

Sub-Saharan Africa Transport Policy Program

SSATP Report No 06/12/WP07



2007 Work Program



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ACRONYMS

AfDB	African Development Bank
CEMAC	Communauté économique et monétaire de l'Afrique centrale
COMESA	Common Market for Eastern and Southern Africa
DFID	Department for International Development (UK)
DSM	Dar es Salaam
EAC	East African Community
EC	European Commission
ECCAS	Economic Community of Central African States
ECOWAS	Economic Community of West African States
ENPC	Ecole Nationale des Ponts et Chaussées
EU	European Union
FESARTA	Federation of Southern African Road Transport Associations
HDM	Highway Design Model
IDB	Islamic Development Bank
IMT	Intermediate means of transport
ISDB	Islamic Development Bank
LVSR	Low Volume Sealed Roads
MDG	Millennium Development Goals
NCTTCA	Northern Corridor Transit Transport Coordination Authority
NEPAD	New Partnership for Africa's Development
NMT	Non-motorized transport
PAM	Performance Assessment Model
PMAESA	Port Management Association of Eastern and Southern Africa
PMAWCA	Port Management Association of West and Central Africa
PMT	Program Management Team (SSATP)
PRTSR	Poverty Reduction and Transport Strategy Review
REC	Regional Economic Community
RED	Roads Economic Decision Model
SADC	Southern African Development Community
SME	Small and Medium-Sized Enterprises
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee (REC)
UEMOA	Union économique et monétaire ouest africain
UITP	Union International du Transport Public
UM	Urban Mobility
UNECA	United Nations Economic Commission for Africa
WB	World Bank

EXECUTIVE SUMMARY

2007 is a year for winding up the long term development plan (LTDP 2004-2007). The output to purpose review (OPR), which was carried out to provide strategic directions to enhance LTDP implementation has suggested very use full measures that were used to shape this year's work program (WP), in particular strengthening the alignment of the thematic activities with the LTDP outputs.

The OPR recommended SSATP engagements to be focused. There is also a suggestion to review the impact of ongoing activities and consider handing over activities that have reached their peak to other organizations.

The 2007 WP is a transition to the successor LTDP and it has to reflect the strategic changes. In line with this the WP would focus on:

- what SSATP does best
- policy development on a pilot basis and cooperate with donor operations for replication
- dissemination of transport policy knowledge and good practices
- facilitating high level policy dialogue
- handing over activities that could be better managed by other organizations

The proposal of the ministerial advisory group (MAG) meeting, convened in Maseru, within the framework of the 2006 SSATP Annual Meeting and the priorities set out by the program partners at the Annual Meeting form the basis for the 2007WP.

However, all the activities proposed to be part of the 2007 WP could not be fully taken up due to funding constraints. Budget allocation for WP activities is barred by the estimated Trusted Fund receipt in 2007 CY, which is equivalent to US\$ 4.0 million. But, part of the collection arrives towards the end of the year and couldn't be utilized within the year and there is also need to consider bridge financing for next year, until the commitments for the successor plan mature. Therefore, the fund that could be made available for 2007 WP is about US\$ 3.2 million, whereas the financial requirement for the year would have reached US\$ 8million.

The budgetary constraint demands to prudently identify top priority activities from what has been proposed in Maseru, following the recommendations of the OPR and the strategy changes. The **Responsive Transport Strategies (RTS)** theme maintains its focus on anchoring transport strategies in economic growth and poverty reduction strategies. The 15 countries that have completed the PRTSR review process are striving to implement the recommendations, more focused towards developing a Comprehensive Pro-poor Transport strategies and program. In line with the proposal of the OPR, SSATP would partner with willing donors to support the development of the pro-poor transport strategy in few pilot counties.

On the other hand, the 2007 WP focuses on completing reviews in countries where the preparatory activities are well advanced. SSATP will provide the guideline and advice for new countries that would be interested to undertake such a review.

The **SSATP coordination** function is gaining momentum. By the end of 2006, national coordinators are designated in 23 countries and in five more countries the contact persons are holding –up the fort of the coordination successfully. In line with the programmatic approach SSATP coordination function has moved to a team based coordination. As it was recommended by the OPR the focus starting 2007 would be on increasing the profile of the coordinators and strengthening the communication between the PMT and the country coordination functions.

Measuring impacts and promoting evidence based reforms is priority demand of partners. The **Transport Performance Monitoring (TPM) –Indicators-** initiative is focusing on strengthening the institutional base for data management to better and sustainably disseminate transport data to be used for decision making and monitoring the performance of the sector. The main trust of this year’s work would be developing a sound data management system, through delivering guidelines on data management.

In line with the OPR recommendations, the **Road Management and Financing** theme will reorient the focus more towards rural infrastructure issues, and assess how different country approaches may lead to different results. Institutional issues related to management and financing at national level will be mainstreamed through donor programs and the RMF will continue to engage in policy dialogue with countries setting up or restructuring their road sector institutions.

The regional associations are important agents for institutional development in the roads sub-sector, and RMF will gradually reduce its financial support as they are moving well towards becoming sustainable and able to take over many of the responsibilities of the road management and financing reforms.

The new macro-model (RONET) for road network evaluations will be completed and released for general use. Together with the collection of more data, the model will provide an improved framework for assessing the performance of the roads sector. This will conclude the road management tools development exercise. The 2007 WP will also finalize the assessment of how road management tools are being used, conclude the study on the institutional and legal review of road funds and road agencies, and identify priority issues to be addressed beyond 2007.

Finally, the theme will review its strategies of delivering training based on its recent experience carried out in Nairobi and Burkina Faso aiming at anchoring RMF Capacity building courses in regional hubs in SSA.

The OPR was critical on the neglect of transport services thematic works and proposed to increase attention to rural transport. Following this the **Appropriate Transport Services (ATS)** thematic group is moving towards strengthening advocacy to realize the existing strategies and knowledge, based on exchange of good practice within the region and from outside. This year’s WP would also focus on undertaking specific studies to generate definitive strategies to create enabling environment to improve rural transport services and develop tools for advocacy.

In 2006, rural transport partners, mainly, representatives of national institutions responsible for rural access and mobility established the African Rural Transport Association (ARTA). The association has assumed responsibility to take lead on SSATP rural transport initiative. Likewise, the move towards establishing an Urban Transport Discussion Group (UTDG) is in line with the SSATP objective of vesting ownership of thematic knowledge creation and dissemination in African based networks. The 2007 WP will see how these networks become sustainable.

Road Safety is becoming a growing concern to Africa and SSATP partners at the Maseru meeting accorded high priority to the development and dissemination of effective Road Safety policy. However, SSATP has to consider the role of other organizations, which have specialized knowledge and experience in this domain and look into the areas where it would add more value.

In 2007, the Road Safety group would consolidate the ongoing activities and focus on dissemination of good practices, while considering handing over of policy development activities to other partner organizations.

Regional Integration and Transport initiatives would continue to focus on transit and inter-state transport corridors. This ensures consistency with the NEPAD Short term Action Plan. The products of the initiatives are getting recognition by the African Union (AU) as a valuable tool to be used in achieving AU Africa's integration objectives.

The Regional Economic Communities Transport Coordination Committee (REC-TCC), the owner and coordinator of SSATP's Regional Integration and Transport initiatives, has adopted its WP for 2007. The WP focuses on consolidating the ongoing activities, mainly providing support to establishment of corridor management committees, observatories, and advocating for the establishment of one stop border posts, which are consistent with the recommendation of the OPR.

1. INTRODUCTION

The output to purpose review (OPR) was carried out with an intensive participation of program partners, has reviewed the progress of the LTDP and outlined areas of improvement to enhance implementation.

“The prognosis from the OPR is that the LTDP is moving in the right direction and with support in various areas – improving country coordination, clearer definition of country, regional and international responsibilities, and closer coordination of the themes – it will make significant progress towards achieving its purpose”. This affirms that the WP activities undertaken over the last three years were in conformity to the framework provided by the LTDP and the program was flexible enough to take on board new initiatives that complement and strengthen the results expected from the LTDP.

The 2007 WP is the transition to the successor LTDP and would take account of the focus areas of the upcoming plan and the strategic changes.

Therefore the purpose of the 2007 WP is to consolidate the LTDP results and lay the ground for the successor plan, focusing on:

- Consolidating on going activities
- Transport strategies development; folding in mainstreaming crosscutting issues, strengthening SSATP coordination and performance monitoring systems development
- Rural Transport
- Urban Mobility
- Trade Facilitation
- Dissemination of knowledge and good practices
- Facilitating high level policy dialogue

Participants at the 2006 annual meeting planning retreat, in St. Gerard, have developed the strategic objective of the Annual Meeting principally enhancing LTDP implementation and anchoring transport in poverty reduction to support Africa’s growth. Following this the SSATP partners at the Maseru SSATP Annual Meeting, taking into account the findings and recommendations of the OPR, have proposed priority actions for 2007, vetting on the frame work for the 2007 WP, which maintains the thematic approach adopted in 2004.

The Ministerial Advisory Group (MAG), convened within the framework of the Maseru Annual Meeting, being informed by the OPR and the current state of transport development, proposed to develop and implement a successor LTDP taking into account stakeholders demands and be focused and prioritized based on the comparative advantages of SSATP.

The thematic groups at the Maseru meeting have identified priority actions; however taking into account the recommendations of the OPR and the MAG's proposal the 2007 WP would focus on areas where SSATP has unique expertise and strong comparative advantage. The WP activities are assembled within the framework of the budget constraints.

2. STRUCTURE AND RATIONALE

The 2007 WP structure follows the thematic grouping that evolved over the last three years (2004-2006), in the course of LTDP implementation. However, the activities within the thematic groups are selected taking into account the strategy changes.

In line with the principle of the programmatic approach of the LTDP, core activities of the WP are aligned with the over arching objective of the LTDP- anchoring transport in poverty reduction. The OPR has a clear recommendation on founding the rationale of thematic activities on achieving the outputs of the LTDP. Following this the core activities and their results are designed to be relevant to the principal outputs of the LTDP:

Output 1: SSATP program approach implemented at country and regional level

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

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

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

Output 5: Increased Africa based program management arrangements

The following table (Table 1) sets out the relevance of the WP core activities to the LTDP outputs and the coherence of the activities to the over arching objective of the LTDP.

Table 1 Rationale

Activity/Initiative	Relevance to achieve LTDP outputs		How does the activity contribute to economic growth and poverty reduction
	Output #	How does the activity contribute to the achievement of the output	
Review poverty reduction strategies to clarify role of transport in poverty reduction efforts and review of transport policies to strengthen its direct contribution to poverty reduction	1 & 2	The PRTS reviews take an holistic approach to transport leading to strategies that reflect the role of transport in an integrated manner	Strengthening PRS to maximize the contribution of the transport sector to poverty reduction and economic growth strategies and strengthening transport strategies so that they contribute directly to poverty reduction either through the provision of infrastructure and services
Development of cross-sectoral policy dialogue mechanisms and support for the development of transport sector programs	1 & 2	The inter-sectoral and participatory approach adopted for the reviews ensures that the voices of the various stakeholders are taken into account in policy development.	The participatory approach adopted seeks to maximize the buy-in of various stakeholders in the resultant outputs, enhancing the chances of successful implementation of effective poverty reduction and economic growth measures.
Strengthening SSATP Coordination	All outputs	The coordination function is the anchor for promoting the programmatic approach (output 1), in particular and it is also the driving force for the implementation of all thematic activities at country level ,as well as, in the RECs through the REC-TCC	Anchoring transport in poverty reduction is the principal role of the coordination function. Through the promotion of the program approach the function influences all thematic activities to be aligned to this objective
Indicators	All outputs	The initiative is a cross-cutting means to support appropriate monitoring of SSATP activities as well as the transport sector in general.	By allowing fact-based policy and program development, it increases their efficiency as well as their targeting of the poor
Impact assessment of institutional and financing reforms	3	This will help to identify areas of improvement in institutions and financing arrangements	Improving the effectiveness of the road management and financing arrangements is the basis for improving road condition and reduction of transport cost
Creating the right regulatory framework for rural transport	3	This is an input to the application of appropriate institutional development strategies	Transport cost in Africa is excessively high mainly due to lack of appropriate regulatory framework. Therefore find the right solution in this area is fundamental to the provision of affordable transport to the rural population
Sensitizing rural and urban transport services' stakeholders	3	A mechanism to create better understanding and achieve buy in of stakeholders on the principles and approaches related to institutional development strategies and financing mechanism	Stakeholders are driving forces to bring change in the process of ensuring the provision of affordable transport services to the poor
Establishing data base	3	The basis for promoting evidence based reform in institutional development and financing	Provide inputs to measure the impact of application of appropriate institutional development strategies and financing mechanisms

Strengthening thematic /professional associations/networks	1&3	The associations would house knowledge creation in this domain and also they catalytic role in the application of the strategies through their networks in the transport and the affiliated institutions	The associations are key stakeholders in the process of knowledge creation and application contributing to the provision of affordable transport to the poor
Supporting road safety policy development initiatives	All outputs	Emerged in due course of LTDP implementation	SSA countries lack appropriate road safety policies reducing road accidents killing large number of African, whom are mostly poor people
Dissemination of road safety good practices	All outputs	Emerged in due course of LTDP implementation	Good practice sharing is an important tool to sensitize policy makers to adopt appropriate policies exchange experience helping to improve policies and enforcement of road safety regulation
Creating or strengthening corridor management arrangements	1& 4	Corridor management groups are instruments to adopt trade and transport facilitation measures by Regional Economic Commissions and national governments; Corridor management group affiliates in particular national trade facilitation committees will take part in the dialogue to integrate regional transport and trade facilitation initiatives in national growth and poverty reduction strategies.	Corridor management groups are change agents to ensure efficient transit traffic flow along regional corridors, causing reduction of transport cost and facilitate trade; smooth movement of goods and people along corridors facilitate the growth of micro cross-border trade entrepreneurs, whom are mostly women.
Monitoring transport corridor performance- Observatories	4	Observatories provide key information on constraints and areas of improvement helping RECs and governments better understand the challenges and adopt appropriate trade facilitation measures	To reduce transport cost and delays, which are the basis for increasing trade and growth, it is essential to monitor regularly factors contributing to higher transport cost and delays; It is also essential to monitor impediments to cross border trade, which are mostly run by women and have direct contribution to poverty reduction through income generation
Supporting one stop border post establishment initiatives	4	Result of adoption of trade facilitation measure	Border posts are the biggest bottlenecks along corridors. Joint operation of border post procedures is nearly halving the border crossing time, which has significant impact on reduction of cost and delays.

3. ACTIVITIES

The activities set out in the WP are based on the OPR recommendations and the priority areas of SSATP. The activities are also inline with the strategic changes. The WP is informed by the lessons learned from the implementation of the LTDP over the last three years. The WP would also focus on assessing the impact of ongoing reforms promoted by SSATP and look into options of handing over some activities to partner organizations and networks. Table 2 (following) provides the financial requirement and overall picture of the activities to be undertaken within 2007 WP.

Table 2 – Summary Activities and Budgets (2007)

	Theme and activity	Expenditure (US\$2006)	Cost Estimate (US\$ 2007)
1	RESPONSIVE TRANSPORT STRATEGIES	473,689	325 ,000
1.1	SSATP Program Approach & Function		
1.1.1	Strengthen SSATP coordination function and policy dialogue		30,000
1.2	PRTSR & Transport Program		250,000
1.2.1	PRTSR Process ongoing countries		225,000
1.2.2	Support to action plan implementation		25,000
	<u>Transport Performance Monitoring- Indicators</u>		
	Country specific data collection		
1.3	Data collection/management strategy development; Web based database Gender inclusion indicator		45,000
2	ROAD MANAGEMENT & FINANCING	208,080	185,000
2.1	institutional impact measures		75,000
2.2	support to sub regional associations		70,000
2.3	approach to rural road maintenance		In-house
2.4	assessment of the need for training on RMF approaches		10,000
2.5	To complete the Road Mgt & Financing Tools		30,000
3	TRANSPORT SERVICES	293,845	165,000
3.1	National & rural transport services regulatory framework		In-house
3.2	Dissemination of rural transport knowledge and good practice		45,000
3.3	Rural Technical Note		15,000
3.4	Advocacy to promote implementation of Urban Mobility strategies		45,000
3.6	Urban transport data base		
3.7	Urban transport services gender impact and informal sector study		60,000
4	ROAD SAFETY	69,495	90,000
4.1	Support to national and regional Road safety policy review and development		45,000
4.2	Support to the establishment of an African road safety practitioners' network		30,000
4.3	Knowledge sharing		15,000

Theme and activity	Expenditure (US\$2006)	Cost Estimate (US\$ 2007)
5 REGIONAL INTEGRATION & TRANSPORT	435,417	340,000
5.1 Corridor management, performance monitoring and legal framework		240,000
5.2 Development of guidelines on cross border Axle load control		50,000
5.3 Collaboration with RECs		50,000
6 PROGRAM MANAGEMENT	2,943,603	2,037,000
6.1 Annual Meeting		375,000
6.2 Successor LTDP formulation		75,000
6.3 Publication Dissemination		50,000
6.4 Salaries, travel, social and overheads		1,537,000
Budget Total 2007		3,142,000*
Expenditure 2004 - \$2,471,665		
Expenditure 2005 - \$3,219,394		
Expenditure 2006- \$4,871,728		
Undisbursed commitment - \$837,677		
Commitment Total 2004-2007- \$ 14,542,464		

* Undisbursed commitment equivalent to \$837,677 is not included

Responsive Transport Strategies:

The RTS theme, through the Poverty Reduction Transport Strategy Reviews (PRTSR) directly addresses the strategic objective of the SSATP LTDP, which is to anchor national transport strategies firmly in national strategies for poverty reduction. Poverty reduction strategies (PRS), and transport strategies, are often unclear about the links between transport and other components of poverty reduction or pro-poor growth, such as improvements in human capital (education, health, food security, social protection); reducing geographical disparities; security and safety; private sector development, skills and employment; good governance, gender equity, social security and safety and environmental sustainability. Improvements to PRS are required, as they often treat transport in a partial way (rural roads, not the network as a whole; physical infrastructure rather than services).

Towards the achievement of the objectives of enhanced coherence between poverty reduction, growth and transport strategies, a participatory process that enables country stakeholders to review and adapt their national strategies has been progressively implemented in SSATP member countries since the dawn of the LTDP. Since the initiation of the process, 15 countries have completed PRTS reviews, while another 15 are at varying stages of preparations to undertake similar exercises.

The reviews yield three categories of recommendations: improving the PRSs, strengthening the transport strategies and building effective policy dialogue arrangements. The countries that have completed reviews have been much more successful in incorporating the recommendations of the reviews in Second Generation PRSPs, which have a defined review cycle and not so much the other two categories. The 2007 work plan will in part focus much more on responding to the transport sector and policy dialogue recommendations.

Based on the above, the main objectives of the RTS thematic objectives for 2007 are to:

- i) Completing the reviews in countries where the process has already started or due to start;
- ii) Implementing the recommendations of the review process and ensuring buy-in of the outcomes of the process by development partners' engaged with the transport sector; and,

SSATP will provide support for countries to complete the process in 2007 and secure involvement of mainline ministries so that a further 6 of the remaining countries complete the process in 2007. Consequently, focus is on Burkina Faso, Burundi, CAR, Ethiopia, and Niger. And Gambia, where some workshops have already been held, were not listed because the contracts are already active and therefore resources have been set aside. Mozambique and Chad are included in the list with the anticipation of the support of IsDB.

The PMT will strengthen the dialogue among partners and encourage ministries to seek recognition of the PRTSR process, supporting the above as well as implementation of recommendations (a process proposal);

The 2007 WP will capitalize on the strength of the PRTSR with respect to the participatory approach - hence proposal to support either discussions on a transport program in Swaziland or finalization of a transport policy in Zimbabwe as complementary work to the WB ESW.

SSATP Coordination and Program Approach

Coordination

In 2007, in line with the proposal of the OPR the SSATP regional coordinators will focus on strengthening the communication between the country coordination team and the PMT. The regional coordinators will be supporting the coordination function in designing sensitization workshops and sharing good practices.

Member countries have to start considering allocation of adequate resource for policy development. As it was proposed by the OPR the budget should be tagged to the national level policy development plans, including SSATP coordination functions.

In 2006 the pace of designating national coordinators has improved. Likewise the countries are moving towards team based coordination and in line with this some countries have designated thematic coordinators. In 2007, the focus will be on increasing the establishment of SSATP coordination teams and creating an enabling environment for the well functioning of these teams.

The initiative of member countries to develop national level policy development plan will allow a better interaction of the thematic coordinators and arranging regular meetings will enable thematic coordinators to function as a team.

Sensitization of stakeholders is one of the important activities of the year, which will be helpful to create better understanding of the policy process in the countries and dissemination of transport policy knowledge and good practices. Further this will contribute to improve the visibility of the SSATP coordination function and strengthen the SSATP coordination team. The coordination function will also work in sensitizing stakeholders to establish policy advisory groups. SSATP will support the organization of a policy dialogue and sensitization workshops in three countries, as a pilot.

As it was agreed in Maseru the focus areas for the coordination function will be:

- Strengthening SSATP coordination through designation of national coordinators in all countries and establishing/strengthening of SSATP coordination team
- Sensitization of stakeholders

The Program Approach

During the Nairobi OPR training workshop the participants defined the program approach as follows.

“An integrated approach that involves a broad based consultative process which provides coherence between the various themes of the SSATP and integrates the cross cutting issues. It contributes to the formulation, the implementation and the evaluation of transport policies and programs which aim for economic growth and poverty reduction”.

Basically this is addressed at two levels:

- Putting in place broad based consultative process, which is in progress through the establishment of SSATP national coordination team, transport advisory group and continuous sensitization of stakeholders.
- Ensuring coherence of policy development thematic activities by developing and implementing an integrated transport policy and program through participatory process. The program should address all cross cutting issues.

SSATP would support this process through piloting the development of a comprehensive and integrated pro-poor strategies and sharing the outcomes and other existing good practices.

Transport Performance Monitoring- Indicators

In general, it has been agreed that, despite its good progress so far, the Transport Indicators theme suffers from the following issues:

- 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 limited understanding by outsiders of the initiative as well as the issues of indicators and data in the transport sector.

It has therefore been agreed that the thematic group will spend more energy towards better explaining the importance of appropriate transport data management systems and create some momentum among stakeholders to get more sustained support in the development of such systems.

Table 3 – Responsive Transport Strategies

THEMATIC AREA - RESPONSIVE TRANSPORT STRATEGY			
OPR Findings and Recommendations	2007 Work plan activity and objective	Estimated cost	PMT support and related technical input
		325,000	
<u>PRTSR</u> : Assist remaining countries to complete the PRTSR process, include mainline technical ministries, work better with WB	Complete PRTSR reviews already started or at advanced level of preparation: Gambia, Burkina Faso, Burundi, CAR, Ethiopia, Niger, Mozambique, Chad	225,000	Develop technical note on the participatory approach in practice in transport policy development and analysis
<u>Action plan implementation</u> : SSATP should provide support to ensure the recommendations of the PRTSR are incorporated into policies	Pilot use of participatory approach in transport program or policy finalization in Swaziland (with ECA) or Zimbabwe (with World Bank) respectively	25,000	
<u>SSATP coordination & program approach</u> increase the profile of coordinators and clarifying the role of the coordination function; Adopt the definition of the Nairobi stakeholders meeting definition of the program approach	Finalize and disseminate the SSATP coordination function concept note; Support the SSATP coordination team in designing sensitization workshops and sharing good practices; Support policy dialogue workshops in three countries; Encourage countries to strengthen team based SSATP coordination; Encourage countries to develop integrated transport sector programs	30,000	Helping SSATP coordination functions to be sustainable
<u>Transport performance monitoring</u> vigorously pursue basic data collection	3 rd cycle data production in selected countries;	30,000	Support the adoption of appropriate transport data management system
	Web based database to manage and disseminate data collected through indicator initiative.	15,000	
	Transport data management guideline; Institutional arrangement for transport data management	In-house In-house/WB	
	Gender inclusion indicator	In-house	

Road Management and Financing (RMF)

The WP is the beginning of a reorientation particularly towards rural infrastructure issues, and is more narrowly focused on a few core activities proposed by the OPR. Specific focus areas include:

- Management and financing arrangements for rural infrastructure;
- Improving data collection for institutional performance assessments and impacts from road management and financing reforms;
- Strengthening relations with and promoting the effectiveness of regional associations (ASANRA and AGEPAR);
- Sustaining ARMFA’s activities;

- Developing regional capacities for training through anchoring RMF course programs in regional training hubs in SSA
- Mainstreaming road management and financing arrangements, while maintaining donor and country dialogues related to upcoming or ongoing reforms.

Table 5 – Road Management and Financing

THEMATIC AREA - ROAD MANAGEMENT AND FINANCING			
OPR Findings and Recommendations	2007 work program activity and objective	Estimated cost	PMT support and related technical input
RMF		185,000.00	
Institutional impact measures	Prepare a framework for improved empirical data for impact assessments, and expand performance matrices	25,000	Work with Information specialists of DECDG, and respective countries
	Update legislation CD-ROM databases	In-house	Obtain new legislation through TTLs/countries
	Complete RONE (PAM) for country network analyses, indicators and comparison	30,000	Work with ETWTR and pilot countries
	Finalize institutional reviews to assess performance of reformed institutions	30,000	knowledge products out of the consultation and dissemination of findings
	Support to country formulation and implementation	In-house	Work with lead donors and governments
Sustainability of regional associations	Development of WP with ASANRA	20,000	Coordinate ASANRA/SSATP activities
	Provide technical support to the ARMFA Workshop, and to the development of a long term strategic plan and establishment of a Permanent Secretariat to sustain it	30,000	Provide technical input to the ARMFA workshop, and support the delivery of transitional activities
Rural road management and financing	Preparatory works for study on institutional, management and financing aspects of rural roads infrastructure	In-house	Prepare ToR, collect data, and identify countries with particular set-ups or approaches to rural roads
Need for training on RMF approaches & appropriate delivery mechanisms	Assess the need for training courses, support to training modules in Paris and Ouagadougou, establish a regional training hub for Anglophone countries	20,000	In cooperation with TTLs and country partners, and explore initiatives from respective universities
RMF tools and procedures	To complete the Road Mgt & Financing Tools Guide and the assessment of usage of tools, and share the findings with road managers and practitioners	30,000	Produce knowledge products out of the consultation (e.g. Tools guide) and disseminate the findings

Appropriate Transport Services (ATS)

Following the proposal of the ATS thematic working group workshop participants this year's WP for the ATS theme will have distinct sections for rural and urban transport services.

Rural Transport Services

In 2007, strengthening the African Rural Transport Association (ARTA) is the main focus of the rural transport services group. The group believed that the association, which is fully owned by institutions responsible for rural transport at national level, is the lead body for the planning and implementation of the rural transport services related WP activities, which is basically the action plan of ARTA, adopted at the Maseru meeting.

Other important initiative is the undertaking of National and Rural Transport Services Regulatory, Institutional and Financing study. The study aims at devising strategies to lower transport cost in Africa, in particular, in rural transport. The Rural Transport Services study and the workshop on rural transport, held in Addis Ababa, March 2006, emphasized on the absence of regulatory framework and enabling environment to improve transport services provision by the private sector, as well as promotion of Intermediate Mode of Transport (IMT). The study will focus more on rural transport services; however this segment will not be addressed on its own without having the right policy framework at national level. As well the national level transport policy framework is the root cause of the problems observed at rural level. Therefore the scope of the study will be designed to cater for both national and rural transport services.

Specific focuses of the rural transport services WP include:

- Undertaking National & Rural Transport Services Regulatory Framework study
- Developing a collaborative rural transport agenda
- Sensitizing rural transport stakeholder
- Conducting training of trainers for rural transport
- Production of Technical Notes

Urban Transport Services

The urban transport group has come up with innovative initiative to address urban transport problems, in particular advocating for the implementation of strategies developed through the studies and consultations undertaken so far. The following statements provide the specific features of the priority activities of this year's WP.

1. Advocacy/high level strategic meeting: One of the objectives of **the proposed meeting** to be held during the annual meeting will be to discuss findings of the four cities institutional and regulatory study with policy makers in the cities to raise awareness and sensitize them to reform options. Agreements will be sought on implementing key study recommendations and identify next steps.

2. This initiative is to undertake an advocacy workshop to sensitize high level policy makers of the pilot cities for the Urban Mobility and Large Cities Regulatory Management, Institutional and Financing Studies. The workshop aims at developing an action plan for the implementation of the recommendations of the studies.

3. The **Urban Transport Data base** collection is funded by the Infrastructure Flagship Study of the World Bank. The exercise has already started with collection of data in five cities. Over the next year, the exercise will be expanded to include additional cities. It is expected that SSATP will join this effort to keep the momentum going and help with data collection in additional 4-8 cities. The role of SSATP is to provide a common framework and methodology, while actual data collection is conducted by city authorities themselves. One of the criteria for city selection is the willingness of the local authorities to contribute to this exercise and help with actual data collection.

4. **A Study of Linkages between Urban Transport, Growth and Poverty Alleviation: A case study of SSA city (ies).**

Objective: To evaluate the contribution of urban transport investments on growth and poverty alleviation approach.

The study would involve conducting detailed household and travel surveys to understand the behavior of residents, stratified by beneficiary groups. Specific focus would be on: labor market access, access to services (health, education), economic opportunities (firm location and impact on poverty, productivity at scale of urban area). The study would analyze: (a) major travel flows, by mode and places of attraction and generation; (b) transport spending by relevant populations in terms of their income: this will include a consumption study; (c) public transport network in terms of populations' travel requirements; (d) job opportunities the transport sector offers to relevant populations; and (e) differences in the mobility-patterns stratified by income distribution and gender

Investigating the Impact of Motorcycles Growth in Africa: Case Study of a Few Select Cities

Objective

The purpose of the assignment is to:

- Examine supply and demand characteristics of the motorcycle taxis;
- Examine service characteristics (including impact on road congestion, traffic management, road safety, environment) of the m/cycle taxis;
- Help governments consider and evaluate options for managing the growth of m/cycle taxis, including regulation of m/cycle and their riders;
- Examine growth scenarios in the motorcycle population and to the main factors that could encourage or restrict that growth
- Investigate road safety and environmental aspects of motor cycles and identify possible measures that would improve safety and mitigate adverse environmental impact

Table 6 – Appropriate Transport Services

THEMATIC AREA - APPROPRIATE TRANSPORT SERVICES			
OPR Findings and Recommendations	2007 work program activity and objective	Estimated cost	PMT support and related technical input
Rural Transport Services		60,000	
- Reassess resource allocation to ATS - Promote the body of knowledge on rural access and mobility - Promote data analysis on rural access - Assess the objectives and role of the ARTA	Undertake National and Rural Transport Services Regulatory, Institutional and Financing Study, test and disseminate outcomes; In 2007 identify good practices and develop TOR	In-house	Develop strategies to reduce transport cost in rural areas and disseminate good practices related rural mobility
	Strengthen African ownership of the program by engaging ARTA in SSATP rural transport initiatives; Stakeholders workshop to promote rural transport strategies; Combine training of trainers with the sensitization workshop	45,000	
	Rural technical note to document good practices and data analysis	15,000	
Urban Mobility		105,000	
- Reassess resource allocation to ATS	Advocacy to promote the recommendations of urban mobility and large cities studies; Combine Setting-up of Urban Mobility Discussion group (UMDG)	45,000	Increase understanding of the problems of UT; Shared knowledge and good practices; Establish data base
	Establishment of Urban Transport Data-Base *	In partnership with WB	
	Conduct studies on the impact of Motorcycles growth in Africa**	60,000	

Road Safety

Dissemination of good practices and development of road safety policies were the two remaining pillars of the 2007 WP. Some countries have expressed their interest in having SSATP assist them with the process of developing a national RS policy following the same participatory process used by the PRTSR reviews, SSATP will support one country, as a pilot, in developing RS policies in a participatory manner. It might be possible to support two more countries in collaboration with existing World Bank projects.

The second focus in this year's WP is the establishment of an African road safety practitioner's association/network. The SSATP Road Safety initiative will in addition continue to work on strengthening its collaboration with international road safety partners.

Table 7 – Road Safety

THEMATIC AREA – ROAD SAFETY			
OPR Findings and Recommendations	2007 work program activity and objective	Estimated cost	PMT support and technical input
Proposed as priority area for LTDP2		90,000	
	Support the preparation of National Road Safety Policy Document	45,000	
	Support the establishment of an African Road Safety Practitioners network, hold stakeholder workshop	30,000/in partnership with GRSE/ FIA	
	Complete and disseminate baseline survey	15,000	

Regional Integration & Transport

Specific results of the 2007 WP include:

- Completing the process of establishing corridor management committees/groups in priority corridors, contained in the action plan;
- Support to monitoring activities/ observatory
- Producing regulation document/legal instrument for selected corridor management groups
- Undertake axle load study and develop guidelines
- Increase efficiency of delivery and apply the results of the OPR review

Table 8 – Regional Integration & Transport

THEMATIC AREA - REGIONAL INTEGRATION AND TRANSPORT			
OPR Findings and Recommendations	2007 Work plan activity and objective	Estimated cost	PMT support and related technical input
RIT		340,000	
<u>Trade facilitation - Corridor management and performance monitoring:</u> contribute to work aimed at reducing transport costs and increasing traffic levels; develop guidelines and provide effective tools for implementation by RECs, work with regional associations	Co-finance UEMOA corridor observatories with WATH/USAID; Workshop to disseminate corridor performance monitoring experiences	110,000	Develop technical note on transport corridor performance monitoring in SSA (design, data collection, integration {port, customs, road, rail}, analysis, etc.);
	Develop legal instrument for N-S Corridor management group and convene regional review workshop	70,000	
	Monitoring at Beit Bridge and Chirundu border post	Budget committed in 2006	Enhance corridor management concept note; Engage RECs, states, regional associations, and donors on SSATP corridor performance bottlenecks and management practices
	Drafting of Legal Framework for Corridor Mgt. Committees in CEMAC countries	30,000	
	Study for the establishment of Corridor Management Committees (UEMOA)	30,000	
<u>Development of guidelines:</u> develop guidelines and provide effective tools for implementation by RECs, work with regional associations	Develop regional guidelines on cross-border axle load control and convene regional review workshop – in collaboration with RECs and ASANRA. ASANRA has a steering committee that deals with overload	50,000	

	control.		
<u>Collaboration with RECs:</u> embed SSATP principles and approaches in RECs; support fuller understanding at country level of corridor work	Support REC-TCC to mainstream regional and international instruments, corridor management and performance monitoring at national and regional levels.	50,000	

Program Management

Program management activities mainly focus in putting in place the right enabling environment. This year the development of the successor LTDP is one of the main tasks for the PMT.

The posting of the two regional coordinators has strengthened the PMT delivery capacity. As it was proposed by the OPR the regional coordinators will have more autonomy and authority and they will strengthen the communication between the national coordination team and the PMT.

In 2007, the planned co-terminous staff time would be 441 staff week. The World Bank staff time contribution is expected to increase from 62 to 72.

Table 9 – Program Management

OPR Recommendation	2007 work program activity and objectives	Costs
Improve communication with country coordination team	Regional coordinators focus on facilitation of SSATP coordination functions will improve communication; The empowerment of the regional coordinators will expedite response to country requests	Covered by PMT costs
Disseminate procurement guidelines	The revised guideline will be widely disseminated	Covered by PMT costs
	Publication and Dissemination of newsletters, reports and technical notes	50,000
Successor LTDP	Successor LTDP framework document adopted by partners	75,000
Rationalize the size of the annual meetings	Small annual meeting to adopt the successor LTDP; Review progress of LTDP implementation reviewed; agree on priorities for 2008; knowledge sharing on selected themes	375,000
	Program Management	1,537,000

Table 10 – Program Management Team

Full Time Coterminous Staff				Part Time World Bank Operational Staff			
Initials	Name	Post	Location	Initials	Name	Post	Location
AD	Armand Desmarchelier	Rural Transp. Specialist	DC	AK	Ajay Kumar	RMF/ATS Team	DC
AL	Antoine Lema	Social Scientist	DC	DS	Dieter Schelling	ATS Team	Dar es Salaam
CK	Charles Kunaka	Regional coord..	Nairobi	GB	George Banjo	RMF/ATS Team	DC
FB	Fanny Barrett	Procurement Specialist	DC	GP	Gylfi Palsson	PMT	DC
JH	Jonas Hermanson	Transport Specialist	DC	JFM	Jean-Francois Marteau	Reg. Transport Team Theme Leader	DC
MB	Mustapha Benmaamar	Senior Policy Adviser	Yaoundé	KA	Kingson Khan Apar	RMF Theme Leader	Yaoundé
MDF	Monique Desthuis-Francis	Publication officer	DC	MJ	Marc Juhel	Regional Transport Theme	DC
MN	Mark Njore	Program Assistant	DC	RA	Rodrigo Archondo	RMF/ATS Team	DC
OE	Olav Ellevset	RMF Specialist	DC	SS	Siele Silue	ATS Team	DC
TN	Tesfamichael Nahusenay Mitiku	Deputy Program Manager	DC	TS	Tekie Sium	PMT	DC
YA	Yao Adzegbe	Regional coord..	Yaoundé	ZS	Zeina A. Samara	PMT	DC
ZR	Zaza Manitrnja Ramandimbarison	Program Manager	DC				

Table 11 – Coterminous Staff Inputs (Staff Weeks)

Description	Coterminous Full-Time SSATP Staff												Theme Totals
	AD Arnaud	AL Antoin	CK Charles	FB Fanny	JH Jonas	MN Mark	MB Mustapha	MDF Monique	OE Olav	TN TesfaM.	YA Yao	ZR Zaza	
Budgeted total SWs	20	5	42	38	42	42	42	42	42	42	42	42	441
PMT Admin, Services	0		1	38	1	42	1	42	1	6	1	20	153
Theme & Activity Responsive Transport Strategies													
SSATP Program Approach and Function			5		2		1		6	5	4		23
PRSP & Transport Program			8		2				10	10	6		36
Indicators	18		2						2	2			24
Gender initiatives	2	5							2				
Road Management & Financing								18	30	2		2	52
Transport Services			4		2		20		8	3	2	2	41
Road Safety			2		30				3	1	2	2	40
Regional Integration & Transport			20		5		2			10	20	6	63
Provisional Inputs	20	5	42	38	42	42	42	42	42	42	42	42	441
Difference, budget total/provisional inputs				0		0	0	0	0	0	0	0	0
BUDGETED TOTALS	20	5	42	38	42	42	42	42	42	42	42	42	441
	AD	AL	CK	FB	JH	MN	MB	MDF	OE	TN	YA	ZR	

Table 12 – Operational Bank Staff Inputs (Staff Weeks)

Description	Part Time - World Bank Operational Staff											Total SWs
	AK Ajay	DS Dieter	GB George	GP Gyfl	JFM Jean-F.	KA Kingson	MJ Marc	RA Rodrigo	SS Siele	TAA Tawia	TS Tekie	
Budgeted total SWs	6	3	8	2	4	4	2	12	4	6	21	72
PMT Admin, Services				2							21	23
THEMATIC ACTIVITIES												0
Responsive Transport Strategies												0
SSATP Program Approach and "Function"												0
PRTSR & Transport Program												0
Indicators		1										1
Gender initiatives												0
Road Management & Financing						4		12				16
												0
												0
												0
												0
												0
Transport Services	6	2	8						4			20
												0
Regional Integration & Transport					4		2					6
Corridor Activities (by Corridor)												0
Cross-cutting corridor initiatives												0
REC TCC Support												0
Road Safety										6		6
												0
												0
Provisional Inputs	6	3	28	2	4	4	2	12	4	6	21	72
Difference, budget total/provisional inputs												
BUDGETED TOTALS	6	3	8	2	4	4	2	12	4	6	21	72
	AK	DS	GB	GP	JFM	JH	MJ	RA	SS	TAA	TS	

4. RESULTS 2006/2007

The 2006 annual report will provide overall results for the year and also the output to purpose review has dealt with progress of the LTDP over the last three years (2004-2006). This section will look into the highlights of the results of the 2006 WP and the results that would be anticipated at the end of 2007. This will also help to review the relevance of the results to achieving the purpose and goal of the LTDP.

The results described here are principally the outcomes of the thematic group works of the Maseru meeting. As it was described by the OPR, LTDP progress is on track to achieve the anticipated objective. The overview of the 2006 WP implementation also confirms that the program is delivering more results strengthening the contribution of transport to poverty reduction. The 2007 WP is also driven by the notion of achieving the broader objectives set in the LTDP.

PRTSR and Transport Program

The momentum to complete PRTS reviews remained strong in 2006. Five new countries (DRC, Kenya, Swaziland, Uganda, Zambia) completed reviews while another three (Cap Verde, Ethiopia, and Gambia) were already holding workshops or were about to start doing so. Still, for all the countries that have completed the reviews, the process does not end with the publication of reports and agreement on action plan, but continues with follow-up of the implementation of the recommendations. While some countries have started acting on their plans, the translation of the transport sector recommendations appears to be weak. Further, there is need for systematic monitoring of progress and impact of such implementation.

In order to facilitate the implementation of the action plans of the PRTSR process, it is proposed that a select few “willing countries” be used to pilot a full scale transport sector program development process embodying the recommendations of the PRTSR process as well as the MDG related transport targets and indicators adopted by African transport ministers.

As in previous years, most of the countries intent on undertaking the PRTS review process encountered some difficulties with the procurement of support services, establishing sound bases for the review processes and communications. The procurement process has been fraught with delays such that steering and stakeholder groups have had to be re-composed after some members have changed positions or lost interest. Communication between national coordinators and between members has also proven to be a challenge, compromising the level of participation at some meetings and workshops.

In order to overcome these challenges, in 2007 appropriate measures such as the circulation of a guideline on procurement and the training of Steering Group members in the procurement requirements are expected to minimize some of the challenges. As part of the SSATP coordination function at national level, countries have also been urged to provide the resources that would allow for effective implementation of the LTDP.

The PRTS reviews are aimed at directly contributing to Output 2 of the LTDP. Some 15 countries have so far completed reviews to enhance the symbiotic link between the transport and poverty reduction strategies. It is intended that by the end of the LTDP period an additional 8 countries would also have completed reviews. The emerging challenges are the need to strengthen the implementation of the recommendations and the action plans emanating from the reviews as well as monitoring the impact of the recommendations.

SSATP Coordination and the Program Approach

By the end of 2006, 23 countries had appointed SSATP coordinators: Angola, Burkina Faso, Burundi, Cameroon, Cape Verde, CAR-Central African, Chad, Ethiopia, Gabon, The Gambia, Guinea, Ghana, Lesotho, Malawi, Mali, Mozambique, Nigeria, Rwanda, Senegal, Swaziland, Tanzania, Uganda and Zambia. In four countries: DRC, Côte d'Ivoire, Kenya, Niger and Zimbabwe, SSATP functions were well coordinated by the de facto coordinators. 8 Countries: Niger, Malawi, Gambia, Chad, Nigeria, Senegal, Mali & Uganda have moved towards team based coordination by designating thematic coordinators.

In 2007 the coordinators have proposed to establish the coordination function (designate coordinators) in all member countries and they will also emphasize on adopting team based coordination.

Through intensive participation of the national coordinator SSATP has developed a concept note that provides the principles of SSATP coordination at country level.

The program approach is getting more recognition by countries. The coordination is becoming more team based and consultative, good practice inherited from the PRTSR. Further, more countries are showing interest to move into development and implementation of an integrated transport program.

At the Maseru meeting coordinator shared their experience on the creation of a transport policy advisory group and in 2007 the coordinators will work on sensitizing policy makers on how the existing consultative mechanisms widen the participation by including civil society and private sector and also review their role. Like wise in emphasis will be given to the creation of the policy advisory group, in countries where the practice has not yet emerged.

Performance Indicators

More than 20 countries were involved in transport data production, of which 16 countries have been active in the first two cycles. It has been found during these first two cycles that some data do exist but they often are too few, too inconsistent over time, not clearly defined and difficult to access to. Also resources are often too limited to cover all needs in terms of data production.

Also the institutional framework for transport data management has been identified as the major constraint to adequate and sustainable transport data availability. Indeed, many structures and agencies are part of the data system but do not interact. Therefore, a central, coordinating structure is needed.

So far, it has been observed that only a few countries are progressing toward improving their national transport data system and that there is very limited support to countries to invest in appropriate national transport data management system.

In 2007 the Transport Performance Indicators initiative will restrict its data collection to the few most dynamic participating countries as well as those which were already in progress. The few selected countries will lengthen the time series and might give some insight on the evolution of the transport sector over time. It will also confirm the positive evolution of indicators as well as the data quality. Further SSATP shall provide a guidance note on data management to support the transport performance monitoring process in member countries.

Women and Transport

The women and transport theme major work in 2006 was the undertaking of a survey on the inclusion of gender in transport projects and programs. The outcomes of the survey were reviewed by the women and transport working group workshop held on October 26 & 27, 2006 , in Maseru, and the participants at the workshop concluded that there will be no change unless the inclusion of the specific interest and demand of women in transport project and programs is considered to be mandatory at all stages. The outcome of the workshop was well fed into the 2006 SSATP Annual Meeting.

The women and transport group has made impressive progress in Maseru by establishing a virtual women and transport network. The network would be an advocate for mainstreaming of the specific interest and demand of women in transport.

In 2007, SSATP will focus on development of indicators for gender inclusion in transport strategies, projects and programs

Road Management and Financing

In 2006 we could see how building capacity, confidence, and expertise in regional organizations acting as the principal regional champions of sustainable financing and appropriate management

arrangements is bearing fruits as they are moving towards sustainable organizations with capability of taking over some of the activities traditionally under the program. Institutional and financial reforms are continuing in several countries, and even more countries are consolidating previous reforms with changes to initial arrangements. RMF have contributed to these processes in most of the respective countries, and been able to guide decision makers in several crucial issues that had brought the processes more or less to a standstill.

The theme provided a large increase in the number of country professionals having knowledge in use of the RED-model, in technologies for sealing roads with appropriate local materials, in road management and financing issues in Paris, Birmingham, and in Ouagadougou which may become the hub for training to French-speaking countries. A similar possible hub for English-speaking countries will be looked for, but a genuine interest from the institution itself is also required as to make it sustainable.

In 2007, as the reforms at national level now are moving towards mainstreaming, RMF's focus will turn more towards management and financing of rural infrastructure, and we expect that the experiences from some selected countries initially can be used to identify the issues and guide other countries in their approaches.

The institutional studies are coming up, but require more justification for conclusions based on empirical data to draw more robust conclusions in respect of reform impact and recommendations.

The new macro-model (RONET) for road network evaluations will be completed and released for general use, while the 2007 WP will also finalize the assessment of how road management tools are being used. This will conclude the road management tools development exercise.

Appropriate Transport Services

In 2006, the Rural Transport Services and Urban Mobility Workshop was the biggest event of the ATS theme. March 23 to 25, 2006, in Addis Ababa, key stakeholders of rural transport services and urban mobility met and discussed challenges and strategic objectives of the Appropriate Transport Services (ATS) theme. Various studies undertaken by SSATP and other partners were discussed and principally agreed to set out strategic directions on how to address the chronic problems of transport service delivery at the 2006 SSATP Annual Meeting.

The Maseru meeting was a turning point to reinvigorate transport services thematic works. The ATS thematic group workshops and the plenary discussion pointed out the focus area for both rural and urban transport and provided priorities for 2007 and beyond. Principally moving towards strengthen advocacy to realize the existing strategies and knowledge. Exchange of good practice information within the region and from outside would play an important role in the advocacy. Complementary to this would be the undertaking of specific studies to generate definitive strategies for issues widely raised time and again with out any solution.

In 2006, rural transport partners, mainly, representatives of national institutions responsible for rural access and mobility established the African Rural Transport Association (ARTA). The association has assumed responsibility to take lead on SSATP rural transport initiative. Likewise, the move towards establishing an Urban Transport Discussion Group (UTDG) is in line with the SSATP objective of vesting ownership of thematic knowledge creation and dissemination in African based networks. The 2007 WP will see how these networks get stronger and practice their role.

A specific challenge to the ATS theme is the strengthening of the team to facilitate the delivery of the products envisage in the WP.

Road Safety

Proposed initiatives for 2006 focused on the areas where SSATP is believed to have comparative advantage, mainly policy development and good practice dissemination. The survey work undertaken in 18 SSATP member countries provided basic information on key Road Safety issues. The preliminary findings of the survey were fed into the Addis Ababa Road Safety workshops and helped in defining basic directions on how to address strategic problems.

In 2007, The Road Safety group would consolidate the activities in developing road safety policies in selected countries and regions. As well the group will finalize the survey and produce a snapshot on Africa's Road Safety situation. The new initiative in 2007 is the establishment of Road Safety Practitioners network, which would lay the basis for sustainable knowledge creation and good practice sharing in this domain.

Regional integration and Transport

The most significant contributions made by the REC-TCC action plan are in the areas of setting up mechanisms for trade facilitation, mainly, the management of transit corridors and the sharing of knowledge of good practices. However, the RECs, which are the driving force of the implementation of the REC-TCC action plan, have recognized the importance of capacity building or re-enforcement of the RECs so as to enable them to support the implementation of their programs.

The assessment of progress of the REC-TCC action plan is based on the head line activities, constituting major parts the WP, shown below.

1. Establishment of Corridor Management Committee

- Amendment to corridor agreement/decision (CEMAC)
- undertaking study on corridor management set-up (UEMOA)
- Review of transit agreement (NORTHERN CORRIDOR- in progress)

- Corridor management group established (CENTRAL CORRIDOR- the agreement to establish Central Corridor Transit Transport Facilitation Agency (CCTTFA) was signed on 2 September 2006) by Burundi, DR Congo, Rwanda, Tanzania and Uganda)

2. Establishment of observatories

Monitoring (Observatory) in progress (UEMOA- relaunching of the OPA's along Tema-Ouagadougou corridor; ALCO –Lagos- Abidjan Corridor- the Observatory is operational and has already produced four reports; NORTHERN CORRIDOR- finalization of the first phase of the observatory; BEIT BRIDGE - FESARTA Representative gave a presentation on the methodology and outcomes of the project just completed and draft final report has been submitted to SSATP by FESARTA)

3. Setting-up of Legal Framework for the Priority Corridors

- Facilitation and simplification of procedures in progress (UEMOA/ ECOWAS)

4. Establishment of “One stop” Border Post

Joint Border Posts establishment (UEMOA- Cinkansé Pilot Project is in the process of being finalized and finance has been acquired for the posts at Paga (Ghana/Burkina border), Heremakono (Mali/ Burkina border) and Mousalé (Senegal/ Mali border).

5. - Removal of non - Physical Barriers

All the RECs have conventions limiting road check points and calling on all the concerned governments to remove check points and stop harassment of travelers along corridors.

6. Limitation of HIV/AIDS pandemic

- The Abidjan- Lagos Corridor project is on course. A mid-term evaluation of the project took place in March 2006 and there is a possibility for extension of the project activities to other transit corridors.

- N-S corridor - evaluation of expression of interest to undertake HIV/AIDS study is in progress

7. Road Safety and accident prevention

- Preparation of TOR for pilot Road Safety along corridors study is in progress

The stakeholders at the Maseru annual meeting reviewed the progress of 2006WP and agreed on priority actions for 2006, mainly focusing on consolidating the ongoing activities under the REC-TCC action plan. Specific lessons learned during the implementation of the 2006 WP include:

- The need for clarification and training /capacity building on procurement procedures to avoid mis-procurement;
- Matching work program with available resources;
- The need for improvement in communication between RECs and TCC and among RECs.

5. IMPLEMENTATION

In 2006 WP disbursement increased by about 30 percent, compared to last year's expenditure, which is an indication of enhanced implementation. The PMT capacity was strengthened by the engagement of the two regional coordinators, which has improved communication and response to member countries and RECs. The WP activities were rolled over from previous years and the PMT is more acquainted with the problems and reaction was relatively quicker. This year a lot of preparatory work, which has consumed substantial time of the PMT has been completed, generating ripe projects for implementation in 2007.

The procurement guideline issued in 2005 has reduced the problem, but not provided a lasting solution. RECs and member countries are demanding for a simplified, comprehensive and informative guideline that would be used by people with varying level of procurement exposure. A new guideline is prepared and training on the procedure is sought to provide better understanding on the use of guidelines and this will be given due consideration in 2007. The communication issue which is also raised as a concern is expected to improve in 2007 with the decentralization of responsibilities, which is in progress.

6. FINANCE & BUDGET

Table 13 below sets out the fund that could be made available for 2007

Income/Receipts and Expenditure as of Dec. 31, 2006 in USD												
Item No.	Source	Receipt 2004	Balance as at 12/31/04	Receipt 2005	Disbursement 2005 WP	Receipt 2006	Disbursement 2006	Admin Fee*	Committed as at 12/31/06	Cash Balance as at 12/31/06	Receipt 2007	Available Funds For 2007
1	MDTF		2,459,507	821,944	2,750,092	4,363,176	3,585,930	532,980	672,464	673,723		
1.1	EU	4,889,800				2,953,620						2,008,000
1.2	Sweden	548,621		348,769		366,381						366,381
1.3	Denmark	443,175		443,175		443,175						443,175
1.4	Ireland	466,127		-		600,000						
2	NTF (Norway)	200,000	133,029	400,000	326,628	360,000	463,523		165,213			400,000
3	FTF (French)	300,000	303,461	0	142,674					162,077		
5	UK											590,000
6	IsDB											268,000
	Sub Total TF	6,847,723		1,221,944	3,219,394	4,723,176	4,049,453	532,980	837,677	835,800	4,075,556	4,911,356
4	WB**	340,000	0	342,000	335,000	342,000	373,176					342,000
	Grand Total	7,187,723	2,895,997	1,563,944	3,554,394	5,065,176	4,422,629	532,980	837,677	835,800	4,417,556	4,911,356
**WB contribution reserved for Staff Time												
*Admin Fees are the basic administration charges made by the World bank and set in the Trust Fund agreement												

EC's contribution, equivalent to 2.4M EUROS provided major source of financing for 2006 WP activities. The final payment of EC's commitment for the current LTDP, equivalent to 1.6 M EUROS is expected to be received in early 2007. EC's contribution to the LTDP will add up to eight million Euros makes the Commission the biggest contributor to SSATP, since its establishment. .

Sweden's contribution is expected to be received in February 2007. The past four yearly installments from Sweden were all received on February 1st helping in financing commitments for activities executed throughout the year.

Norway's contribution comes from broad TF facility established between Norway and the World Bank, a facility used by a number of programs. The use of the funds is the same as for the MDTF. The contributions for 2006 were received in two tranches US\$ 160,000 in March and US\$ 200,000 in December. The amount expected for 2007 is US\$ 400,000.

Denmark's contribution has continued to be posted on December 31st and this trend is expected to continue in 2007.

Ireland renewed its commitment to finance the SSATP. Towards the end of 2006 Irish Aid provided 500,000 EUROS to finance the PRTSR process.

France used to support the Urban Mobility and Poverty actions of the WP, but can only address funding proposals on an annual basis. SSATP will work with the appropriate authorities to renew the support that has been interrupted in the last two years.

The UK refreshed its commitment to the program by pledging a support of 1.25 M GPP over five years, at the Maseru 2006 SSATP Annual meeting. The fund will flow to the MDTF.

Islamic Development Bank has confirmed its support by committing US\$ 268,000 to finance the PRTSR process in five countries. SSATP Board and PMT have continued consultation with the Bank on future areas of cooperation.

African Development Bank (AfDB) is a potential financier of the SSATP. In 2003, a process to sign a MOU was initiated but it has not yet been concluded. In 2007, AfDB is showing interest to finance SSATP activities related to transport performance monitoring (Indicators) and regional transport and trade facilitation. The long term support would be based on the successor LTDP.

The World Bank's Contribution is reserved for World Bank staff's time and travel contributions to the PMT. In 2006 the contribution in cash equivalent amounted to US\$ 373, 000. The WB contribution is expected to increase gradually.

In addition to the direct financial support to the Program, both **Sweden** and **Norway** are providing much needed technical assistance to the PMT in the shape of full-time specialists. The Norwegian expert, Mr. Olav Ellevset, is posted as an RMF team member since early April 2005

and Jonas Hermanson road safety expert seconded by SIDA resumed duty during second quarter of 2005.

Work Program Cost Estimate

The cost estimate of the 2007 WP is about US\$ 3.1million and it will be covered from this year's receipts. AfDB is expected to provide funds in 2007 and the contributions will be applied on priority activities.

The LTDP is a rolling plan that takes account of both ongoing and completed activities since 2004. At present, the projected LTDP (2004-2007) expenditure stands at US\$ 14.1 million.

