension of the Transport Data Institutional Assessment to other participating countries

Ideas on activities beyond 2007 are to be fine-tuned in the Transport Indicator Initiative Interim Review.

6. SSATP COORDINATION

The SSATP Coordination team consisting of the national coordinators and two members of the PMT focused their preparatory discussions in reviewing the activities planned for implementation in 2006 and analyzed the challenges to be overcome in order to ensure effective SSATP coordination. Below is a summary of their findings.

6.1 Objectives

The working group sessions on 28th and 29th November focused on analyzing progress to date, preparing the 2007 work plan and making recommendations for SSATP beyond 2007.

6.2 Participants

The session was attended by 26 participants, including national coordinators, the Deputy Manager of SSATP and one regional coordinator who joined the group in the afternoon of the 29th. In terms of balance, the group consisted of one female (from the Women & Transport Group) who presented her group’s agenda. In terms of sectors, the group was dominated by civil servants from the transport sector and at least two representatives of the private sector.

6.3 Process

To begin with, a number of presentations were made showing the 2006 planned activities and progress that has been made. This was followed by discussions focusing on challenges, followed by a review of the SSATP functions, possible functions and composition of the suggested Transport Advisory Group (TAG) and the progress with the implementation of the Bamako Declaration. Finally, on 31st November, the group considered the issues contained in the Bamako Declaration, the OPR findings and recommendations on SSATP Coordination, the panel discussion points and the challenges identified, to prepare the 2007 work plan and make proposals for SSATP beyond 2007.

6.4 Outcomes

Progress and challenges

Planned activities for 2006	Implementation progress	Challenges facing coordination
1. Set up the Coordination - Designate National Coordinators - Establish thematic Coordination teams - Establish Transport Advisory Group (TAG)	- 24 countries have designated coordinators - Very few coordination team/committees established - Countries pursuing different models with regard to functions of the TAG (e.g. PRTSR SG, Advisory Council, Transport Planning Forum)	- How to ensure commitment by the country coordination to take on SSATP programs - How to create greater awareness of SSATP programs to Governments & broader Stakeholders to enlist their support in order

2. Develop National Level Indicators to measure the performance of the SSATP Coordination	- Indicators were developed in a log-frame and are in the Concept Note	to: - Work out strategies for moving the coordination forward - Better define the exact nature of support required from SSATP - Effective co-ordination remains a critical challenge that must be overcome to ensure the success of the SSATP Program at country level
3. Hold sensitization & dissemination workshop	- Countries have not conducted the workshops yet	
4. SSATP Coordination Indicators Development and Mid-Term Performance Review Regional Workshop in Nairobi	- The Review workshop was conducted in Nairobi - Most countries are not measuring performance - OPR Findings affirm the fact of weak Coordination	

Issues reviewed by the group

I. Appointment of National Coordinators. A key issue that dominated the discussions concerned the appointment of National Coordinators. It emerged very clearly that integration of the SSATP activities into the transport activities of national governments depends a great deal on the position of the National Coordinator. In countries where the National Coordinator is in a decision-making position and therefore has ability to influence decisions, the program is fairly integrated in government. Examples include Tanzania, Lesotho, Swaziland and Cape Verde among others. On the other hand—and this is where a majority of the countries fall—where National Coordinators are not ‘properly appointed’, their efforts are ad hoc, they are mostly one person actors and are not effectively accountable to higher authorities, with the result that the program is not well integrated into transport activities.

Conclusion. The group felt that SSATP needs to create adequate awareness about its activities and the partnership concept at high level echelons of government in order to achieve high level appointment of national coordinators and to integrate SSATP activities in government.

II. SSATP Coordination Function. To reinforce the need for strong and effective national co-ordination, the group reviewed the national coordination function and reiterated that:

- There is need to ensure all modes of transport are catered for in the development of a transport program at the national level, e.g. rail, road. In this respect, the Tanzanian experience of comprehensive consultative process which resulted in a joint strategy and coordination by a group representing all sub-sectors was found to be a good practice example worth emulating.
- There is need for SSATP PMT supervision to countries periodically to raise the profile of the SSATP National Coordinator.
- There is need for capacity building support in terms of finances and expertise for implementing the SSATP program approach.
- There is an urgent need for gender sensitivity in SSATP coordination, for example, currently, there is only one female National Coordinator.

III. Possible functions of and composition of a Transport Advisory Group. Finally, the group brainstormed on the possible functions of a TAG and agreed on the following:

- Sensitization on key transport issues such as the role of transport in poverty reduction, road safety
- Defining Policy Implementation Strategies
- Following up on Policy Implementation
- Acting as an 'ALERT SYSTEM'
- Facilitating necessary reviews of Strategies, Policies and Programs and Advising accordingly
- Ensuring coherence of policies and their responsiveness to the needs of users

The possible composition of a TAG was agreed to include but not limited to the following:

- Permanent Secretaries from relevant Ministries
- High level representative of Private Sector and Civil Society
- Chief Executives of Executing Institutions
- Associations of Local Governments, Municipalities & Communities
- Representatives of Priority Population Groups

6.5 Proposed work plan 2007 and priorities beyond 2007

Objective: Ensure a functional and visible SSATP Coordination at country level.

Result 1: Efficient Coordination mechanism established

Actions for 2007

Complete and disseminate a concept note on coordination (roles and functions)

- Conduct a National Seminar to sensitize stakeholders on SSATP functions and activities in the countries
- SSATP PMT make sure that all activities going on in the country are coordinated by the National coordination team

Result 2: Anchoring Transport in Poverty reduction

National Coordination Team to initiate follow up activities geared towards implementation the PRTSR recommendations, i.e.

- Dissemination of results
- Lobbying Government and
- Political support

Result 3: Incorporation of Women and Transport needs

- Ensure that the concern women are incorporated in all transport programs and policy making processes

- Help to create/Strengthen Women and Transport discussion Forum at country level
- Co-opt and promote their members into Steering Groups and other themes
- Women's concerns mainstreamed and implemented in transport issues

SSATP beyond 2007

- Carry out a detailed impact assessment of the first LTDP
- Reduce portfolio and focus on those that have impact
- Change SSATP to Africa Transport Policy Program/Partnership
- Strengthen SSATP activities with the NEPAD Transport Programs and various donors

7. ROAD SAFETY

The meeting of the “Road Safety” thematic group held on October 28th, 29th and 31st. was chaired by the thematic leader, Mrs. Tawia Addo-Ashong and Mr. Jonas Hermanson. The group also benefited from the facilitation services of Ms. Viviane Ondoua Biwole.

7.1 Objectives

Prior to the AGM 2006, the thematic area of road safety held a meeting in Addis with the purpose to examine the baseline data from surveys conducted, to map out a participatory development actions to formulate road safety policy, to discuss and agree on how SSATP can work more effectively with partners to enhance the visibility of road safety, improve the African record, share good practice examples and outline challenges to the delivery of improved road safety. The key messages from the Addis meeting were to:

- Recognize RS as a major health, economic and poverty issue
- Governments should commit adequate and sustainable resources to RS activities
- Countries and institutions should support and endorse recommendations made in the “Make Roads Safe” report by the Commission for Global Road Safety.

For the AGM the objectives were to:

- Identify existing good practices on road safety for the development and implementation of effective strategies on road safety in SSATP countries.
- Examine how road safety strategies can be given more importance in national and regional policy, and allocated more resources.
- Elaborate on how high-level support for improved road safety strategies can be secured i.e. who needs to be influenced, and how.
- Examine the role of SSATP in assisting countries to improve road safety is, and how to complement the role of partners.

7.2 Participation

A total of 54 delegates representing 25 countries participated, of whom 36 were from the public sector, three from the private sector and 15 from civil society organizations. Among the organizations represented ministries of transport, road safety organizations, highway authorities, private enterprises of the transportation sector, transportation sector NGOs, women’s NGOs, a research center, consultant firms and one representative of the West African Economic and Monetary Union (UEMOA).

7.3 Process

The methodology used to facilitate the group’s sessions comprised presentations, group work and validations of group findings in a plenary of the whole group. The group results were obtained by consensus in a plenary after much debate, on the visualized issues on the metaplan cards.

A total of five presentations were the subjects of discussions, namely:

- presentation of the “Women & Transport” Group highlighting the importance of taking gender into account in road safety policies;
- presentation by GRSP on the promotion of good practices in road safety;
- presentation by the representative of UNECA on the review of the recommendations of the Accra meeting on road safety;
- presentation by the Indicators Thematic Group; and
- presentation by the Road Safety Studies and Research Group of Côte d’Ivoire.

For information purposes, presentations on the aspects of the Declaration of Bamako, the recommendations of the Addis workshop on road safety held in September 2006, and the recommendations of the OPR, were made and became useful inputs for the discussions and work in the large-group and subgroup contexts.

During the preparatory meetings two language subgroups (French and English) were formed. Their work, validated in the large group meeting, consisted in identifying the road safety success stories to be found in the countries in order to highlight the good practices, the challenges/difficulties to be overcome and the key players involved. The topics covered relate to the organization of road safety, the gathering and analysis of the data and the risk factors in connections with road safety (protection of drivers, alcohol, speed, protection of pedestrians). The findings obtained from this preparatory phase are as follows.

Outcomes relating to the organization of road safety

Good practices	Challenges	Key players
Existence of an inter-ministerial road safety committee (a policy-guidance body that works as a team)	1. Giving the national or inter-ministerial council a strong authority.	Government
Existence in certain countries of a national road safety council made up of representatives of the public sector, civil society and the private sector	2. Achieving a better definition of the roles and functions of the different road safety bodies.	Private sector
Existence of an executing agency (road safety directorates)	3. The road safety bodies need sustainable and independent financing	Civil society
	4. The Governments must provide themselves with a document that sets forth and describes the (national and regional) road safety policy	Communities
		Insurance companies

Outcomes relating to gathering and analysis of road-safety data

Good Practices	Challenges	Key players
Existence in certain countries of standardization of traffic accident data Institutionalization of data-gathering tools Mechanisms for following up those involved in accidents.	1. Harmonization of the gathering and analysis of traffic accident data. 2. Networking of all parties involved to permit sharing of these data. 3. Ensuring availability of reliable data. 4. The SSATP should support the research on road safety.	Government Private sector Civil society Insurance companies

Outcomes in relation to risk factors in connection with road safety

Good practices	Challenges	Key players
Regulation and legislation on wearing of crash helmets. Regulations governing speed limits. Organization for checking speed by radar. Checks to keep drunk drivers off the road. Establishment of pedestrian crossings. Vertical and horizontal signing. Speed bumps.	Enforcement Making the population thoroughly aware of what is at stake Effectiveness of traffic stops and checks Making seat-belt use a requirement and issuance of pertinent regulations Performance of regular inspections Performance of road safety audits Coordination of the actions of all parties involved in road safety Education, awareness-raising and training of the population regarding appropriate speeds Equipment for traffic and highway police Specifying blood alcohol level limits Adequate and sustainable funding Provision of pedestrian crossings	Government Civil society

7.4 Proposed work plan for 2007 and priorities beyond 2007

The plenary sessions of all the thematic groups together served to enrich the work done while generating proposals for actions in 2007 and thereafter. The table below presents the actions for 2007.

Objectives	Actions	Roles of SSATP
Support the preparation of a document on national and regional road safety	Proposed policy document	Recruit one consultant per region
	Regional workshop to work on the document	Organize the workshop
	Meeting with the ministers concerned	Organize the meeting
Ensure sustainable financing of road safety.	Make a study of the actual situation of road safety financing	Recruit a consultant
	Dissemination of the options known in the world for financing road safety	Compile the documentation and make it available to the SSATP member countries

	Establish a sustainable road safety fund in one country and share the experience gained and lessons learned from this experiment	Implement this experiment
Support the creation of a network of African practitioners of road safety.	Support the creation of national networks where presently there are none	Facilitate the training required, national and regional meetings and dissemination of the data
	Establishment of a virtual network	
	Provide opportunities at the local level through the organizing of seminars	

Priorities beyond 2007

The group proposed to work on accomplishing two major objectives:

- establishment of databases/observatories
- promotion of standardization of road safety rules by regional block.

8. ROAD MANAGEMENT AND FINANCING

8.1 Objective of the theme

The objective of the RMF thematic sessions was to review progress in the implementation of the 2006 work plan with a special focus on issues/lessons learnt and challenges, and based on the findings, to outline the 2007 work plan and make suggestions/proposals for the period beyond 2007. In its deliberations, particularly in formulating the 2007 work plan and beyond, the RMF Group took into consideration the relevant aspects of the OPR findings, especially the weaknesses and recommendations that relate to the theme. They also considered the presentations made to the group by representatives of the Women & Transport and the Indicator groups.

8.2 Participation

A total of about 40 stakeholders from 23 countries representing the public, private and civil society sectors took part in the sessions. The participants were delegates from the ministries of transport and public works, road agencies, road funds, and from regional and international organizations. They represented the following countries: Botswana, Cameroon, Cape Verde, Ghana, Guinea, Lesotho, Madagascar, Malawi, Mali, Mozambique, Nigeria, DRC, Central African Republic, Senegal, South Africa, Swaziland, Tanzania, Chad, The Gambia, Togo, United Kingdom, Uganda, and Zimbabwe. A number of representatives from the Women & Transport Group and from the Performance Indicators Group also took part in the preparatory sessions and provided valuable inputs.

8.3 Program and process

The preparatory session took place on November 28th and 29th while the planning session took place on 31st. The joint ATS, indicators (transport performance monitoring initiative) and RMF session constituted the kick-off of the preparatory sessions. Progress of work program implementation, lessons, and OPR findings were presented by each theme, followed by a facilitated discussion. After the closure of the joint session, the RMF group focused on issues that relate to the theme.

To analyze progress in the implementation of the 2006 RMF work plan, a total of 12 presentations were made, including:

1. Presentation on the RMF 2006 work plan progress
2. Presentation on work progress and challenges faced by the regional associations' forums (ARMFA, ANSARA, and AGEPAR)
3. Presentation on experiences from Cameroon, Ghana and Zambia on approaches, institutional set ups, challenges, issues, lessons in poverty reduction
4. Presentation on studies and new developments in RMF

The presentations and participatory discussions through the use of visualization methods (flipchart and on-screen display) provided substances for the identification of further lessons and challenges,

towards the formulation of the RMF theme group recommendations and for the definition of 2007 activities and priority areas for beyond 2007.

Summary of the process

1. Review of the RMF Objectives
2. Presentation and discussion of the 2006 work program
3. Sub-work groups in 4 sub-themes
4. Review of the RMF clauses of the Bamako Declaration for RMF (clauses 2, 4 and 7) and of the OPR recommendations
5. Panel discussions
6. Challenges faced during the implementation of the 2006 Work plan
7. Review of the thematic group recommendations (studies, forums, Maseru), while
8. Taking into consideration the criteria for success measurement

Finally, priority areas were defined, followed by the outcomes and activities for 2007 and beyond.

8.4 Results

Below is a summary of the outcomes from the progress analysis

Activities in relation to Regional Associations

Objectives	Issues/Lessons	Recommendations
<ul style="list-style-type: none"> - Exchange of knowledge, experiences and good practices - Enhancement of Regional Policy Coordination - Improve regional transport efficiency and lower transport costs – reduce poverty 	<ul style="list-style-type: none"> - Limited financing of associations programs - Overloading and different axle load limits - Development of implementation strategies/communication plan - Transformation of departments of roads to Road Agencies - Over dependence on fuel levy and lack of negotiation strategies on road tariffs - Developing and sustaining partnership among regional associations 	<ul style="list-style-type: none"> - Explore ways of organizing joint association meetings (ARMFA, ASANRA, AGEPAR) - Bring policy makers to support the implementation of recommendations made at regional forums - Support the development and implementation of associations' programs

Rural Road Management

Overview	Issues/Lessons	Challenges	Recommendations
<ul style="list-style-type: none"> - Evidence of a direct impact on poverty reduction where rural roads are well maintained - Decentralization policies and political will are vital to sustainable rural road maintenance 	<ul style="list-style-type: none"> - Shortage of engineering and management personnel - Lack of policy guidance and political leadership - Lack of cooperation between organizations to transfer powers 	<ul style="list-style-type: none"> - Effective involvement of local councils and populations in the management of rural roads - How to transfer expertise from the centre to local governments - Maintain sector performance when transferring from centralized to decentralized management 	<ul style="list-style-type: none"> - Provide comparative research examples to aid learning in new situations - Provide support to countries willing to implement decentralized rural road management policies

Overall outcomes and constraints

Outcomes	Constraints
<ul style="list-style-type: none"> - Overall, the road maintenance needs are becoming more visible - Road funds have secured a more stable and predictable flow of funds for road maintenance but country progress varies widely - More transparency in the management of funds - Greater coordination between development partners – EU, AfDB... 	<ul style="list-style-type: none"> - Fuel levy assessment and adjustment process - Diversification to other road user charges - Release of resources to the Road Fund – delays, leakages - Contracting capacity and supervisory management - Efficiency of use of the available resource

Recommendations of the studies on status of reforms in SSA

I. Policy and Governance Framework

- Better horizontal (inter-sectoral) and vertical coordination and integration (sub-regional, national, local and sectoral) of policies
- The need for multi-year planning horizon of road management does not fit into yearly budget supply by the Finance Ministry
- Boards have to represent government, private sector, and civil society
- Board members should be selected to carry out the role of the board directors, not purely representative.
- The Chairman of the Board should be elected by the Board among its members, not by any governmental official(s)

II. Road Management and Financing

- Stay the course on “second generation” principles—the right direction to take
- Mobilize road users and stakeholders more effectively—influence decision-making
- Develop and fully utilize advocacy tools—commercial management
- Ensure equitable distribution of user charges—particular regard to heavy vehicles
- Rightsizing the network for road user financing
- Institutions must be established in accordance with the policy, institutional and governance framework of the country
- Actual situation must be compared with regional or international best practices
- Strategy for institutional development and Asset management
- Efficiency requires that road sector policy is followed and funding is secured
- Appropriate institutions for local roads are still an unresolved issue, and particularly related to decentralization policy
- Legislation on road financing should be considered an important step
- Effective control of road works on the site has to be achieved
- Provide comparative research examples to aid learning in new situations
- Provide support to countries willing to implement decentralized rural road management policies

III. Network Management

- Transport interventions from the central policy level to the decentralized practical level must be indigenous and participatory in order to be appropriate in a number of environments
- A repeated cycle of rehabilitation and neglected maintenance is very inefficient and wasteful of resources. Proper road management can eliminate this repeated cycle
- Harmonize standards and specifications acknowledging actual local conditions allowing design customization
- Prioritize expenditure in terms of maintenance first

IV. Local Construction Industry Development

- Policy exists of phasing out force account but performance mixed
- Phasing out approach varies from country to country—need to evaluate best practice
- National construction councils (NCC) are successful but construction policy is weak—review NCC acts
- Assessment of Francophone countries not covered—need to expand
- Centralized management favors large contractors—need to decentralize to enable management of SMEs
- Risks not fairly balanced especially for SME—review contract documents

Additional questions and recommendations raised by the participants

Issues/questions	Recommendations
<ul style="list-style-type: none">▪ Should road funds finance rehabilitations?▪ Gender issues are not sufficiently mainstreamed in the RMF agenda▪ The creation of many task groups and associations raises the issues of their financial sustainability	<ul style="list-style-type: none">• Include a sub-theme on Women in the RMF theme• Clarify criteria and guidelines for the selection of countries for the various studies• Explore avenues to promote greater participation of the private sector

8.5 Proposed work plan 2007 and priorities beyond 2007

Taking into consideration the OPR recommendations, the Bamako Declaration and the recommendations from the preparatory sessions, the RMF thematic group participants agreed on the formulation of the following activities and priority areas for 2007 and beyond.

Road Industry Development

Outcomes and 2007 activities

1. Improved construction policy and legislation
 - Review existing legislation in a sample of countries and propose a model protocol for guidance.
2. Decentralized road management to support SME
 - Provide guidelines on how to strengthen SME

3. Enforced quality standards

- Review existing standards in a sample of countries and propose a regional model for guidance.

Activities beyond 2007

- Disseminate the models and guidelines on strengthening SMEs
- Train industry experts on the use of the models and standards
- Promote the application of the standards

Road Institutional Improvement

Outcomes and 2007 activities

1. Ongoing activities completed

- Continue support to regional associations through joint work programs
- Expand legal, institutional and performance review of management institutions

2. Strong management institutions

- Continue support to regional associations through joint work program

3. Improved road networks

- Support countries with institutional improvements with respect to road management and financing
- Define and measure indicators for sub-sector performance

Activities Beyond 2007

- Transfer RMF activities to the regional associations

Sustainable Road Financing

Outcomes and 2007 Activities

1. Ongoing activities completed

- Revise legislation to capture other road user charges
- Establish appropriate collection mechanisms

2. Diversification and sustainability of funds

- Develop communication strategies for negotiating road tariffs

3. Efficient utilization of funds

- Train road funds and road agencies staff in road programming
- Anchoring RMF capacity building in training hubs in Africa

Road Network Management

Outcomes and 2007 activities

1. Ongoing activities completed
 - New macro assessment tools + dissemination and training
 - Pursue francophone regional training
 - Road management tools guides
2. Coherent network planning approach that addresses the needs of different stakeholders and classes of road
 - Prepare guidelines for effective network planning
3. Roles, responsibilities and network obligations of institutions are clearly defined
 - Review policy and institutional frameworks in SSATP member countries

Activities beyond 2007

- Promote a network management approach to policy makers and train experts
- Continue the policy and institutional framework reviews and promote the benefits and implementation of policy and institutional reforms as indicated in the country reviews

9. APPROPRIATE TRANSPORT SERVICES

9.1 Objectives

The objective of the ATS thematic group sessions was to assess progress made in 2006 on the implementation of activities related to the theme 'Improving the Mobility of the Rural and Urban Poor'. The discussions focused on

- progress achieved on implementation of the work plan for 2006;
- ongoing efforts to establish associations/networks for sharing information and knowledge on the issues related to rural and urban mobility issues;
- the work plan for 2007 and the priorities for the period beyond 2007.

In addition, the group also identified key concerns/issues that are posing constraints in achieving the objectives of the theme.

9.2 Participation

A total of 58 people including the facilitator participated in the ATS thematic group discussions on Saturday 28th and Sunday 29th October 2006 as well as Tuesday 1st November 2006. The table below shows the number of participants segregated by institution/sector (public, private and civil society):

Source	Total participants	Sector		
		Public	Private	Civil Society
SSATP Member countries	42	35	2	5
Organizations (LAMATA, SITRASS, etc)	10	2	4	4
World Bank SSATP	5	5		
Total	57	42	6	9

9.3 Process

The preparatory meeting on the 28th October 2006 started with a presentation of progress of work program implementation and lessons learnt (in a joint session with RMF and the Indicator groups). The ATS group then continued with the preparatory meetings and several presentations were made before the group split into Rural Transport and Urban Transport sub-groups to discuss issues related to the establishment of the Africa Rural Transport Association (ARTA) and the urban mobility discussion group respectively. More presentations were made on the morning of 29th October before the group concentrated on preparing its presentation to the plenary session of Monday 30th October. The group met again on Tuesday 31st and several presentations were made before the

group discussed and agreed on its work plan for 2007 and priorities beyond 2007 for presentation at the plenary session on Wednesday 1st November 2006.

The presentations made during the three days working group sessions included:

1. High Capacity Public Transport Systems in Large African Cities and Financing Mechanism (The Case of Kinshasa)
2. Message from Gender and Transport group
3. Update on Dar Es Salaam Rapid Transit (DART)
4. Lagos Metropolitan Transport Authority (LAMATA)
5. Children and Mobility
6. Urban Transport Database

9.4 Outcomes

A summary of the findings are presented below.

Achievements and key concerns identified by the ATS thematic group

Achievements in 2006	Key concerns/issues
<ul style="list-style-type: none"> - Two studies undertaken, including the IMPT Audit and the RTTP Evaluation - ARTA founded in July 2007 and is functional - Urban Transport Discussion Group set up - Guidelines and methodologies for establishing RT database established 	<ul style="list-style-type: none"> - Institutional and regulatory frameworks for the provision of urban transport services are weak and virtually absent for rural transport services - Databases for both rural and urban transport services are particularly poor and hence policy decision and action are made based on insufficient information - Rural and urban transport services in Sub-Saharan Africa are of poor quality, unsafe and often not affordable to the poor - Women, children, people with disabilities, the aged are particularly adversely affected and their concerns are not adequately being addressed - The competition between public and private sectors in the provision of transport services in the urban areas - Rapid motorization is compounding the problem of mobility in urban areas and lack of diversity of transport services in rural areas constrains mobility of rural dwellers - Sustainability of the Kinshasa model which is depending on government subsidy - Adaptability of BRT to African cities

9.5 Proposed work plan 2007 and priorities beyond 2007

After analysis of progress and the explicit differences and implications of rural and urban mobility issues, the ATS group agreed that it was necessary to have specific work plans for the rural mobility group as well as for the urban mobility group. These are presented below.

Rural Mobility Group

Objectives

- Promote rural access and mobility as input to poverty responsive transport strategies
- Complete the LTDP Work Plan
- Make ARTA functional
- Undertake capacity building and training activities

Priority actions for 2007 – Rural mobility

Activity	Output
<ul style="list-style-type: none"> ▪ Appoint full-time SSATP team member for ATS/RT ▪ Support operations of ARTA: <ul style="list-style-type: none"> - Full-time Executive Secretary recruited - Hold workshop in March 07 to develop detailed RT Agenda and promote implementation in 6 countries - Undertake Rural Transport Training in Anglo, Franco and Lusophone countries ▪ Support creation of RT databases via development of appropriate methodology 	<ul style="list-style-type: none"> ▪ RT agenda under implementation ▪ ARTA functional ▪ Guidelines and methodologies for establishing RT database established

Priority actions beyond 2007 – Rural mobility

- Ensure RT Agenda well reflected in LTDP Phase II; and
- RT Agenda implemented in several ARTA member countries.

Urban Mobility Group

Objectives

- Provide platform to share knowledge
- Develop information base and awareness of urban transport issues and priorities

Priority actions for 2007 – Urban Mobility

Activity	Output
<ul style="list-style-type: none"> ▪ Set up Urban Mobility Discussion Group (UMDG) ▪ Establishment of Data base ▪ Conduct studies—gender impact and informal sector ▪ Produce video clips to depict UT 	<ul style="list-style-type: none"> ▪ interact virtually and meets every six months) ▪ Obtain data in 10 cities ▪ Studies conducted in Abidjan, Kinshasa, Accra, Lagos, Harare, and Ouagadougou ▪ Videos of 4 cities (Lagos, Abidjan, Kinshasa and Bamako)

Priorities beyond 2007 – Urban mobility

Activity	Output
<ul style="list-style-type: none"> ▪ Provide a platform for discussion/knowledge sharing/capacity building to improve urban mobility in a socially and environmentally sustainable manner ▪ Provide support to develop urban transport policies 	<ul style="list-style-type: none"> • Entrench UMDG • Develop database • Conduct diagnostic studies • Provide capacity building programs • Share innovative ideas • Share knowledge/good practices • Develop guidelines/framework for implementation

After analysis of progress and the explicit differences and implications of Rural and Urban mobility issues, the ATS group agreed that it was necessary to have specific work plans for the rural mobility group as well as for the urban mobility group. These are presented below

Rural Mobility Group

Objectives

- Promote rural access and mobility as input to poverty responsive transport strategies
- Complete the LTDP Work Plan
- Make ARTA functional
- Undertake capacity building and training activities

Priority actions for 2007 – Rural Mobility

Activity	Output
<ul style="list-style-type: none"> ▪ Appoint full-time SSATP team member for ATS/RT ▪ Support operations of ARTA: <ul style="list-style-type: none"> - Full-time Executive Secretary recruited - Hold workshop in March 07 to develop detailed RT Agenda and promote implementation in 6 countries - Undertake Rural Transport Training in Anglo, Franco and Luso-phone countries ▪ Support creation of RT databases via development of appropriate methodology 	<ul style="list-style-type: none"> ▪ RT agenda under implementation ▪ ARTA functional ▪ Guidelines and methodologies for establishing RT database established

Priority actions beyond 2007 – Rural Mobility

- Ensure RT Agenda well reflected in LTDP Phase II; and
- RT Agenda implemented in several ARTA member countries.

Urban Mobility Group

Objectives

- Provide platform to share knowledge
- Develop information base and awareness of urban transport issues and priorities

Priority actions for 2007 – Urban Mobility

Activity	Output
<ul style="list-style-type: none"> ▪ Set up Urban Mobility Discussion Group (UMDG) ▪ Establishment of Data base ▪ Conduct studies—gender impact and informal sector ▪ Produce video clips to depict UT 	<ul style="list-style-type: none"> ▪ interact virtually and meets every six months ▪ Obtain data in 10 cities ▪ Studies conducted in Abidjan, Kinshasa, Accra, Lagos, Harare, and Ouagadougou ▪ Videos of 4 cities (Lagos, Abidjan, Kinshasa and Bamako).

Priorities beyond 2007 – Urban Mobility

Activity	Output
<ul style="list-style-type: none"> • Provide a platform for discussion/knowledge sharing/capacity building to improve urban mobility in a socially and environmentally sustainable manner • Provide support to develop urban transport policies 	<ul style="list-style-type: none"> • Strengthen UMDG • Develop database • Conduct diagnostic studies • Provide capacity building programs • Share innovative ideas • Share knowledge/good practices • Develop guidelines/framework for implementation

10. REGIONAL INTEGRATION AND TRADE FACILITATION

10.1 Objectives

In the framework of the preparatory meetings of the SSATP Annual Meeting in Maseru, the “Regional Integration and Transport” thematic working group met on Saturday 28th, Sunday 29th and Tuesday 31st. The working sessions had two objectives:

- To consider progress made in the implementation of the RIT activities as contained in the 2006 work plan
- To prepare a work on RIT activities in 2007 and to make proposals for the period beyond

10.2 Participants

They were a total of 42 participants in session comprising representatives of the RECs, SROs and key African institutions such as the African Union, ECA, NEPAD, ADB, DBSA, CICOS. Six participants represented the private sector.

10.3 Process

Discussions evolved in two stages. In the first place, the group analyzed progress made in 2006 in terms of transport and trade facilitation in order to reduce costs through elimination of physical and non physical barriers along the corridors, so as to support intra and extra-regional trade, wealth creation and job generation as well as to enhance intra-regional relationships and external competitiveness. Secondly, the group discussed and agreed on the work plan for 2007 and made recommendations for SSATP beyond 2007.

To facilitate its discussions, the group listened to and subsequently discussed the following presentations, whose conclusions were considered in the preparation of the 2007 work plan and beyond:

1. Presentation of the results of the Output to Purpose Review of the LTDP at regional level
2. Presentation of activities implemented by the following Regional Economic Communities (RECs), the Sub-Regional Organizations or the Transport Coordination Committees (REC-TCC): UEMOA-ECOWAS, COMESA, SADC, NCTTCA, CEMAC-CEEAC, Beit Bridge
3. Presentation of progress in the implementation of the Bamako Declaration
4. Presentation on implementation of regional standards at national level (RECs and country joint session)
5. Presentation on institutional measures for corridors management
6. OPR Recommendations for future 2007 Work Plan, Priorities beyond 2007

Finally, the group prepared presentations to the plenary sessions on Monday 30th October and Wednesday 1st November.

10.4 Outcomes

At the end of the discussions related to the six agenda items (outlined above), the following conclusions and recommendations were made.

It emerged from the various presentations, (apart from a few exceptions) that the RECs have started to implement the main initiatives supported by the SSATP:

- corridor management structures established,
- legal facilitation instruments developed, adopted and implemented,
- corridors management committees established, and,
- a number of joint Borders Post created in the sub-region

The other conclusions and recommendations of the group are presented below.

Conclusions and recommendations of the RIT thematic group

Conclusions	Recommendations
<ul style="list-style-type: none"> - Globally, the RECs benefited from the support of the SSATP for the implementation of the various program activities, namely technical assistance, dissemination of good practices and the funding of some components. - there is a need for strengthening program coordination as well as to establish links and cohesion between States, national and regional coordinators, RECs and the SSATP. - Social aspects and namely gender considerations and reduction in the spread of STI/HIV/AIDS should be further taken into account right from the initial design of projects, - There was a common weakness regarding the cumbersome procedures for procurement of goods and services reflecting long delays in the implementation and management of the Action Plan (for instance the awarding of contracts and expenditure). - A limited application of the Bamako Declaration, in the absence of clearly defined instruments at the level of the SSATP, as well as that of the REC-TCCs, RECs and even of States. 	<ul style="list-style-type: none"> - Continue the implementation of the LTDP during the 2007 tax year and beyond. - Strengthen coordination links between States, RECs and the SSATP. - There is a need to extend the SSATP field of intervention to other fields than road transport, namely the Multimodal Transport. - Assist in taking cross-cutting issues into account, namely social aspects (gender and STI/HIV/AIDS), security and safety of transport - Simplification of procedures for acquisition of goods and services. - Increase resource mobilization for full implementation of all components by RECs. - SSATP to act as a catalyst for identifying new financing sources of transport projects in favor of RECs and countries. - Set up a follow-up mechanism for the implementation of the Bamako Declaration at the level of the REC-TCC and in each REC, with a view to integrating into the national legislation of the countries all Treaties, Agreements and other Regulations relating to the regional corridors as well as international conventions aimed at eliminating all non physical barriers.

10.5 Proposed work plan 2007 and priorities beyond 2007

Discussions on the RIT activities for 2007 work plan were based on:

- The implementation of regional standards at the national level;

- Institutional measures for the management of corridors;
- OPR recommendations for the future: 2007 Work Plan, Priorities beyond 2007;

Before addressing these issues, a short recapitulation of the objectives and main activities of the 2007 Program was made as follows:

Objectives

- Improving corridor management along the main roads of the continent;
- Setting up efficient baseline and monitoring tools in select corridors;
- Increasing efficiency of the program and beginning of the implementation of the recommendations of the Output to Purpose Review of the LTDP;
- Preparation of the Post-LTDP activities.

In order to facilitate a sound implementation of these objectives, three working assumptions were advocated:

- First, implement activities planned already;
- Then, maximize co financing or financing by other donors;
- Finally, subordinate any new activity to clarification on budget opportunities;

Main activities and results of the 2007 Work Plan

Six main activities as well as the results expected from their achievement were identified and analyzed. These activities were presented by the RECs either collectively or individually. They included:

- a. Strengthening existing structures for corridors management.
- b. Establishment of structures for corridors management with REC-TCC approval.
- c. Capacity-building of observatories taking into account possibilities for additional financing.
- d. Increasing program effectiveness by training RECs on procurement mechanism and improved procedures;
- e. Improvement of regional-national link by defining and approving a Post-LTDP Action Plan based on the Bamako Declaration and the outcome of the OPR;
- f. Effective starting of cross-cutting activities namely regarding the use of the scanner.

Priorities beyond 2007

Three points were highlighted: major challenges, strategic objectives and priority activities.

a) Major challenges include

- corridors and observatories management;
- the implementation at national level of regional tools capable of fostering the achievement of the principles of the Bamako Declaration;

- the mainstreaming of cross-cutting issues as STI/HIV/AIDS;
- how to address specific gender needs, safety and security;
- need for a clarification on the SSATP supportive role for funding of infrastructure development

b) Strategic objectives

It was recommended that the existing objectives should be maintained including the facilitation, the reduction of costs and transport lead time.

c) Priority activities

Three main activities were identified, including:

- Long term follow-up on activities along the corridors by emphasizing the extension of Multimodal Transport activities and seeking for external financing or self-financing;
- Synergic development and cooperation from the activities of RECs; namely by clarifying regional coordinators' attributions and mandates and by providing them with necessary budgetary and material resources for the sound implementation of their coordinating tasks.
- Looking for adequate solutions to challenges stemming from funding constraints and the capacity of the SSATP team to ensure follow-up at the level of the Headquarters and that of regional co-ordinations. In this wise, the SSATP must intensify its role as a catalyst by donors and help identify new financing alternatives from the transport sector.

11. APPENDIXES

Appendix A. Meeting program

2006 SSATP Annual Meeting, Maseru, Lesotho- Draft Program

Thursday and Friday October 26 & 27			
Time	Session	Agenda	Venue
All day	Women & transport workshop	<ol style="list-style-type: none"> 1. Review the findings of the gender survey and identify measures to better integrate specific women's interest and need in transport programs and projects 2. Mainstreaming Gender in Transport- CD-ROM demo 3. Enhancing the implementation of women and transport related actions of LTDP/annual work programs 4. Consultations on the creation of a women & transport network 5. Analyze the various implementation initiatives of the LTDP to bring out issues and implications for women 6. Agree on specific areas of intervention to integrate demands and interests of women in the SSATP Annual Meeting 	Maseru Sun Hotel

Saturday October 28, Preparatory Sessions, All Day			
Time	Session	Agenda	Venue
08:30-09:30	Introductory Plenary	<ul style="list-style-type: none"> - Welcome to all participants; Introductions: Annual meeting process; Arrangements for preparatory thematic group sessions; Administrative arrangements. - Presentation: proposal of the women & transport workshop on specific areas of intervention to integrate the demands and interests of women in the thematic sessions 	Manthabiseng Convention Center
09:30-10:30	Thematic working groups	<p><u>PRTSR and Transport Program</u></p> <ol style="list-style-type: none"> 1. OPR (LTDP mid-term review) findings (implementation, effectiveness and impact) 2. Comparative assessment: experience, lessons, good practice, obstacles, solutions, support needed 3. Addressing the challenges of implementing PRTSR action plans 4. Countries experience in formulating transport program: Good practice presentation 5. Developing the framework of the process for formulating transport program and the role of SSATP 	
10:30-11:00	Coffee/tea		
11:00-12:30	Thematic working groups		

12:30	Lunch	2. Review of the current situation of the third cycle 3. Discussion on the “Guidelines for establishing a sustainable transport sector data management system” 4. Preparation for Wednesday plenary session	
14:00 - 15:30	Thematic working groups	<u>Road Safety</u> 1. Presentation by Road Safety partners; Presentation by RECs – Action plan development and policies; Nigerian experience; Injury data statistics 2. Preparation for Wednesday plenary session 3. Identification of priority actions, design of an action plan, identification of support needed	
15:30 - 16:00	Coffee/Tea	<u>RMF :</u> 1. Joint session of RMF/ATS/(PM-I) on progress of work program implementation and lessons Presentation by RMF, ATS & Indicators theme leaders and discussion-; OPR findings (implementation, effectiveness and impact) 2. RMF challenges and issues emerging from studies and regional forums (performance of road agencies, road financing, ARMFA, AGEPAR, ASANRA) 3. Mainstreaming rural road management and financing in poverty reduction strategies	
16:00	Thematic working groups	<u>ATS:</u> 1. Joint session of RMF/ATS/(PM-I) on progress of work program implementation and lessons Presentation by RMF, ATS & Indicators theme leaders and discussion-; OPR findings (implementation, effectiveness and impact) - (09:30- 12:30) 2. African Rural Transport Association; developing an action plan; selection of committee members 3. Consultation on establishment of urban mobility network/group 4. Preparation for the Mobility plenary session	
		<u>Regional Transport:</u> 1. OPR findings RECs review (implementation, effectiveness and impact) 2. Update on REC-TCC action plan progress 3. Presentation on Beit Bridge monitoring findings 4. Brainstorming session on how to monitor and reinforce the transport facilitation aspects of the Ministerial declaration of Bamako	

Sunday October 29, Preparation Session, Morning, 09:00-12:30			
Time	Session	Agenda	Venue
		Preparation for plenary, Monday October 30	
09:00-10:30	Thematic working groups	<u>PRTSR and Transport Program:</u> 1. Addressing the challenges of implementing PRTSR action plans ; Agreeing on the role of SSATP and support needed	

10:30-11:00	Coffee/Tea	2. Feedback from countries and brainstorming on implementation of the Bamako declaration 3. preparation for plenary - Agreeing on the framework of the process for formulating transport program and the role of SSATP	
		<u>Performance Monitoring-Indicators (PM-I)</u> 1. Preparation for Monday plenary session	
12:30	Thematic working groups	<u>Road Safety:</u> 1. Preparation for Monday plenary session	
		<u>Women & Transport</u> 1. Conclusion of outcomes of preparatory session and preparation for Monday plenary	
		<u>SSATP Coordination: (All day)</u> 1. Performance assessment, good practice, challenges 2. Actions, support needed to strengthen coordination function 3. Establishing transport advisory group (functions; composition; action taken) 4. Implementation of the program approach at national level (thematic coordinators & integrating transport strategies) 5. Feed back from countries and brain storming on implementation of the Bamako declaration 6. Preparation for plenary	
	Lunch		
	<u>RMF :</u> 1. Presentation of studies and new development in RMF (Developing local industry, Spot improvement manual, Road Sector reform in Ghana) 2. Preparation for plenary presentation		
	<u>ATS:</u> 1 Preparation for Monday plenary		
		<u>Regional Transport:</u> 1. Presentation by the Walvis Bay Corridor Group 2. Trade flow and transport – World Bank research 3. Preparation for plenary	
13:00		Presentation to be handed to secretariat	

Monday October 30, Opening and Plenary Sessions – All Day			
Time	Session	Agenda	Venue
09:00-09:55	Opening/Welcome to participants	- Welcome to participants by Lesotho's SSATP national coordinator - Opening statement SSATP donor - Opening statement SSATP Board - Welcoming remark Guest of honor	
09:55-10:30	OPR-Presentation	OPR Findings and Recommendations Presentation & Discussion	
10:30-11:00	Coffee/Tea		
11:00-11:45	OPR-Discussion	OPR Findings and Recommendations Discussion-continued	

11:45-12:30	Thematic presentations	PRTSR & Transport program; Women & Transport; Performance Monitoring	
12:30	Lunch		
14:00-15:30	Thematic presentations		
15:30 - 16:00	Coffee/Tea	SSATP Coordination, Road Safety; RMF; ATS; Regional Transport and Trade facilitation	
16:00-17:30		SSATP Coordination, Road Safety; RMF; ATS; Regional Transport and Trade facilitation - continued	

Tuesday October 31, Working Sessions			
Time	Session	Agenda	Venue
08:00-09:00	Panel Discussion	Overall goal ,strategic objectives (purpose)and priorities for the successor LTDP	
09:00-10:30	Thematic working groups	<u>PRTSR and Transport Program:</u> 1. The role of SSATP and support needed in implementing PRTSR action plans 2. New PRTSR countries 3. Feed back from countries and brain storming on the implementation of the Bamako declaration 4. OPR recommendations on the way forward ;Work program for 2007; Priority areas beyond 2007 5. Preparation of feedback to plenary	
10:30-11:00	Coffee/tea	<u>Performance Monitoring-Indicators</u> 1. Working with other themes on specific intervention in mainstreaming PM-I (morning) 2. Work program 007 3. Priorities beyond 2007 4. Preparation of feedback to plenary	
11:00-12:30	Thematic working groups	<u>Road Safety</u> 1. Presentation by Road Safety partners (GRSE; African road safety conference) 2. Work program 07; Priorities beyond 2007 3. Preparation for plenary	
12:30	Lunch	<u>Women & Transport</u> 1. Conclusion of outcomes of plenary sessions 2. Wok program 007; Priorities beyond 2007 3. Preparation for plenary	
14:00 - 15:30	Thematic working groups	<u>SSATP Coordination</u> 1. Conclusion of outcomes of plenary sessions 2. OPR recommendations on the way forward; Work program 2007; Priorities beyond 2007 3. Preparation for plenary	
		<u>RMF</u> 1. Presentation of studies and new developments in RMF (AFCAP) 2. OPR recommendations on the way forward; Work program for 2007; Priorities beyond 2007 3. Preparation for plenary	

15:30 - 16:00	Coffee/Tea	<u>ATS</u> 1. Developing common set of objectives for rural and urban transport services and draw an action plan 2. Presentation children and mobility 3 OPR recommendations on the way forward; work program 2007; Priorities beyond 2007 4. Preparation for plenary	
16:00	Thematic working groups	<u>Regional Transport</u> 1. Application of regional regulations at national level (joint session RECs + countries) 2. Institutional arrangement for corridor management 3. OPR recommendations on the way forward; Work program for 2007; Priorities beyond 2007 4. Preparation for plenary	

Wednesday November 1, Plenary Session (All day)			
Time	Session	Agenda	Venue
09:00-09:45	Bamako Declaration	Improving implementation of the Bamako declaration – Presentation by RECs, SSATP coordinators and PRTSR working group	
09:45-10:30	Current state of development	EU-African Partnership and Sector Budget Support	
10:30-11:00	Coffee/Tea		
11:00-12:30	Feedback	Presentation: Key issue; work program 2007 and priorities beyond 2007-All thematic groups	
12:30		Lunch	
14:00-14:45	Feedback	Presentation: Key issue; work program 2007 and priorities beyond 2007-All thematic groups-continued	
14:45-15:30	Selected topics	Presentation: Strengthening national transport data management system - Performance Monitoring –Indicators	
15:30-16:00	Coffee/Tea		
16:00-17:00	Selected topics	Presentation: Improving Rural and Urban Mobility	
17:00-17:45	Selected topics	Presentation: Road Network Upgrading	

Thursday November 2, Official Ceremony and Ministerial advisory Group (MAG) Meeting			
Time	Session	Agenda	Venue
08:00		Arrival of Principal Secretaries, Delegates and other Senior Government Officials	
09:00		Arrival of the Honorable Deputy Prime Minister	
09:05-09:10		Introductory remarks by MC – Government Secretary	
09:10-09:15		Prayer by Christian Council of Lesotho	
09:15 – 09:20		Remarks by SSATP Board – Thank you to the Annual Meeting participants and welcome to the MAG	

09:20-09:35		Speech by Hon. Minister of Public Works & Transport	
09:35-10:00		Official statement by the Honorable Deputy Prime Minister	
10:00-10:30	Coffee/Tea		
10:30-11:20	MAG Briefing	How the SSATP can help Africa to respond to the current transport development challenges and opportunities- renewed focus on infrastructure, including financing of the transport sector? -What are the future transport policy demands and challenges of Africa that need to be tackle by SSATP? - What should be the focus of SSATP beyond 2007, as well as, the vision of the SSATP?	
11:20-12:30	MAG Closed Session	MAG meeting - Continued	
12:30-14:00	Lunch		
14:00-15:30	MAG Closed Session	MAG meeting - Continued ; Concluding discussion and formulating proposals	
15:30-16:00	Coffee/Tea		
16:00-17:30	Joint Session	Ministers meet with the Board, SSATP donors, RECs and PMT to discuss the findings of the MAG meeting and draw joint conclusion	
10:30		SIGHT SEEING/FIELD VISITS ORGANIZED BY HOST COUNTRY - all participants	

Appendix B. List of participants

Country	Name	Institution	Email
Angola	Mr. Bernardo KINKELA	Ministry of Transport	kinkelalice@hotmail.com
Belgium	Mr. John Bruce THOMPSON	European Commission	Johnbruce.thompson@ec.europa.eu
Benin	Mr. Nestor VITODEGNI	Centre National de Sécurité Routière du Bénin	nesvito@yahoo.fr
Benin	Mr. Edy Kokouvi ANTHONY	Abidjan-Lagos Corridor Organization	kea@corridor-sida.org
Benin	Mr. Théodore GLELE	Ministère des Transports	pst@intnet.bj
Benin	Mr. Maurice NIATY-MOUAMBA	SITRASS	n2mp@yahoo.fr
Botswana	Eng. Remigious MAKUMBE	SADC	rmakumbe@sadc.int
Botswana	Ms. Mokoena MAPOLAO	SADC	mmokoena@sadc.int
Botswana	Mr. Barry Kingsley KEMSLEY	Roads Department	bkemsley@gov.bw
Botswana	Mr. Michael PINARD	InfraAfrica (Pty) Ltd	mipinard@global.bw
Burkina Faso	Mr. Ahmed Nassourou CISSE	Ministère des Transports	cisseang@hotmail.com
Burkina Faso	S. E. M. Gilbert Noël OUÉDRAOGO	Ministère des Transports	bouda_m45@hotmail.com
Burkina Faso	Mr. Gouali Emmanuel YORO	UEMOA	yorogouali@yahoo.fr
Burkina Faso	Ms. Awa OUEDRAOGO	Marche Mondiale Femmes/Action Nationale du Burkina	ouedraogoawa2005@yahoo.fr
Burkina Faso	Ms. Rufine Béatrice Bernadette BAGAGNAN	Ministère des Transports et du Tourisme	rufineb2000@yahoo.fr
Burkina Faso	Mr. Hamidou DIAO	Ministère des Infrastructures et Transport	hdiao@hotmail.com
Burkina Faso	Ms. Hélène Monique GUISSOU	UEMOA	helene.guissou@uemoa.int
Burundi	Mr. Godefroid MANIRANKUNDA	Conseil de Consolidation des ONG de Développement	godemanir@yahoo.fr
Burundi	Mr. David NIYUNGEKO	Association des Transporteurs du Burundi (ATRABU)	atrabu@yahoo.fr
Burundi	Mr. Evariste MUKURARINDA	Ministère des Transports	odr@usan-bu.net
Burundi	S. E. M. Denise SINANKWA	Ministère des Finances	minifin@usan.bu.net
Burundi	Mr. Vital NARAKWIYE	Ministère des Transports, Postes et Télécommunications	narakwiyeval@yahoo.fr
Cameroon	Mr. Kwedi DIPOKO	Ministère des Finances	kdipoko@yahoo.fr
Cameroon	Mr. Daniel EKWALLA BOUMA	Ministère des Transports	ptmr@camnet.cm
Cameroon	Mrs. Esther G. ESSOMBE-NAAH	Ministère des Transports	vincent_lissom@hotmail.com
Cameroon	Mr. Kingson APARA	SSATP/The World Bank	kapara@worldbank.org
Cameroon	Mr. Guy KEMTSOP	IFRTD	guy.kemtsop@ifrtd.org
Cameroon	Mr. Vincent LISSOM	Ministère des Transports	vincent_lissom@hotmail.com
Cameroon	Mr. LOCKNA DJAOBELE	Ministère des Travaux Publics	logxsson@yahoo.fr
Cameroon	Mr. Jerome OBI-ETA	Association des Fonds d'Entretien Routier Africains - ARMFA	jobieta@worldbank.org
Cameroon	Mr. DOMBU	Ministère des Transports	vincent_lissom@hotmail.com
Cameroon	Ms. Viviane ONDOUA BIWOLE	ISMP	ond_viviane1@yahoo.fr
Cameroon	Mr. Mustapha BENMAAMAR	SSATP	mhenmaamar@worldbank.org
Cameroon	Mrs. Caroline MATJE	Gender Lenses	mcaroline.colette@caramail.com
Cameroon	Mr. Yao G. ADZIGBEY	SSATP/The World Bank	yadzigbey@worldbank.org
Cape Verde	Mr. José FIGUEIREDO RAMOS	Fonds Autonome d'Entretien Routier	jsfr@cvtelecom.cv
Cape Verde	Mr. Luis MONTEIRO SILVA	Road Agency (Instituto de Estradas)	ie@cvtelecom.cv
Cape Verde	Mr. Claudio Ramos DUARTE	Ministère des Infrastructures et des Transports	Claudio.Duarte@mih.gov.cv
Cape Verde	Mr. Antonio Joao Gomes DOS SANTOS	Direcção Geral dos Transportes Rodoviarios	antonios@dgtr.gov.cv

Country	Name	Institution	Email
Cape Verde	Mrs. Edna Maria SEQUEIRA	Ministère des Infrastructures et Transports	esequeira@mih.gov.cv
Central African Republic	Mrs. Gertrude ZOUTA-BOGENGBA	Chambre du Commerce	zoutager@yahoo.fr
Central African Republic	Mr. Dominique NGASSAKI	CEMAC	dongaluc@yahoo.fr
Central African Republic	Mr. Pierrot Thierry BEGO-LANZERET	Ministère de l'Equipement et du Désenclavement	lanzeret@yahoo.fr
Central African Republic	Mr. Auguste NAMBEA	Ministère de l'Equipement et des Transports	augustenambea@yahoo.fr
Central African Republic	Mr. M'Pkoumandji SONNY	Primature	mpokson@hotmail.com
Central African Republic	M. Gervais Magloire DOUNGOUPOU	Ministère de l'Economiw, du Plan et de la Coopération	gm_doungoupou@yahoo.fr
Chad	Mr. Oumar SARMADJI	Services Techniques Municipaux de la Ville de Ndjama	sarmadjoumar@yahoo.fr
Chad	Mr. Ahmat Néné TASSY	Ministère des Travaux Publics et des Transports	ciscp@intnet.td
Chad	Mr. Idriss GOUKOUNY	Ministère des Travaux Publics et des Transports	dgts@intnet.td
Chad	Mr. Ahmat Imam Ben BEN MOCTAR	Ministère des Travaux Publics et des Transports	drtchad@intnet.td
Chad	Mr. Djibert LOOL	Ministère des Transports	drtchad@intnet.td
Congo, Democratic Republic Of	Mr. Déocard MUGANGU BISIMWA	Commission Internationale du Bassin du Congo-Oubangui-Sangha - CICOS	dedemugangu@yahoo.fr
Congo, Democratic Republic Of	Mr. Aristide KASONGO	Ministère des Transports et Communications	aristidekasongo@hotmail.com
Congo, Democratic Republic Of	Mr. Darie-Claude MAKOSSO	Commission Internationale du Bassin Congo-Oubangui-Sangha	cicos_inst@yahoo.fr
Congo, Democratic Republic Of	Mr. Charles LUTUTA ILONGOSI	Société des Transports Urbains du Congo - STUC	clututa@yahoo.fr
Côte d'Ivoire	Mr. Koua Hubert ATTA	Ministère des Transports	atta_hubertk@yahoo.fr
Côte d'Ivoire	Mrs. Fatoumata Marthe EHUI	Fédération Ivoirienne des PME (FIPME)	fipme05@yahoo.fr
Côte d'Ivoire	Mrs. Catherine Djedji EBAH	CNRA	bomohebah@yahoo.fr
Côte d'Ivoire	Dr Yvan ZUNON-KIPRE	Groupe d'Etudes et de Recherches en Sécurité Routières	yvzuki@yahoo.fr
Côte d'Ivoire	Mr. Gohouré Charles TOA BI	BNETD	tbg_charles@yahoo.fr
Côte d'Ivoire	Mr. Assafoua Joseph AKA	Union Africaine des Transports Publics - UATP	assafouaaka@yahoo.fr
Côte d'Ivoire	Mr. Marcel Kouamé KONAN	Ministère d'Etat, Ministère des Transports	marcelkonan51@yahoo.fr
Côte d'Ivoire	Mr. Hamallah Kaba DIAKITE	Entreprise Network	sokadys@yahoo.fr
Côte d'Ivoire	Mr. Bi Nagoné ZORO	AGETU - Agence des Transports Urbains	zorobina@avisoci
Côte d'Ivoire	Mr. Lanciné DIABY	Ministère du Plan et du Développement	diaby_lancine@yahoo.fr
Côte d'Ivoire	Mr. Aké Lazare ABÉ	Ministère des Transports	abalaz3@yahoo.fr
Côte d'Ivoire	Mrs. Germaine Alohio TOURÉ	ONG PROSAF-Ministère d'Etat, Ministère des Transports	gertoure@voila.fr
Côte d'Ivoire	Mr. N'Guessan N'GUESSAN		nguessan_2ka@yahoo.fr
Côte d'Ivoire	Mr. Azoumana MOUTAYÉ	Ministère d'Etat, Ministère des Transports	moutayepre@yahoo.fr
Djibouti	Mr. Azhari F. ABDEL KARIM	IGAD	azhari.karim@igad.org

Country	Name	Institution	Email
Ethiopia	Mr. David Peres Afingigwe KAJANGE	African Union	kajange@africa-union.org
Ethiopia	Mr. Ephrem Begna TUFER	Ministry of Trade & Industry	eptufer@yahoo.com
Ethiopia	Mr. Bekele Negussie KEBEDE	Ethiopia Roads Authority	bnegussie@ethionet.et
Ethiopia	Mr. Negede LEWI	The World Bank	nlewi@worldbank.org
Ethiopia	Mr. Zemedkun Girma TESSEMA	City Government of Addis Ababa Transport Authority	zemedkung@yahoo.com
Ethiopia	Mr. Joseph ATTA-MENSAH	UNECA	jattamensah@uneca.org
France	Mr. Amakoé P. ADOLÉHOUMÉ	INRETS-DEST	amakoe.adolehoume@inrets.fr
Gabon	Mr. Jean-Paul LIBEBELE MOMBOYO KUKUTA	CEEAC	jplibebele@yahoo.fr
Gambia, The	Mr. Abdoulie O. CAMARA	Department of State for Works, Construction and Infrastructure	aocamara@yahoo.com
Gambia, The	Mrs. Juldeh CEESAY	Department of State for Economic Affairs	jul_ceedsay@yahoo.com
Gambia, The	Mrs. Siga Fatma JAGNE	Pro-Poor Advocacy Group	sigajallow@yahoo.com
Gambia, The	Mr. Aussainou Morro B. JOBARTEH	Director	dcdbjl@qanet.gm
Gambia, The	Mr. Karamo JAITEH	Gambia Roads Authority	krmjaiteh@yahoo.com
Germany	Mr. Armin WAGNER	GTZ - German Technical Cooperation	armin.wagner@gtz.de
Ghana	Mr. Andrews KWABLAH	Ministry of Roads Transportation	andrewskwablah@yahoo.com
Ghana	Mr. Kwaku OPON-TUTU		enkashong2@yahoo.com
Ghana	Ms. Sylvia ASARE		arthursm55@yahoo.com
Ghana	Mr. Alan GILHAM		alangilham@idngh.com
Ghana	Dr. Mohamed SALIFU	Building and Road Research Institute - BRRI	salifum@hotmail.com
Guinea	Mr. Boubacar Bhoie BARRY	Ministère des Finances	bbhoie2barry@yahoo.fr
Guinea	Mr. Niankoye KPOGHOMOU	Ministère de l'Agriculture et de l'Élevage	kpoghomouniankoye@yahoo.fr
Guinea	Mr. Diaty CONDÉ	Fonds d'Entretien Routier	ssatpguinee@yahoo.fr
Guinea	Mr. Mamadou BANO SOW	Ministère des Transports	ssatpguinee@yahoo.fr
Guinea	M. Boubacar Sidiki DIAWARA	Ministère de l'Agriculture et de l'Élevage	Bsdiawara1@yahoo.fr
Guinea	Mr. Mamoudou DIALLO	Ministère des Transports	moud@mirinet.com
Guinea	Mr. Mouhamed SOUMAH	Ministère des Transports	mohamed_soum@yahoo.fr
Guinea	Mrs. Aissatou Gallis DIALLO	Ministère des Transports	ssatpguinee@yahoo.fr
Ireland	Mr. Gerard CUNNINGHAM	Irish Development Cooperation	Gerry.Cunningham@dfa.ie
Kenya	Mr. Joseph MWANGI	Port Management Association of East and Southern Africa - PMAESA	j.mwangi@yahoo.com
Kenya	Mr. Olivier HARTMANN	TTCA	ohartmann@ttcanc.org
Kenya	Mr. Peter NJENGA	IFRTD - International Forum for Rural Transport & Developmten	peter.njenga@ifrtd.org
Kenya	Mr. Maurice Otieno CHORE	Ministry of Roads and Public Works	mauricechore@yahoo.com
Kenya	Ms. Margaret Auma OMBAI	TACITUS LTD	tacitus@africaonline.co.ke
Kenya	Mr. Alfred Mulwa KITOLO	Ministry of Transport	akmulwa@yahoo.co.uk
Kenya	Mrs. Eliana N. O. SHIROKO	Ministry of Planning and National Development	enoshiroko@yahoo.co.uk
Kenya	Mr. Godfrey Matata ONYANGO	Transit Transport Co-ordination Authority of the Northern Corridor (TTCANC)	gonyango@ttcanc.org
Kenya	Mr. Charles KUNAKA	SSATP	ckunaka@worldbank.org
Kenya	Eng. Francis N. NYANGAGA	Kenya Roads Board	fnyangaga@kroadsboard.go.ke
Kenya	Mr. Jean Kizito KABANGUKA	Transit Transport Coordination	jkizito_kabanguka@ttcanc.org

Country	Name	Institution	Email
		Authority of the Northern Corridor - ACTT/TTCA	
Kenya	Ms. Ruth Moraa BITA	Kenya Roads Board	rmbita@kroadsboard.go.ke
Kenya	Eng. Stephen Waireri NDINIKA	Kenya Roads Board	ndinikasw@kroadsboard.go.ke
Kenya	Ms. Rahab MUNDARA	ITDG - Practical Action	rmundara@btlkenya.org
Lesotho	Mr. KHOMONGUE		
Lesotho	Mr. Peko REMAMETSOE	Lesotho Road Fund	peko@roadfund.org.ls
Lesotho	Mr. C. Nchafatso SELLO		sellocn@yahoo.co.uk
Lesotho	Ms. Tsepang LINKO		linkotm@mopwt.gov.ls
Lesotho	Mrs. Mamoeketsi NTHO	National University of Lesotho	mne.ntho@nul.ls
Lesotho	Mr. Stephen MOLEFE	Ministry of Public Works and Transport	s.molefe@mopwt.gov.ls
Lesotho	Mr. Karabo T. MARITE	Ministry of Public Works and Transport	kb@mopwt.gov.ls
Lesotho	Honourable Timothy THAHANE	Ministry of Finance and Development Planning	
Lesotho	Mrs. Lerato MABINA		
Lesotho	Mr. J. M. RAMASHAMOLE		secchiefengr@mopwt.gov.ls
Lesotho	Mr. Seabata MOTSAMAI	Lesotho Council of NGOs	seabatam@lecongo.org.ls
Lesotho	Mr. Letsoaka Henry SEKONYELA	Ministry of Public Works & Transport	sekonyela@mopwt.gov.ls
Lesotho	Mr. Moruti SEKOKOTOANA	Ministry of Public Works & Transport	sekokotoanam@mopwt.gov.ls
Lesotho	Mr. Monyane MATHIBELI	Ministry of Public Works & Transport	psworks@mopwt.gov.ls
Lesotho	Honourable Popane LEBESA	Ministry of Public Works & Transport	plebesa@yahoo.com
Lesotho	Mrs. Maselomo Celestina PAMA	Ministry of Public Works & Transport	itppm@mopwt.gov.ls
Lesotho	Ms. Palesa MOKETE	Ministry of Public Works & Transport	kb@mopwt.gov.ls
Lesotho	Mrs. 'Mammuru Agnes MACHAI	Ministry of Finance and Development Planning	M.Machai@finance.gov.ls
Madagascar	Mrs. Ioly ROBINSON	Fonds d'Entretien Routier	fondsfer@wanadoo.mg
Madagascar	S. E. M. Roland RANDRIAMAMPIONONA	Ministère des Transport, des Travaux Public	olga.rasamimanana@mttpat.gov.mg
Malawi	Mrs. Rhoda Madalo ELIASI	Ministry of Economic Planning and Development	reliasi@yahoo.com
Malawi	Mr. Sam Bobby THUPI	National Road Safety Council	cthupi@yahoo.co.uk
Malawi	Mr. Luckie SIKWESE	Ministry of Local Government and Rural Development	ddpdlocalgovt@globemw.net
Malawi	Mr. Patrick George LAPUKENI	Ministry of Transport & Public Works	pgilap@yahoo.co.uk
Malawi	Ms. Mercy JALAZI	Ministry of Transport	jalazime@yahoo.com
Malawi	Mr. Samuel CHIKAPUSA	Ministry of Transport & Public Works	chikapusa@yahoo.co.uk
Malawi	Mr. Juliet Asieni SUMAILI CHILUWE	MEJN - Malawi Economic Justice Network	jchiluwe@mejn.mw
Malawi	Mr. Shadrack Henderson Daimoni MATSIMBE	RTOA - Road Transport Operators Association	shmatsimbe@yahoo.com
Malawi	Mr. Stephen Chimwemwe SIWANDE	NRA - National Roads Authority	ssiwande@nramw.com
Malawi	Mr. Jephitar G. L. CHAGUNDA	MRTTP/DLG - Malawi Rural Travel and Transport Programme	mrttp@malawi.net
Mali	Mr. Gabouné KEITA	Ministère de l'Équipement et des Transports	issadiallo@afribonemali.net
Mali	Ms. Nana Aicha CISSÉ	CAFO - Coordination des Associations et ONGs Féminines	cafoaicha@yahoo.fr
Mali	Mr. Abdoulaye Yaya SECK	AGERROUTE	abdoulayseck@cefib.com
Mali	Mr. Khalilou Bougounno SANOGHO	Secrétaire Général	issadiallo@afribone.net.ml

Country	Name	Institution	Email
Mali	Mrs. Maimouna Kalifa TRAORÉ	Ministère de l'Economie et des Finances	maiktra@yahoo.fr
Mali	Ms. Oumou Touré TRAORÉ	CAFO - Coordination des Associations et ONGs Féminines	woiyokondeye@yahoo.fr
Mozambique	Mr. Joao MUTOMBENE	Admin. nationale des Routes	mutombene@fe.gov.mz
Mozambique	Mr. Aderito NGILAMBA	Admin. nationale des Routes	dg.ane@teledata.mz
Mozambique	Mr. Simão Zacarias MATARUCA	Instituto Nacional de Viacao	szmataruca@yahoo.com.br
Mozambique	Mr. Rogerio MANUEL	FEMATRO	Rmanuel@ane.gov.mz
Mozambique	Mr. Jose ALBANO JUNIOR	Ministry of Transport & Communications	metaplano@tv cabo.co.mz
Mozambique	Mr. Felix COSSA		metaplano@tv cabo.co.mz
Namibia	Mr. Frank GSCHWENDER	Walvis Bay Corridor Group	wbcg3@mweb.com.na
Namibia	Ms. Lynn HARMON	Corridor Development Consultants (Pty), Ltd	lynn.harmon@gmail.com
Niger	Mr. Attaoulahi ZAKAOUANOU	Ministère des Transports	dgtp@intnet.ne
Niger	Mrs. Fatouma SIDIKOU	Cabinet du Premier Ministre	fatimsidik@yahoo.fr
Niger	Ms. Mariama MOUSSA	ONG CONGAFEN	dgtp@intnet.ne
Niger	Mr. Mamane HAROUNA	Ministère de l'Equipement	m_harouna2001@yahoo.fr
Niger	Ms. Aichatou BEN WAHAB DJIDO	Ministère des Affaires Sociales	mamane_djibo@yahoo.fr
Niger	Mr. Ibrahim M. SANDA	Ministère de l'Equipement	ibrahms64@yahoo.fr
Nigeria	Dr. Anthony Ekundayo MOBEREOLA	LAMATA - Lagos Metropolitan Area Transport Authority	dmbereola@lamata-ng.com
Nigeria	Eng. Lambert Chukwuemeka NWAEZIKE	Federal Ministry of Agriculture and Rural Development	wazike@yahoo.co.uk
Nigeria	Mr. Kagnini Jules GOGOUA	ECOWAS Secretariat	gkagnini@yahoo.com
Nigeria	Mrs. Dikianga Lauren BRAIDE	Federal Ministry of Transport	dikibraide@yahoo.com
Nigeria	Dr. Hezekiah Bamidele OYEDEPO	Federal Ministry of Transport	dele_oyedepo@yahoo.com
Nigeria	Mr. Olugbenga Adetokunbo DAIRO	Lamata	odairo@lamata-ng.com
Nigeria	Mr. Godwin UNO		
Nigeria	Mr. Justin RUNJI	The World Bank	jrunji@worldbank.org
Nigeria	Mr. G. A. SEKIDIKA	Federal Ministry of Transport	dele_oyedepo@yahoo.com
Nigeria	Mr. Olukayode Abdulaziz OLOWU	Lagos Metropolitan Area Transport Authority	kolowu@lamata-ng.com
Nigeria	Mr David Lansana Bockari KAMARA	ECOWAS	dalankam2003@yahoo.co.uk
Rwanda	Ms. Aziza BENEGUSENGA	Ministère des Infrastructures	azizabene@yahoo.fr
Rwanda	Mr. Jean KANYAMUHANDA	Ministère des Infrastructures	kanyamuhanda@yahoo.fr
Rwanda	Mr. Dominique RURANGIRWA	Ministère des Infrastructures	domirura@yahoo.fr
Senegal	Mr. Mamadou TALLA	Cabinet Conseil MGP Afrique	mtalla2001@yahoo.fr
Senegal	Mr. Bougouma KOUTA	Secrétariat Exécutif du Transport Rural	koutaingenieur@yahoo.fr
Senegal	Mr. Sagar DRAME	Cellule de Coordination du programme Sectoriel des Transports	asdrame@yahoo.fr
Senegal	Mr. Lamine NDIAYE	Agence Autonome des Travaux Routiers - AATR	Indiaye@aatr.sn
Senegal	Mr. Bassirou GUISSSE	Direction des Travaux Publics	bassirouguisse@yahoo.fr
Senegal	Mr. Ousmane THIAM	CETUD - Conseil Exécutif des Transports Urbains de Dakar	serothiam@cetud.sn
Senegal	Mr. Mamadou Assane NIANG	Ministère de l'Economie et des Finances	dsrp@refer.sn
Sierra Leone	Hon. Prince A. HARDING	Ministry of Transport & Communication	fthorlubangura@yahoo.co.uk

Country	Name	Institution	Email
Sierra Leone	Mr. Farrma THORLU-BANGURA	Ministry of Transport & Communication	fthorlubangura@yahoo.co.uk
South Africa	Mr. Thabo Andrew MOKONE	Department of Public Works	dorasa@worptb.norprov.gov.za
South Africa	Ms. Brenda HORNE	MCLI - Mozambique Corridor Logistics Initiative	brenda.horne@mcli.co.za
South Africa	Mr. Gabbin Simphiwe NTULI	City of Johannesburg	simphiwent@joburg.org.za
South Africa	Ms. Matlala Salome MAPHALLA	Department of Public Works	maphallas@worptb.norprov.gov.za
South Africa	Dr Pieter Rudolph VENTER	Global Road Safety Partnership	pventer@itse.co.za
South Africa	Ms. Mmabatho Maureen SEBOKO	Department of Public Works	sebokom@worptb.norprov.gov.za
South Africa	Ms. Engela Petronella KRUGER	AA South Africa	pkruiger@aasa.co.za
South Africa	Dr. Bane Moeketsi MALEKE	Development Bank of Southern Africa	banem@dbsa.org
South Africa	Mr. Barney CURTIS	FESARTA	fesarta@iafrica.com
South Africa	Mr. Morimasa YOSHIDA	Development Bank for Southern Africa	yoshida.norimasa@jica.go.jp
South Africa	Mr. Asfaw KIDANU	International Labour Organization	kidanu@ilo.org
South Africa	Mr. Godwin PUNUNGWE	NEPAD Secretariat	punungwegm@nepad.org
Swaziland	Mr. John M. BONGWE	Ministry of Public Works & Transport	deptrans@realnet.co.sz
Swaziland	Mr. Trevor M. TSHABALALA	Ministry of Public Works & Transport	tshabalalatr@gov.sz
Swaziland	Hon. Elijah G.M SHONGWE	Ministry of Public Works & Transport	Mpwt-cha@realnet.co.sz
Swaziland	Ms. Chazile M. MAGONGO	Ministry of Public Works & Transport	Mpwt-cha@realnet.co.sz
Swaziland	Ms. Lonkhululeko SIBANDZE	Ministry of Economic Planning and Development	sibandzel@gov.sz
Swaziland	Ms. Thabisile R. GUMBI	Road Safety Council	deptrans@realnet.co.sz
Sweden	Mr. Karl Gosta WERNER	SIDA	gosta.werner@sida.se
Sweden	Mr. Samer AL FAYADH	SIDA	samer.fayadh@sida.de
Sweden	Mr. Nils Anders BRUZELIUS	SIDA	nils.bruzelius@euromail.se
Switzerland	Mr. Gerard LAUTREDOU	GRSP	gerard.lautredou@ifrc.org
Tanzania	Mr. Freddy Yaw ADDO-ABEDI	TANROADS	addo.abedi@tanroads.org
Tanzania	Mr. Abisai Ntele TEMBA	Ministry of Communication and Transport	tembaabisai@yahoo.co.uk
Tanzania	Ms. Rukia Diwani SHAMTE	Tanzania Railways Cooperation	ccm_shamte@trctz.com
Tanzania	Ms. Rose MAGENYA	Ministry of Infrastructure Development	mamachuma05@yahoo.com
Tanzania	Mr. Abdul Abeid AWADH		awadh@kicheko.com,aaawadh@yahoo.com
Tanzania	Mr. Alphonse MWINGIRA	Ministry of Communications and Transport	alphonse_mwingira@yahoo.com
Tanzania	Hon. Machano Othman SAID	Ministry of Communications and Transport	mocht@zanzinet.com
Tanzania	Mr. Shilinde Ikunza NG'HABI	President's Office	nghabi@yahoo.com
Tanzania	Mr. Joseph Odo HAULE	Tanzania Road Fund	jhaule@raha.com
Tanzania	Mr. Dieter SCHELLING	SSATP/The World Bank	dschelling@worldbank.org
Tanzania	Mr. Richard Shambulooma LWOGA	Prime Minister's Office	rlwoga@yahoo.com
Tanzania	Mr. Joseph Verdian LUIZA	Ministry of Transport	joseph.lwiza@tanroads.org
Togo	Mr. Assoulian Korjina TCHAMSI	FER Togo	
Tunisia	Mr. Andrew James ROBERTS	African Development Bank - ICA	a.roberts@afdb.org
Tunisia	Mr. Micah AJIJO		m.ajijo@afdb.org
Tunisia	Mr. Amadou OUMAROU	African Development Bank	a.oumarou@afdb.org
Tunisia	Mr. Ali KIES	AfDB - African Development Bank	a.kies@afdb.org
Tunisia	Mr. Hubert NYAME-MENSAH	African Development Bank	h.nyame-mensah@afdb.org
Tunisia	Mr. Peter STURMHEIT	African Development Bank	p.sturmheit@afdb.org
Tunisia	Dr Sadok Mohamed ZERELLI		szerelli@gnet.tn
Tunisia	Ms. Lydie EHOUMAN	African Development Bank	l.ehouman@afdb.org
Tunisia	Mr. Bamory TRAORÉ	African Development Bank	traorebamory@yahoo.fr

Country	Name	Institution	Email
Uganda	Mr. Frederick M. WERE-HIGENYI	Ministry of Works, Housing & Communications	fmwhere@yahoo.co.uk
Uganda	Mr. Robert Bellarmine OKUDI	Ministry of Finance, Planning and Economic Development	Robert.Okudi@finance.go.ug
Uganda	Mr. Steven KASIIMA	Ministry of Internal Affairs - Uganda Police Force	kasiimas@yahoo.com
Uganda	Eng. David Ssali LUYIMBAZI	Ministry of Works, Housing & Communications	dluyimbazi@rafu.or.ug
Uganda	Mr. Paul KWAMUSI	Uganda Private Road Users Association	paulkwamusi@yahoo.com
Uganda	Mr. Godfrey Obbuki WANDERA	Ministry of Works and Transport	gwandera@works.go.ug
Uganda	Eng. Emmanuel William MUSUMBA	Ministry of Works, Housing & Communications	Twins@utlonline.co.ug
Uganda	Mr. Itazi Grace JAMES	Ministry of Works, Housing and Communication	mowhc@utlonline.co.ug
Uganda	Mr. Labite V. OCAYA	The World Bank	locayaya@worldbank.org
Uganda	Mr. Benon M. KAJUNA	Ministry of Works Housing and Communications	kajunab@yahoo.co.uk
Uganda	Mr. Francis Magambe BYARUHANGA	Roads Agency Formation Unit	FMByaruhanga@rafu.or.ug
Uganda	Mr. George Muhenda RUKARA	Ministry of Works and Transport	rukara37@hotmail.com
Uganda	Mrs. Betty Babirye DDUNGU	Ministry of Works, Housing and Communications	bettybabiryeddungu@yahoo.co.uk
United Kingdom	Mr. Adam T. ANDRESKI	ITT	adam.andreski@ittransport.co.uk
United Kingdom	Mr. Richard STANLEY		rstanley_@mac.com
United Kingdom	Mr. Gary FORSTER	Transaid - Transport for Life	garyforster@hotmail.com
United Kingdom	Mr. Leonard TEDD	Department for International Development - Dfid	l-tedd@dfid.gov.uk
United Kingdom	Mr. Peter O'NEILL	Department for International Development - DFID	p-oneill@dfid.gov.uk
United Kingdom	Mr. Geoffrey Arthur EDMONDS		geoffedmonds@btinternet.com
United Kingdom	Mr. Simon DONE	Transport Research Laboratory	sdone@trl.co.uk
United Kingdom	Ms. Regina Elizabeth PORTER	University of Durham	r.e.porter@durham.ac.uk
United Kingdom	Mr. Hugh HOOD		rstanley_@mac.com
USA	Mr. Zaza RAMANDIMBIARISON	SSATP	zramandimbiariso@worldbank.org
USA	Mr. Antoine LEMA	The World Bank	alema@worldbank.org
USA	Mr. Arnaud DESMARCHELIER	SSATP/The World Bank	adesmarchelier@worldbank.org
USA	Mr. Uwe DEICHMANN	The World Bank	udeichmann@worldbank.org
USA	Mr. C. Sanjivi RAJASINGHAM	The World Bank	srajasingham@worldbank.org
USA	Mr. Olav ELLEVSET	SSATP	oellevset@worldbank.org
USA	Mr. Gael RABALLAND	The World Bank	graballand@worldbank.org
USA	Mr. Tekie SIUM	SSATP/The World Bank	tsium@worldbank.org
USA	Mr. Subhash SETH	The World Bank	sseth1@worldbank.org
USA	Mr. Tesfamicheal NAHUSENAY	SSATP	tnahusenay@worldbank.org
USA	Mrs. Wendy WALKER	The World Bank	wwalker@worldbank.org
USA	Mr. Siele SILUÉ	SSATP/The World Bank	ssilue@worldbank.org
USA	Mrs. Tawia ADDO-ASHONG	SSATP/The World Bank	taddoashong@worldbank.org
USA	Mr. Ajay KUMAR	SSATP/The World Bank	akumar3@worldbank.org
USA	Mr. George BANJO	SSATP/The World Bank	gbanjo@worldbank.org
USA	Mrs. Fanny BARRETT	SSATP	fbarrett@worldbank.org
USA	Mr. Mark NJORE	SSATP	mnjore@worldbank.org
USA	Mr. Jonas HERMANSON	SSATP	jhermanson@worldbank.org
USA	Mrs. Monique DESTHUIS-FRANCIS	SSATP	mdesthuis@worldbank.org

Country	Name	Institution	Email
USA	Mrs. Zeina SAMARA	SSATP/The World Bank	zsamara@worldbank.org
USA	Ms. Anil BHANDARI	The World Bank	abhandari@worldbank.org
USA	Mr. Jean Francois MARTEAU	SSATP/The World Bank	jmarteau@worldbank.org
USA	Mr. Gylfi PALSSON	SSATP/The World Bank	gpalsson@worldbank.org
Zambia	Gen. Peter TEMBO	Ministry of Communication and Transport	mtsmalabwa@yahoo.co.uk
Zambia	Dr. Munorweyi DHLIWAYO	UNECA	mdhliway@uneca.org
Zambia	Mr. Henry CHIPEWO	President	muhechi@coppernet.zm
Zambia	Mr. Simasiku MALUMO	Lusaka City Council	malumos2000@yahoo.com
Zambia	Ms. Chintu MAZAKAZA	Road Transport and Safety Agency	mazakaza@zamtel.zm,rtsa@zamnet.zm
Zambia	Hon. Peter DAKA	Ministry of Communications and Transport	mtsmalabwa@yahoo.co.uk
Zambia	Mr. Davies Bwalya MAKASA	The World Bank	dmakasa@worldbank.org
Zambia	Mr. Amos MARAWA	COMESA	amarawa@comesa.int
Zambia	Mr. Miller Texas MALABWA	Ministry of Communications & Transport	mtsmalabwa@yahoo.co.uk
Zimbabwe	Mr. Goodwill SIBANDA	Ministry of Transport & Communications	gsibandaa@yahoo.co.uk
Zimbabwe	Mr. Francis HWEKWETE	Zimbabwe National Roads Administration	fthwekwe@mweb.co.zw
Zimbabwe	Mr. Tawanda MDAWARIMA	Ministry of Transport and Energy	tmdawarima@gta.gov.zw
Zimbabwe	Mr. Tony GREENING	TRL-Zimbabwe	tonyg@ecoweb.co.zw
Zimbabwe	Mr. Ronaldo Masimbakurasa JOKONYA	Traffic Safety Council of Zimbabwe	tmdawarima@gta.gov.zw
Zimbabwe	Ms. Nyasha KAHONDO	Ministry of Local Government, Public Works and Urban Development	dzomban@yahoo.com
Zimbabwe	Ms. Brigitte SHAMU-YASHE MASIMBIRA	BS. Labour Consultants	bridgetmasimbira@yahoo.com
Zimbabwe	Mr. Degene SAHLE	ILO/ASIST	sahle@ilo.org

Appendix C. Ministerial Advisory Group communiqué

Communiqué of the Ministers Responsible for Transport and Infrastructure from member countries of the Sub-Saharan African Transport Policy Program (SSATP)

Preamble

1. We the Ministers responsible for Transport and Infrastructure from member countries of SSATP, met, under Chairmanship of the honorable Minister of Public Works and Transport of the Kingdom Lesotho, Mr. Popane Lebesa, MP, at the 2006 Annual General Meeting of the SSATP, in Maseru, Lesotho on the 2nd and 3rd of November 2006 to consider:
 - the findings and recommendations of the “output-to-purpose” review (OPR) of the Long Term Development Plan (LTDP);
 - Africa’s transport development challenges and opportunities — the renewed focus on Infrastructure; and
 - The way forward — SSATP beyond 2007
2. We expressed our profound respect to His Majesty, King Letsie III and gratitude to the Right Honorable Mr. Pakalitha B. Mosisili, the Prime Minister, and the Government and people of the Kingdom of Lesotho for their generosity and hospitality to us and to all the participants attending the SSATP Annual General Meeting.
3. We noted the strong contribution of SSATP in facilitating the development and implementation of sound transport policies in Sub-Saharan Africa. We also underscored the importance of SSATP activities being aligned to those of African Union and NEPAD.

Bamako Declaration

4. We strongly reaffirmed the Declaration by the Ministers responsible for Transport and Infrastructure from member States of the SSATP adopted in Bamako, in November 2005, and pledged to promote the Declaration within our governments to implement sound policies in the transport sector in our countries.

5. We, in that regard, request national and regional SSATP coordinators to take account of the Bamako Declaration in their coordination and implementation of SSATP activities at country level, and integrate SSATP principles and practices into national and regional program.
6. We request the SSATP to report annually on progress in the implementation of the Bamako Declaration.

Renewed focus on infrastructure initiatives

7. We took note of the presentations from representatives of the World Bank, the European Union and the African Development Bank on the World Bank's Africa Action Plan (AAP); the EU-Africa Partnership on Infrastructure; and the AfDB support to the transport sector in Africa respectively.
8. We commended the World Bank, the European Union, the African Development Bank and other multi-lateral and bi-lateral donors for their continuous support to infrastructure development on the continent.
9. We reaffirmed the importance of the role of transport in achieving the Millennium Development Goals (MDGs), which are geared towards poverty reduction and the strengthening of regional integration. We also called on all member States to strive to achieve the MDG-related transport targets and indicators set out by the African Ministers responsible for Transport and Infrastructure in Addis Ababa, in April 2005.

The Output-to Purpose Review (OPR) and Poverty Reduction and Transport Strategy Review (PRTSR)

10. We took note of the preliminary findings of the OPR, which were presented to us and we recommended that the final report be made available to all member States.
11. We further noted the progress made by various member States on the PRTSR.

Recommendations

12. After careful deliberations we recommended that the SSATP should:
 - i) strengthen its relationship with the regional economic communities (RECs) to facilitate the implementation of the AU/NEPAD transport infrastructure Action Plan that is complementary to the above initiatives. In this regard, SSATP should facilitate the monitoring and evaluation of transport policies at the regional and sub-regional levels;

- ii) assist in the harmonization of Action Plans of donor partners through the development of a common sector approach;
- iii) strengthen its efforts to facilitate institutional reforms by renewing the emphasis of good governance and transparency;
- iv) facilitate the development of regional and national transport program, which are anchored firmly to economic growth and poverty reduction, and which include the recommendation of Poverty Reduction and Transport Strategy Action Plans;
- v) strengthen its transport policy advice to achieve external competitiveness, the removal of non-physical barriers, as well as the promotion of intra-African trade;
- vi) assist African countries to formulate sectoral transport policies and strategies to better attract and utilize donor investment Aid on infrastructure and make it more effective;
- vii) continue beyond 2007. The LTDP for this subsequent period should be developed and implemented, taking into account stakeholders demands and be focused and prioritized based on the comparative advantages of SSATP;
- viii) act as a catalyst for the development and implementation of transport policies and strategies taking into account the importance of rural and urban access and mobility in poverty reduction;
- ix) consider support to develop capacity for the consolidation and implementation of transport policies and strategies;
- x) strengthen measures and strategies aimed at promoting policies and legislation on Road Safety;
- xi) strengthen strategies aimed at addressing cross-cutting issues of Women and Transport, HIV/AIDS and environment into SSATP's future plan; and
- xii) include Portuguese as one of the working languages in future meetings

Done in Maseru, Lesotho on November 3, 2006.