

# Sub-Saharan Africa Transport Policy Program



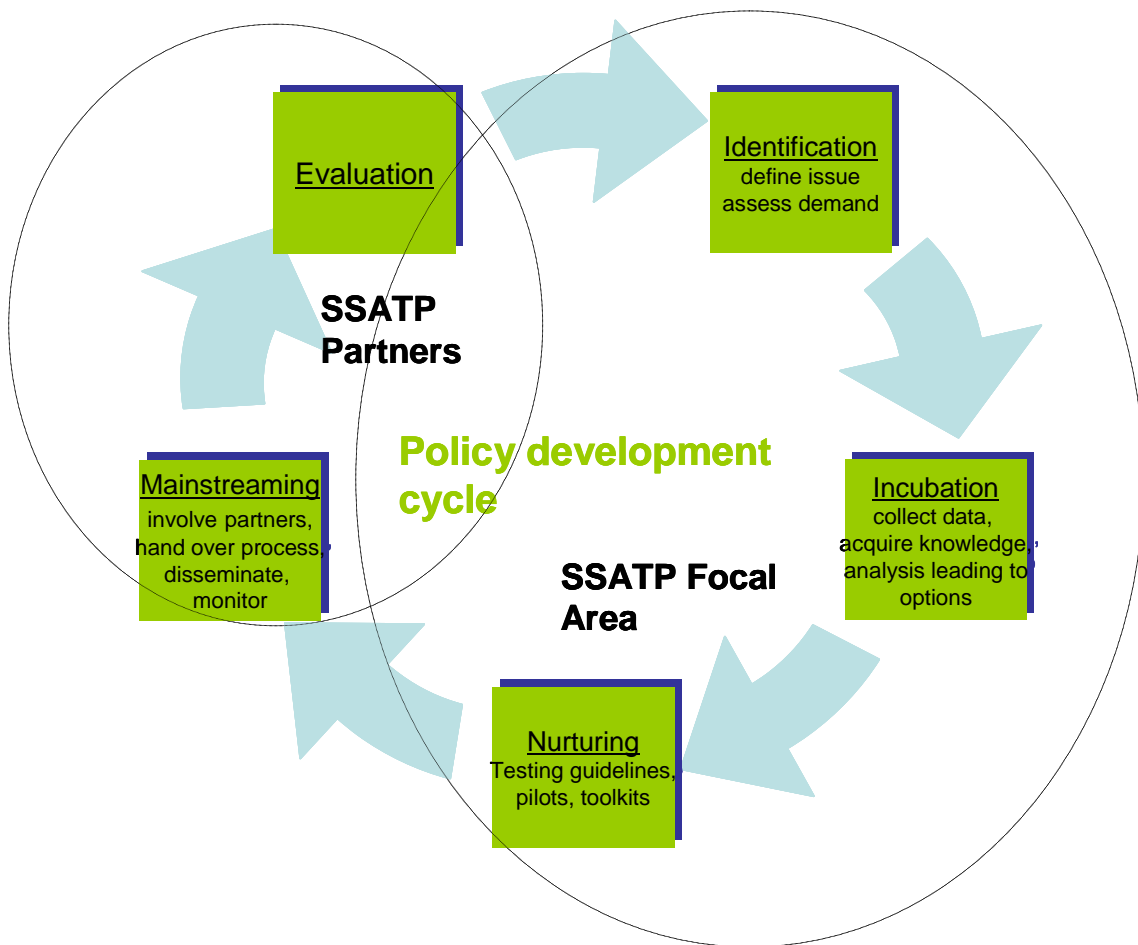
## SSATP Strategic Framework

2008-2011



## SSATP Strategic Framework

A meeting of SSATP donors, Board, and team members was held in Washington to plan for the implementation of SSATP's Second Development Plan (DP2) that will govern the program's activities for the period 2008-2011. A strategic framework for the DP2 was then finalized during the meeting based on the principles of SSATP policy cycle shown below.



### Overall DP2 framework

The framework presented below contains the overall goal, purpose, outputs, verifiable indicators and associated activities.

## DP2–Logical Framework

NARRATIVE SUMMARY	VERIFIABLE INDICATORS	MEANS OF VERIFICATION	RISKS/ASSUMPTIONS
<p><b>Overall Goal</b> Transport policies and strategies contributing to regional integration, poverty reduction, and economic growth</p>	<p>Improved mobility to market, economic opportunities, and social services</p>	<ul style="list-style-type: none"> <li>• Household surveys</li> <li>• Official statistical reports</li> </ul>	<ul style="list-style-type: none"> <li>• Tandem national and regional economic growth and transport improvement</li> </ul>
<p><b>Purpose</b> Support countries, RECs, and donors to strengthen the promotion of sound policies and strategies leading to provision of reliable, safe, clean, efficient, and affordable transport</p>	<p>Transport strategies leading to safe, clean and affordable transport services and improved accessibility</p>	<ul style="list-style-type: none"> <li>• Reports from ministries responsible for transport</li> <li>• Reports from RECs</li> <li>• SSATP annual reports</li> </ul>	<ul style="list-style-type: none"> <li>• Good/active participation and commitment of countries, RECs, and donors</li> <li>• Balanced development between transport infrastructure and service</li> </ul>
<p><b>Output 1 (Theme 1)</b> <b>Comprehensive pro-poor and pro-growth transport sector policies and strategies adopted at REC and country level</b></p>	<ol style="list-style-type: none"> <li>1.1. Lessons learnt during preparation and implementation of the PRTSR from the 20 reviews are consolidated and shared among stakeholders</li> <li>1.2. PGPTS integrated when countries update their PRSPs and/or national transport strategy</li> <li>1.3. Transport sector policies and strategies updated to respond to climate change</li> <li>1.4. Transport sector policies and strategies adopted by member countries, corridors and RECs to respond to road safety</li> <li>1.5. Performance and impact monitoring systems documented, strengthened, and disseminated</li> </ol>	<ul style="list-style-type: none"> <li>• Reports from ministries responsible for transport</li> <li>• Public expenditure review reports</li> <li>• SSATP national coordination reports</li> <li>• SSATP progress</li> <li>• SSATP annual reports</li> <li>• Mid-term review report</li> </ul>	<ul style="list-style-type: none"> <li>• SSATP will have the financial capability to launch DP2 activities</li> <li>• Resources/skills available at national and regional levels</li> <li>• Political will to adopt PRTSR recommendations</li> <li>• Good/active participation and commitment of countries, RECs, and donors</li> <li>• Regional associations will have the capacity to promote reforms and good practices</li> </ul>
<p><b>Output 2 (Theme 2)</b> <b>Effective institutional and financial arrangements adopted for safe, reliable, affordable and accessible road transport services and infrastructure</b></p>	<ol style="list-style-type: none"> <li>2.1. Sound strategies improving institutional and financing arrangements for, a) roads, b) rural transport, and c) urban transport disseminated and adopted</li> <li>2.2. Knowledge base on road management and rural and urban transport services consolidated and disseminated</li> <li>2.3. Institutional and financial measures for Road Safety identified and promoted</li> <li>2.4. Good governance and anti-corruption measures for the transport sector identified and promoted</li> </ol>	<ul style="list-style-type: none"> <li>• Reports from ministries responsible for transport</li> <li>• SSATP national coordination reports</li> <li>• SSATP publications /website</li> <li>• SSATP progress and annual reports</li> <li>• Joint SSATP/Donors missions Aide Memoirs</li> <li>• Regional transport sector associations reports</li> <li>• SSATP progress</li> <li>• SSATP annual reports</li> <li>• Mid-term review report</li> </ul>	

NARRATIVE SUMMARY	VERIFIABLE INDICATORS	MEANS OF VERIFICATION	RISKS/ASSUMPTIONS
<p><b>Output 3 (Theme 3)</b>  <b>Trade facilitation measures adopted and implemented in major regional transit corridors</b></p>	<p>3.1. Harmonized legislation to reduce delays and improve movement of freight and people</p> <p>3.2. REC-TCC disseminates SSATP best practices on corridor management</p> <p>3.3. RECs and corridor groups use methodology developed by SSATP to establish and operate observatories</p> <p>3.4. Measures to improve institutional capacity to implement appropriate policies and strategies</p> <p>3.5. Measures to improve safety and security (Road Safety/HIV/AIDS) along corridors</p> <p>3.6. Improved implementation of regional level conventions and regulations along transit corridors</p> <p>3.7. Member states assisted in the implementation of the Ouagadougou Declaration</p>	<ul style="list-style-type: none"> <li>• Reports from ministries responsible for transport</li> <li>• Reports from RECs</li> <li>• SSATP progress and annual reports</li> <li>• Observatory/corridor monitoring reports</li> <li>• REC-TCC/SSATP annual reports</li> <li>• SSATP progress</li> <li>• SSATP annual reports</li> <li>• Mid-term review report</li> </ul>	

ACTIVITIES	RISKS/ASSUMPTION
<p><b>Output 1 (Theme 1)</b></p> <ol style="list-style-type: none"> <li>1. Documenting application and impact of the PRTSR and disseminating good practices</li> <li>2. Supporting SSATP coordinators to pursue PRTSR reviews regularly before national PRS updates</li> <li>3. Review of the transport sector strategy to be responsive to PRSP and be pro-poor pro-growth in selected countries that are updating their national transport policies</li> <li>4. Develop methodology for pro-poor pro-growth transport strategy based on lessons learnt and to be drawn from selected countries (Burkina Faso, DR Congo, Mozambique and Swaziland) and replicate good practices</li> <li>5. Establishing knowledge base on the impact of transport on climate change in the African context and increasing awareness on transport policies responding to climate change and disseminating the results</li> <li>6. Developing effective Road Safety policies, strategies and action plans in selected countries (Burkina Faso, DR Congo, and Swaziland, Cameroon, Mali , Mozambique and Uganda) and replicating good practices</li> <li>7. Road Safety good practice dissemination and strengthening Road Safety practitioners' network</li> <li>8. Document good practice on performance monitoring and disseminate and develop impact monitoring methodologies</li> <li>9. Establishing web based transport data repository for MDG related transport indicators</li> </ol>	<p>Same as outputs</p>
<p><b>Output 2 (Theme 2)</b></p> <p><b>Road Management &amp; Financing</b></p> <ol style="list-style-type: none"> <li>1. Assist associations to promote RMF reforms during 2008 so that they are equipped to take over from SSATP</li> <li>2. Calibrating RNET in 4 francophone countries in order to complete SSATP input and advocate use in country road programs supported by donors</li> <li>3. Documenting and disseminating good practices of road agencies and funds in target countries ( Ghana, Ethiopia, Tanzania, Mali and Niger)</li> <li>4. Promoting good practices in institutional setting and financing of road safety</li> <li>5. Develop and promote the application of anti-corruption and good governance processes in the transport sector</li> </ol> <p><b>Rural Transport</b></p> <ol style="list-style-type: none"> <li>1. Provide technical and financial assistance to ARTA to conduct training and advocate the development and implementation of appropriate policies and strategies of Rural Transport</li> <li>2. Refine training materials in rural transport and identify and assists two centers (Anglophone and Francophone) to conduct initial training of trainers workshops</li> <li>3. Consolidating the knowledge and good practices on the regulatory, institutional and financing framework for the provision of rural transport services and management of rural roads in selected countries (Tanzania, Zambia, Cameroon and Burkina Faso, Ethiopia, Guinea, Malawi ,Nigeria ) and disseminating outcomes</li> </ol> <p><b>Urban Transport</b></p> <ol style="list-style-type: none"> <li>1. Raising awareness of other city policy makers, urban transport practitioners to test the policies and strategy recommendations developed by the partners in selected cities (Dakar, Douala, Kampala and Nairobi)</li> <li>2. Utilize SSATP policies and strategies to inform the urban transport project design and creation of financing policy to renew urban transport fleets</li> <li>3. Consolidating and promoting emerging good practices in urban transport in Africa and other regions in partnership with other institutions</li> </ol>	

<p><b>Output 3 (Theme 3)</b></p> <ol style="list-style-type: none"> <li>1. Review and test legal instruments for regional trade facilitation and disseminate through RECs:</li> <li>2. Support RECs in the process of establishing/strengthening corridor management groups in target corridors (Congo-Oubangui-Sangha Basin [CICOS<sup>1</sup>] &amp; Téma-Ouagadougou-Bamako and Lomé-Ouagadougou-Niamey [UEMOA])</li> <li>3. Support RECs in the process of establishing/strengthening transit corridor monitoring/ observatories in target corridors (Central Corridor - Port of Dar Es Salaam to Burundi, Rwanda, Uganda, DRC, and Tanzania [CCTTFA<sup>2</sup>]), Congo-Oubangui-Sangha Basin [CICOS], &amp; Téma-Ouagadougou-Bamako and Lomé-Ouagadougou-Niamey [UEMOA])</li> <li>4. Support RECs and corridor groups to roll-out monitoring/observatory good practices and development of corridor action plans</li> <li>5. Identify institutional capacity building needs to implement policies and strategies by RECs and corridor institutions; agree on measures for improvement and supporting RECs to leverage resources for implementation</li> <li>6. Document and disseminate good practice examples reducing the prevalence of HIV/AIDS along regional corridors by engaging private transport operators and NGOs</li> <li>7. Promote road safety along selected corridors in association with the REC-TCC</li> <li>8. Provide knowledge and engage with RECs, Transport Operators, the private sector, Freight Forwarders and port operators to develop policies and strategies reducing costs on selected corridors and disseminate options on transport logistics cost reduction including utilizing performance logistics indices</li> <li>9. Provide assistance to Member states in line with the Ouagadougou Declaration</li> </ol>	
<p><b>Cross output activities</b></p> <ol style="list-style-type: none"> <li>1. Inducing policies and strategies developed as part of SSATP in development project and program design</li> <li>2. Provide assistance for effectiveness of SSATP national coordination function within sectoral dialogue with countries and donors</li> <li>3. Reporting on progress of SSATP activities in member countries</li> <li>4. Establish a knowledge sharing strategy and maintain an effective mechanism for dissemination</li> </ol>	

<sup>1</sup> Commission Internationale du Bassin du Congo-Oubangui-Sangha

<sup>2</sup> Central Corridor Transit Traffic Facilitation Agency

## Appendix to DP2 Logframe - Baseline Data for DP2 Activities

Output 1				
It No	Output Indicators	Activity	Policy Development Stage	Status & Baseline Data
1.1	Lessons learnt during preparation and implementation of the PRTSR from the 21 reviews are consolidated and shared among stakeholders	Documenting application and impact of the PRTSR and disseminating good practices	Evaluation	<ol style="list-style-type: none"> <li>1. Malawi, Democratic Republic of Congo, Rwanda Mali, Senegal and Central African Republic incorporated review recommendations in PRS updates;</li> <li>2. Lesotho incorporated recommendations in transport policy</li> <li>3. <b>Level of investment in transport to be established for each country<sup>1</sup></b></li> <li>4. <b>Baseline data on PRSs that consider transport as priority sector to be established</b></li> </ol>
		Supporting SSATP coordinators to pursue PRTSR reviews regularly before national PRS updates	Mainstreaming	<ol style="list-style-type: none"> <li>1. <b>19 countries had completed the review and process is in progress in two more countries</b></li> <li>2. Process initiated in Benin, Mozambique and Chad</li> </ol>
1.2	PGPTS integrated when countries update their PRSPs and/or national transport strategy	Review of the transport sector strategy to be responsive to PRSP and be pro-poor pro-growth in selected countries that are updating their national transport policies	Incubation	<ol style="list-style-type: none"> <li>1. Burkina Faso, DR Congo, Swaziland and Mozambique are preparing to update national transport strategies</li> <li>2. <b>Baseline data on countries with PGPTS to be established</b></li> </ol>
		Develop methodology for pro-poor pro-growth transport strategy based on lessons learnt and to be drawn from selected countries (Burkina Faso, DR Congo, Mozambique and Swaziland) and replicate good practices	Incubation	Concept and guidance note for PGPTS preparation in progress
1.3	Transport sector policies and strategies updated to respond to climate change	Establishing knowledge base on the impact of transport on climate change in the African context and increasing awareness on transport policies responding to climate change and disseminating the results	Identification	<ol style="list-style-type: none"> <li>1. New</li> <li>2. <b>Baseline data on countries with strategies for mitigation and adaptation to climate change to be established</b></li> </ol>
1.4	Transport sector policies and strategies adopted by member countries, corridors and RECs to respond to Road Safety (RS)	Developing effective Road Safety policies, strategies and action plans in selected countries (Burkina Faso, DR Congo, and Swaziland, Cameroon, Mali, Mozambique, Nigeria and Uganda) and replicating good practices	Incubation	<ol style="list-style-type: none"> <li>1. Zimbabwe has reviewed its RS policy;</li> <li>2. The selected countries have expressed interest to develop a national road safety policy and process has been launched in Cameroun, Mozambique and Uganda</li> <li>3. Concept note and ToR preparation in progress</li> <li>4. Road Safety good practice promoted through regional workshops and RS practitioners</li> <li>5. <b>Countries with appropriate Road safety policy and strategy to be identified</b></li> </ol>
		Road Safety good practice dissemination and strengthening Road Safety practitioners' network	Mainstreaming	Continuous

1.5	Performance and impact monitoring systems documented, strengthened, and disseminated	Document good practice on performance monitoring and disseminate and develop impact monitoring methodologies	Incubation	<ol style="list-style-type: none"> <li>1. Two cycles of transport data production conducted in 20 countries</li> <li>2. <b>Ghana, Burkina Faso, Ethiopia, Tanzania, Lesotho &amp; Swaziland collecting transport data through own fund or donor support</b></li> <li>3. Guidelines for TSDMS drafted;</li> <li>4. Concept note impact methodology development under preparation</li> <li>5. Program development for Web based transport data collection in progress</li> <li>6. <b>Countries with TSDMS to be identified</b></li> <li>7. <b>Countries producing data on MDGs related transport indicators to be identified</b></li> </ol>
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1. The statements in **bold** refer to baseline data (most to be collected in the coming six months) that will be used to measure progress and achievement of the DP2 output indicators.

Output 2				
It No	Indicators	Activity	Policy Development Stage of the activity	Status & Baseline Data
2.1	Sound strategies improving institutional and financing arrangements for, a) roads, b) rural transport, and c) urban transport disseminated and adopted	Assist associations to promote RMF reforms during 2008 so that they are equipped to take over from SSATP	Mainstreaming	ARMFA organizes annual workshops to sensitize its member
		Provide technical and financial assistance to ARTA to conduct training and advocate the development and implementation of appropriate policies and strategies of Rural Transport	Mainstreaming	<ol style="list-style-type: none"> <li>1. ARTA is established in 2006</li> <li>2. ARTA web page on SSATP website</li> <li>3. Stakeholders' workshop held and consensus reached on rural transport agenda in SSA.</li> <li>4. Agreement amongst ARTA members for peer review on information sharing and performance monitoring to establish baseline data for regular updating on:               <ol style="list-style-type: none"> <li>a. <b>Number of countries with institutions for rural roads management</b></li> <li>b. <b>Number of countries with institutional and regulatory framework for rural transport services</b></li> <li>c. <b>Number of countries with defined and adequate financing for maintenance of rural roads</b></li> <li>d. <b>Changes in condition of rural transport network</b></li> <li>e. <b>Number of countries with adopted rural transport policy</b></li> <li>f. <b>Number of countries with rural transport program under implementation</b></li> </ol> </li> </ol>
		Refine training materials in rural transport and identify and assists two centers (Anglophone and francophone) to conduct initial training of trainers workshops	Mainstreaming	<ol style="list-style-type: none"> <li>1. Rural Transport Training Materials produced and gaps identified</li> <li>2. One round training workshop under the aegis of ARTA organized</li> </ol>
		Consolidating and Promoting emerging good practices in urban transport in Africa and others regions in partnership with others institutions (i.e. implementation of BRT in Accra, Lagos and Dar Es Salaam)		<ol style="list-style-type: none"> <li>1. basic data on UT services collected in 14 cities</li> <li>2. study on impact of motorcycle used on going</li> <li>3. Bus financing review in Dakar ongoing</li> <li>4. Accra, Lagos DSM have initiated mass transport reforms.</li> </ol>
		Raising awareness of other city policy makers, urban transport practitioners to test the policies and strategy recommendations developed by the partners in selected cities (Dakar, Douala, Kampala and Nairobi)	Nurturing	<ol style="list-style-type: none"> <li>5. Policy options for institutional, financing, management and regulatory frame works developed through the participation of stakeholders in the target countries</li> <li>6. Workshops to sensitize urban transport practitioners conducted under LTDP</li> <li>7. <b>Number of countries with defined institutions and financing for urban transport to be identified</b></li> </ol>
		Utilize SSATP policies and strategies to inform the urban transport project design and creation of financing policy to renew	Mainstreaming	<ol style="list-style-type: none"> <li>1. Identification of investment operations utilizing SSATP strategies and policies to be carried out at the beginning of DP2</li> </ol>

Output 2				
It No	Indicators	Activity	Policy Development Stage of the activity	Status & Baseline Data
		urban transport fleets		
2.2	Knowledge base on road management and rural and urban transport services consolidated and disseminated	Calibrating RONE in 4 francophone countries in order to complete SSATP input and advocate use in country road programs supported by donors	Nurturing	<ol style="list-style-type: none"> <li>1. RONE English version calibrated in four countries (Ghana, Uganda, Tanzania &amp; Mozambique)</li> <li>2. Translation of RONE into French in progress</li> </ol>
		Documenting and disseminating good practices of road agencies and funds in target countries ( Ghana, Ethiopia, Tanzania, Mali and Niger)	Incubation	<b>Though at different level of efficiency, 27 Road Funds and 18 Road Agencies exist in SSA</b>
		Consolidating the knowledge and good practices on the regulatory, institutional and financing framework for the provision of rural roads in selected countries (Tanzania, Zambia, Cameroon and Burkina Faso, Ethiopia, Guinea, Malawi ,Nigeria ) and disseminating outcomes	Incubation	<ol style="list-style-type: none"> <li>1. Methodology for rapid assessment of rural transport services developed</li> <li>2. RTTP evaluation conducted</li> <li>3. Audit of IMT Experience conducted.</li> <li>4. ToR for study on regulatory and institutional framework for rural transport services under preparation.</li> </ol>
		Consolidating and promoting emerging good practices in urban transport in Africa and other regions in partnership with other institutions	Incubation	1. Assessment of urban transport situation in 14 cities conducted and baseline data established
2.3	Institutional and financial measures for Road Safety identified and promoted	Promoting good practices in institutional setting and financing of road safety	Identification	<ol style="list-style-type: none"> <li>1. Nigeria, Ghana and Zambia have established institutions to lead RS actions</li> <li>2 <b>Baseline data on countries with Road Safety institutions and financing mechanisms to be established</b></li> </ol>
2.4	Good governance and anti-corruption measures for the transport sector identified and promoted	Develop and promote the application of anti-corruption and good governance processes in the transport sector	Identification	<ol style="list-style-type: none"> <li>1. New</li> <li>2. <b>Baseline data on key governance indicators to be established</b></li> </ol>

Output 3				
It No	Indicators	Activity	Policy Development Stage of the activity	Status & Baseline Data
3.1	Harmonized legislation to reduce delays and improve movement of freight and people	Review and test legal instruments for regional trade facilitation and disseminate through RECs:	Nurturing	<ol style="list-style-type: none"> <li>1. Treaty for Northern Corridor revised and adopted by corridor countries – can be used as a framework for any legal instrument revision or adoption process.</li> <li>2. Legal framework for North South corridor drafting in progress</li> <li>3. –<b>Corridors with harmonized legislation to identified data</b></li> </ol>
3.2	REC-TCC disseminates SSATP best practices on corridor management	Support RECs in the process of establishing/strengthening corridor management groups in target corridors (Congo-Oubangui-Sangha Basin [CICOS <sup>3</sup> ] & Téma-Ouagadougou-Bamako and Lomé-Ouagadougou-Niamey [UEMOA])	Nurturing	<ol style="list-style-type: none"> <li>1. <b>Northern, Central, Maputo and Trans -Kalahari corridors operational</b></li> <li>2. Working paper on institutional arrangements for transport corridor management groups produced and disseminated</li> <li>3. Corridor management group establishment study for West African corridor initiated</li> <li>4.</li> </ol>
3.3	RECs and corridor groups use methodology developed by SSATP to establish and operate observatories	Support RECs in the process of establishing/strengthening transit corridor monitoring/ observatories in target corridors (Central Corridor - Port of Dar Es Salaam to Burundi, Rwanda, Uganda, DRC, and Tanzania [CCTTFA <sup>4</sup> ], Congo-Oubangui-Sangha Basin [CICOS], & Téma-Ouagadougou-Bamako and Lomé-Ouagadougou-Niamey [UEMOA])	Nurturing	<ol style="list-style-type: none"> <li>1. Monitoring conducted on border posts ( Beit Bridge &amp; Chirundu) and Northern, corridor , Abidjan-Lagos and West African corridors</li> <li>2. Paper on observatory design drafted based on the monitoring works undertaken by SSATP and other partners</li> <li>3. Corridor performance monitoring surveys conducted for West African corridors, Northern corridor and Abidjan –Lagos corridor</li> <li>4. <b>Baseline data on key corridor performance indicators to be established for each priority corridor</b></li> </ol>
		Support RECs and corridor groups to roll-out monitoring/observatory good practices and development of corridor action plans	Mainstreaming	Good practice disseminated through REC-TCC meetings in 2007
3.4	Measures to improve institutional capacity to implement appropriate policies and strategies	Identify institutional capacity building needs to implement policies and strategies by RECs and corridor institutions; agree on measures for improvement and supporting RECs to leverage resources for implementation	Identification	Weak capacity causing slow implementation, identified by NEPAD/ECA/AU studies
3.5	Measures to improve safety and security (Road Safety/HIV/AIDS) along corridors	Document and disseminate good practice examples reducing the prevalence of HIV/AIDS along regional corridors by engaging private transport operators and NGOs	Incubation	<ol style="list-style-type: none"> <li>1. SADC work on Beira Corridor,</li> <li>2. ALCO on Abidjan – Lagos Corridor</li> </ol>
		Promote road safety along selected corridors (Central Corridor Port or Dar Es Salaam to Burundi, Rwanda, Uganda, DRC, and	Mainstreaming	<ol style="list-style-type: none"> <li>1. SADC work on Beira Corridor</li> <li>2. SIDA proposal on Walvis Bay corridor</li> </ol>

<sup>3</sup> Commission Internationale du Bassin du Congo-Oubangui-Sangha

<sup>4</sup> Central Corridor Transit Traffic Facilitation Agency

Output 3				
It No	Indicators	Activity	Policy Development Stage of the activity	Status & Baseline Data
		Tanzania [CCTFA]), and Tema-Ouagadougou-Bamako and Lomé-Ouagadougou-Niamey [UEMOA]) in association with the REC-TCC based on experience of other partners		
3.6	Improved implementation of regional level conventions and regulations along transit corridors <sup>5</sup>	Provide knowledge and engage with RECs, Transport Operators, the private sector, Freight Forwarders and port operators to develop policies and strategies reducing costs on selected corridors and disseminate options on transport logistics cost reduction including utilizing performance logistics indices <sup>6</sup>	Incubation	<ol style="list-style-type: none"> <li>1. <b>Baseline data for transport logistics cost to be established on corridor basis, in collaboration with performance logistics indices initiative</b></li> <li>2. Regional and international conventions to reduce physical and non-physical barriers promoted through RECs;</li> <li>3. Transport cost study by WB in progress</li> </ol>
3.7	Member states assisted in the implementation of the Ouagadougou Declaration	Provide assistance to Member states in line with the Ouagadougou Declaration	Mainstreaming	<ol style="list-style-type: none"> <li>1. New</li> <li>2. <b>Baseline data for the declaration progress indicators to be established</b></li> </ol>

<sup>5</sup> Indicator to measure overall achievement of the objective of the theme

<sup>6</sup> Crosscutting thematic activity

## Appendix 2 to DP2 Logframe- DP2 Cost Estimate

ITEM NO.	DESCRIPTION OF ACTIVITIES AND ASSUMPTIONS	COST ESTIMATE IN US\$ (2008-2011)
<b>1</b>	<b>Comprehensive pro-poor and pro-growth transport sector strategies</b>	<b>2,960,000</b>
1.1	<p>Piloting, testing, and disseminating comprehensive pro-poor and pro-growth transport strategies in selected countries; adoption of strategies by targeted counties</p> <ul style="list-style-type: none"> <li>• Application and impact of PRTSR action plan documented; SSATP knowledge integrated in SGPRS. In-house work - Cost for data collection is included in 1.5</li> <li>• Supporting SSATP coordinators to pursue PRTSR regularly before national PRS updates. Cost reflected in item 4 below, and the PMT will provide technical support to national coordinators</li> <li>• Process support to selected countries: i) process design, support technical document preparation, etc.; US\$240,000 per targeted country, and ii) country-level workshops: US\$60,000 per country (total 3*240,000 + 3*60,000 = <b>\$900,000</b> over four years.</li> <li>• Roll out process to non target countries: i) production of guidelines and training (US\$180,000), ii) regional workshop for dissemination and sensitization (combined with monitoring; one after completion of the piloting work and the next to review challenges during adoption and implementation at US\$80,000); (total 180,000 + 2*80,000 = <b>340,000</b>) over four years—. Further country-level dissemination work is included in items 4 and 6.</li> </ul>	2,620,000
1.2	Establishing knowledge base, guidelines and promotion related to climate change \$ <b>360,000</b> over four years	
1.3	<p>Developing and reviewing road safety policies in selected countries (US\$40,000 per country) and dissemination of good practices at region-level workshops (US\$80,000 per workshop)</p> <ul style="list-style-type: none"> <li>• Support to eight selected countries: total 8*40,000 = <b>\$320,000</b> over four years</li> <li>• Dissemination through regional workshops: total 4*80,000 = <b>\$32,000</b> over four years</li> </ul>	
1.4	<p>Piloting, testing, and dissemination of impact-monitoring system and TSDMS ;</p> <ul style="list-style-type: none"> <li>• Support to targeted countries: <b>\$160,000</b> over four years</li> <li>• Rolling out: regional workshop cost combined with 1.1 and country-level cost is included in items 4 and 6</li> <li>• Data collection for Data base on MDGs related transport indicators : <b>\$240,000</b> over four years</li> </ul>	
1.5	Good practice papers, policy dialogue, targeted interventions: PRTSR, transport strategies and cross-cutting issues and guidelines	320,000
<b>2</b>	<b>Sustainable institutional and financial arrangements for infrastructure and rural and urban transport services</b>	<b>2,040,000</b>
2.1	<ul style="list-style-type: none"> <li>• Support to ARMFA to promote RMF reforms One year support \$ 80,000</li> <li>• Consolidating good practices in selected countries and dissemination \$160,000 over four years</li> <li>• Calibration of RNET staff cost</li> <li>• Country-level dissemination work is included in items 4 and 6.</li> </ul>	240,000
2.2	Promoting the establishment of sound institutional and financing base for Road Safety – good practice documentation and sensitization workshops \$in four selected countries 4*40,000= <b>160,000 over four years</b>	160,000
2.3	Good practice documentation and dissemination related to good governance and anti corruption Support to four countries (40,000 per country) two regional workshop first to synthesize outcomes of the four case countries and disseminate good practice and second workshop to discuss emerging experiences and changes in the case countries \$ US\$ 80,000) per workshop; ( 4*40,000+ 2*80,000= US\$ 320,000 over four years)	320,000
2.4	<p>Promoting rural transport strategies:</p> <ul style="list-style-type: none"> <li>Support to ARTA to advocate the development and implementation of Rural Transport policies and strategies;</li> <li>Promoting Rural Transport policies and strategies through ARTA \$ 240,000 over four years</li> <li>Refine Training material and Support to African learning institutions to deliver training on rural transport material produced by SSATP: \$ 160,000 one time support</li> </ul> <p>Developing rural transport services and rural access management institutional, regulatory, and financing model, involving selected countries; testing/adoption of strategies and proposals in targeted countries</p> <ul style="list-style-type: none"> <li>• Consolidating knowledge and good practices in rural transport with ongoing operations: Study involving nine selected countries \$ 360,000 over four-year period</li> <li>• Synthesis of findings and recommendations and regional-level dissemination workshop \$80,000 over four years—.</li> <li>• Further country-level dissemination work is included in items 4 and 6.</li> </ul>	840,000

ITEM NO.	DESCRIPTION OF ACTIVITIES AND ASSUMPTIONS	COST ESTIMATE IN US\$ (2008-2011)
2.5	Consolidating knowledge and good practices in Urban Transport; Promoting Urban Transport policies and strategies focusing on selected cities; Mainstreaming SSATP Urban Transport policy products in donor operation <ul style="list-style-type: none"> <li>• Support to selected cities to adopt Urban Transport strategies: total for piloting works \$160,000 over four years—</li> <li>• Studies on Urban Public Transport \$ 160, 000 over four years</li> <li>• Dissemination of knowledge and rolling out to member countries: regional-level dissemination workshop and training workshops \$160,000 over four years.</li> <li>• Further country-level dissemination work is included in items 4 and 6.</li> </ul>	480,000
<b>3.</b>	<b>Improving transit transport</b>	<b>2,900,000</b>
3.1	Support for thematic dialogue + rollout outcomes of piloting works through RECs and REC-TCC + targeted intervention on non-focus corridors + good-practices documentation + support to the implementation of the Ouagadougou declaration: US\$ 150,000 per year= US\$ 600,000 over four years	600,000
3.2	Support RECs for corridor management group establishment; legal framework, baseline survey, sensitization workshops in selected corridors (legal \$60,000 + baseline survey \$80,000 + two workshops 2*\$60,000)*2 = \$520,000 over four years	520,000
3.3	Support RECs in establishing/strengthening observatory/monitoring in three target corridors: (survey \$120,000 + validation and dissemination \$100,000)*3 = \$660,000 over four years	660,000
3.4	Institutional capacity building needs assessment to implement policies and strategies by RECs and corridor institutions promotion of capacity building measures <ul style="list-style-type: none"> <li>• Need assessment study , action plan development and promotion of good practices; need assessment study \$120,000+ two regional dissemination and good practice exchange workshops 2* 80,000= \$ 160,000= \$ 280,000 over four years</li> </ul>	280,000
3.5	Document and disseminate good practice examples reducing the prevalence of HIV/AIDS along regional corridors by engaging private transport operators and NGOs <ul style="list-style-type: none"> <li>• HIV/AIDS baseline study , developing common strategies reducing prevalence and dissemination : Baseline study \$60,000+ two regional dissemination and good practice exchange workshops 2* 80,000= \$ 160,000= \$ 220,000 over four years</li> </ul>	220,000
3.6	Promote road safety along selected corridors in association with the REC-TCC <ul style="list-style-type: none"> <li>• Documenting good practices and disseminating in selected corridors : Good practice document preparation \$60,000+ two regional dissemination and good practice exchange workshops 2* 80,000= \$ 160,000= \$ 220,000 over four years</li> </ul>	220,000
3.7	Provide knowledge and engage with key stakeholders to develop policies and strategies reducing costs on selected corridors and disseminate options on transport logistics cost reduction <ul style="list-style-type: none"> <li>• Promoting transport cost reduction strategies two regional workshop \$ 80,000*2= \$ 160,000-</li> <li>• Joint private sector stakeholders and regional and national level policy makers consultation forum : Private sector development strategy paper preparation \$ 80,000 + two high level consultative regional meeting 2*80,000= 160,000= \$ 400,000 over four years</li> </ul>	400,000
<b>4.</b>	<b>Support to countries:</b> Support for SSATP national coordination (strengthening coordinators office)+High-level policy dialogue (10 countries per year at a rate of \$ 30,000) = 4*10*30,000= US\$ 1, 200,000	<b>1,200,000</b>
<b>5</b>	<b>Annual meeting \$ 400,000 per year</b>	<b>1,600,000</b>
<b>6</b>	<b>Dissemination of piloting works outcomes, good practices, countries, and REC's libraries and publications (translation, etc.) \$ 400,000 per year + US\$ 1,600,000</b>	<b>1,600,000</b>
<b>7</b>	<b>Strategic review/Midterm review and program-end evaluation</b>	<b>300,000</b>
<b>8</b>	<b>PMT operational support cost four fulltime experts ( Regional Coordinators and thematic leaders) and consultants (excluding World Bank part-time thematic leaders and seconded staff)</b>	<b>5,200,000</b>
<b>9</b>	<b>PMT ( Program Manager, Communication Officer, Program Assistant) and overhead costs</b>	<b>2,400,000</b>
<b>10</b>	<b>Administrative fees and price escalation (10%)</b>	<b>2,240,000</b>
	<b>TOTAL</b>	<b>22,440,000</b>