

Capacity building through knowledge sharing: the SSATP

A presentation by
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Sub-Saharan Africa Transport Policy Program

The SSATP.....

- **Where the program has come from**
 - **Where it is now**
 - **Where it's going**
 - **What it needs**
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Where the program's come from – Mission Statement, Basic Facts

The SSATP is an international partnership to facilitate policy development and implementation in the transport sector in Sub-Saharan Africa. Sound policies lead to safe, reliable, and cost-effective transport, freeing people to lift themselves out of poverty, and helping countries to compete internationally.

- **Partnerships – substantially managed by clients and beneficiaries;**
 - **Administered by the World Bank;**
 - **Headquartered in Washington DC;**
 - **5 Components (RMI, RTTP, T&T, UM, RR);**
 - **Annual Budget of about \$4.0M (traditionally about 10% from WB, but in CY2002 about 40%).**
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Where the program's come from – Basic facts, contd.

- Mission objectives traditionally achieved through
 - Country Policy Advice & Support;
 - Knowledge Accumulation & Dissemination
 - Targeted on and actioned by practitioners at professional and technical levels
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Where the program's come from - Country Transport Policy Advice & Support



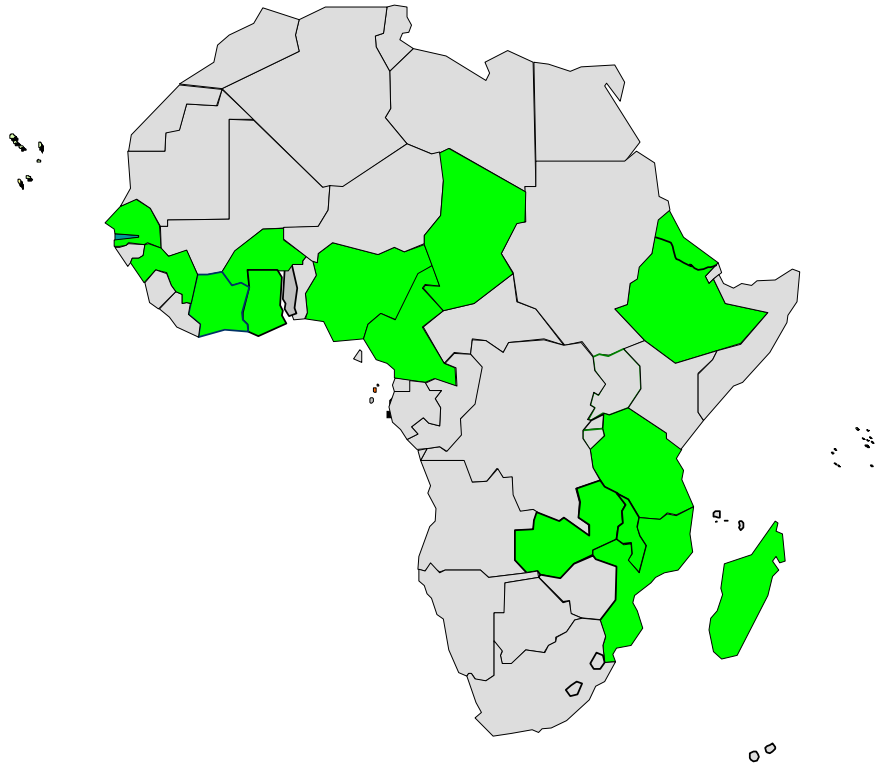
RMI

**20 Countries
Have Road
Funds or
Road
Boards**



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Where the program's come from - Country Transport Policy Advice & Support

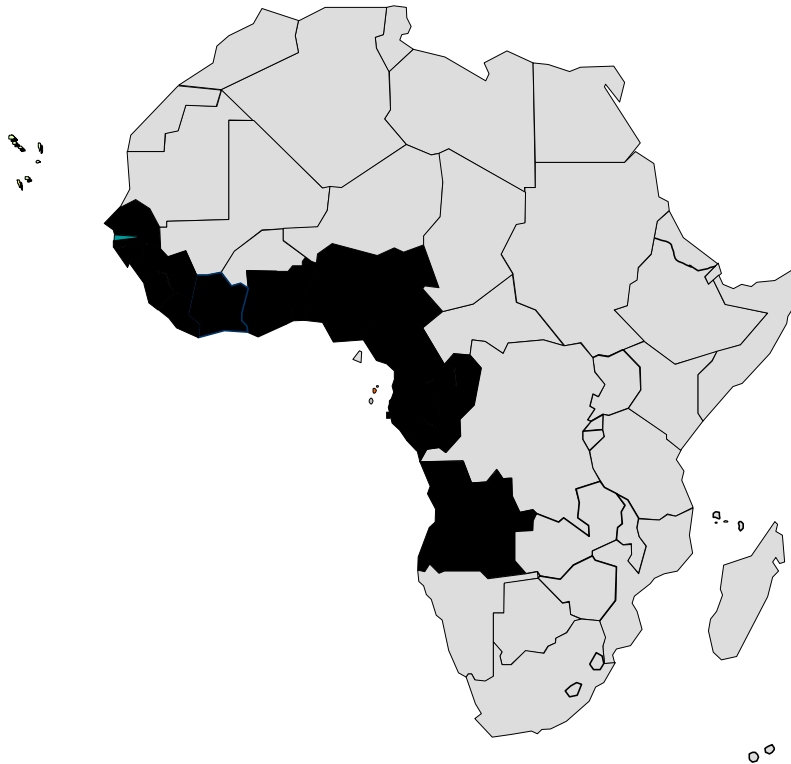


RTTP

**14 Countries
Have or Are
Developing
Rural
Transport
Strategies
and Policies**

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Where the program's come from - Transport Policy Advice & Support



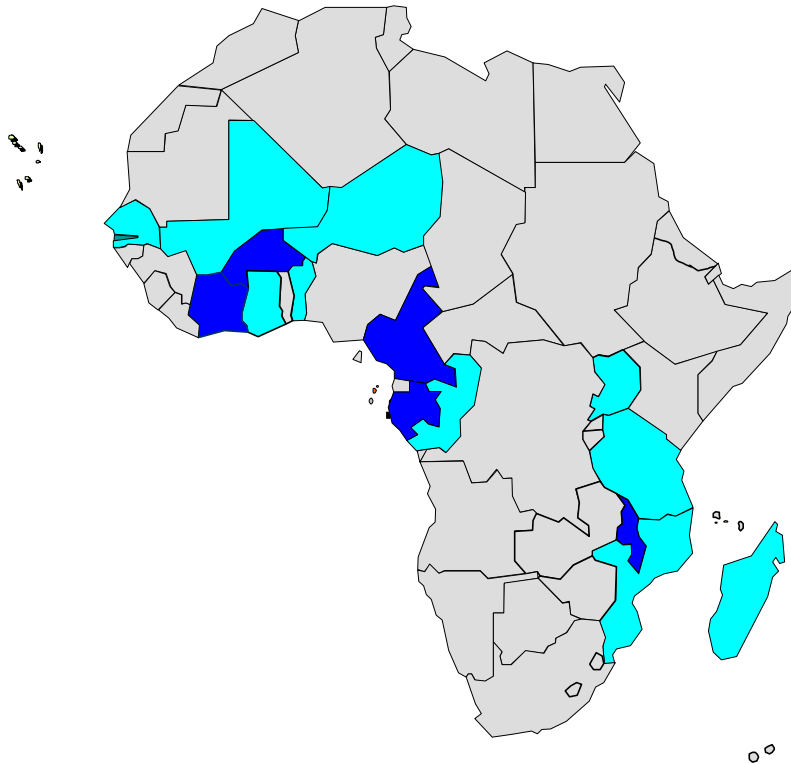
T&T

**Reform of maritime
(shipping service)
arrangements,
partnership with
MINCOMAR, 92 -98**



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Where the program's come from - Transport Policy Advice & Support



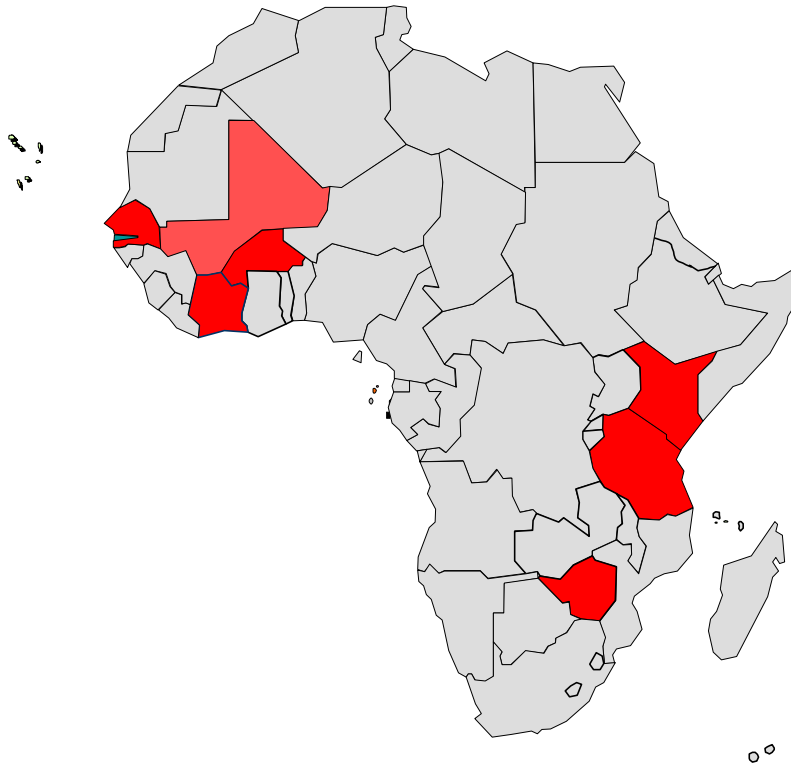
RR

**15 Countries
have
concessioned or
are in the process
of concessioning
their railways**



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Where the program's come from - Transport Policy Advice & Support



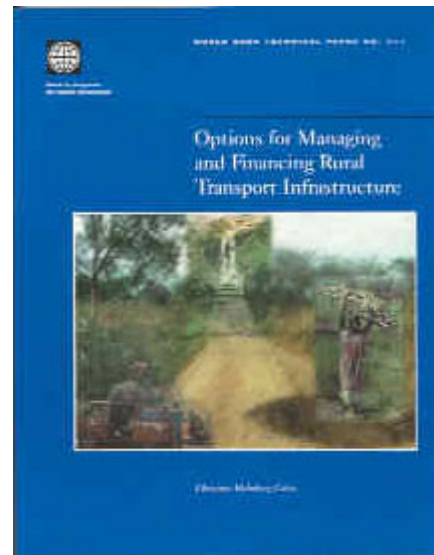
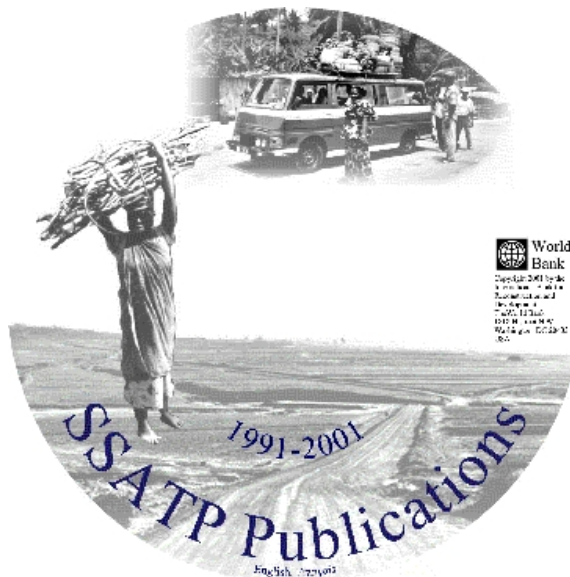
UM

- **Clean Air Initiative – Ougadougou, Abidjan;**
 - **Microenterprises and urban transport services – Abidjan, Bamako, Nairobi, Harare;**
 - **Road Safety and NMT promotion – Kenya, Tanzania;**
 - **Municipal Development Program**
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Where the program's come from - Knowledge Accumulation & Dissemination

- Over 120 publications available on website, CD-Rom, and through direct mail
- One of most-visited websites in AFR
- Other research outputs (CD-ROM)
- TV/Videos (RMI, RTTP/BBC March 2002)



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Where the program's come from – Culture changes

Development of conducive policy environments allowing the program to promote:

- **Ownership of policy development processes (unpaid country coordinators fulfill advocacy and championship roles);**
 - **Consistency in approaches to transport policy choices;**
 - **Concentration on priorities.**
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Where the program is now - A Changing Environment

“Internal Factors”.....

- New governance arrangements, strategic directions defined;
 - Dependence upon diminishing number of bilateral donors (donors' interests shifting);
 - Greater confidence of primary constituents;
 - Program's approach challenged – the poverty focus.
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Where the program is now - A Changing Environment

“External Factors”

- New demands, new voices.....the African Union, NEPAD, MDGs, African Transport Ministers'....
 - New dynamic in Africa promising rapid change, political will to drive change;
 - Emerging priority objectives including regional integration;
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Where the program is now – strategic challenges

- Refocus on immediate priority issues;
 - Clarify long term policy development objectives – focus on transport service costs, affordable access and mobility;
 - Effect transition to a “program approach” – efficient (only) way to address cross cutting priority policy issues (Costs, HIV/AIDS, road safety, gender, environmental impact management);
 - Develop new partnerships with African Institutions;
 - Engage with private sector stakeholders;
 - Strengthen relations with Bank operations.
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Where the program is going – an indication of directions

Amongst other things...

RMI.....

- Consolidating “traditional” approaches – addressing reform logjams (eg Kenya, Zambia);
- Refocus on full, sustainable, maintenance funding issues;

RTTP.....

- Mainstream rural transport policies and strategies;
 - Address decentralization institutional and capacity issues;
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Where we are going – an indication of directions

Amongst other things...

UM....

- Commence major city urban mobility scoping studies (Addis Ababa, Dar es Salaam, Nairobi);

T&T....

- Transport service facilitation, - partnering UEMOA, NCTTCA and the private sector to establish corridor performance indicators;

RR....

- Disseminate concessioning tools;
 - Address post commercialisation policy and regulatory issues.
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Where we are going – an indication of directions

Amongst other things...

- Commence integrated policy development promotion - (eg SSATP/WB initiative in Rwanda);
 - Intensify dissemination – (eg new SSATP video concentrating on the whole transport chain);
 - Development of practicable, useful, performance indicators - “Policy Mapping”.
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Where the program is going – The SSATP Maputo Meeting (July 2002) – the first traditional yearly meeting to include all components

Full range of stakeholders and constituents so as to.....

- Strengthen African ownership of the program and its strategic plan
 - Develop new partnerships, and agree the role of the program in addressing African policy development priorities
 - Mainstream private sector participation in policy development and implementation
 - Raise development partners' awareness of the nature and strength of demand
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Program needs

Stabilization of the Resource Base

Number of bilateral donors decreasing (from ten to five) but shift to multilateral support (incl. EU)

Annual funding/expenditure patterns

Before (up to 2001)

Bilaterals.....appx \$3.6M, WB.....appx \$0.4M

Now (CY 2002)

Bilaterals.....\$1.2M, WB.....\$1.8M

Future needs appx \$4.5M

Bilaterals.....\$1M, (?), EU.....\$1.5M, WB (AR)....\$0.4M

Funding Gap.....\$1.6M

THANK YOU FOR YOUR TIME!