

Developing Rational and Coherent Transport Policy

**Lessons from the Sub Saharan Transport
Policy programme.**

Geoff Edmonds and Tesfamichael Nahunesay Mitiku

SSATP

The SSATP is an international partnership to facilitate policies for safe, reliable and cost-effective transport, contributing to poverty reduction and trade competitiveness in Africa .

SSATP

A partnership of:

35 countries

8 regional economic communities

Public and private African institutions

International organizations and Development partners (EC, Denmark, France, Ireland, Norway, Sweden, UK and World Bank)

SSATP Structure

Constituent Assembly

- Donors

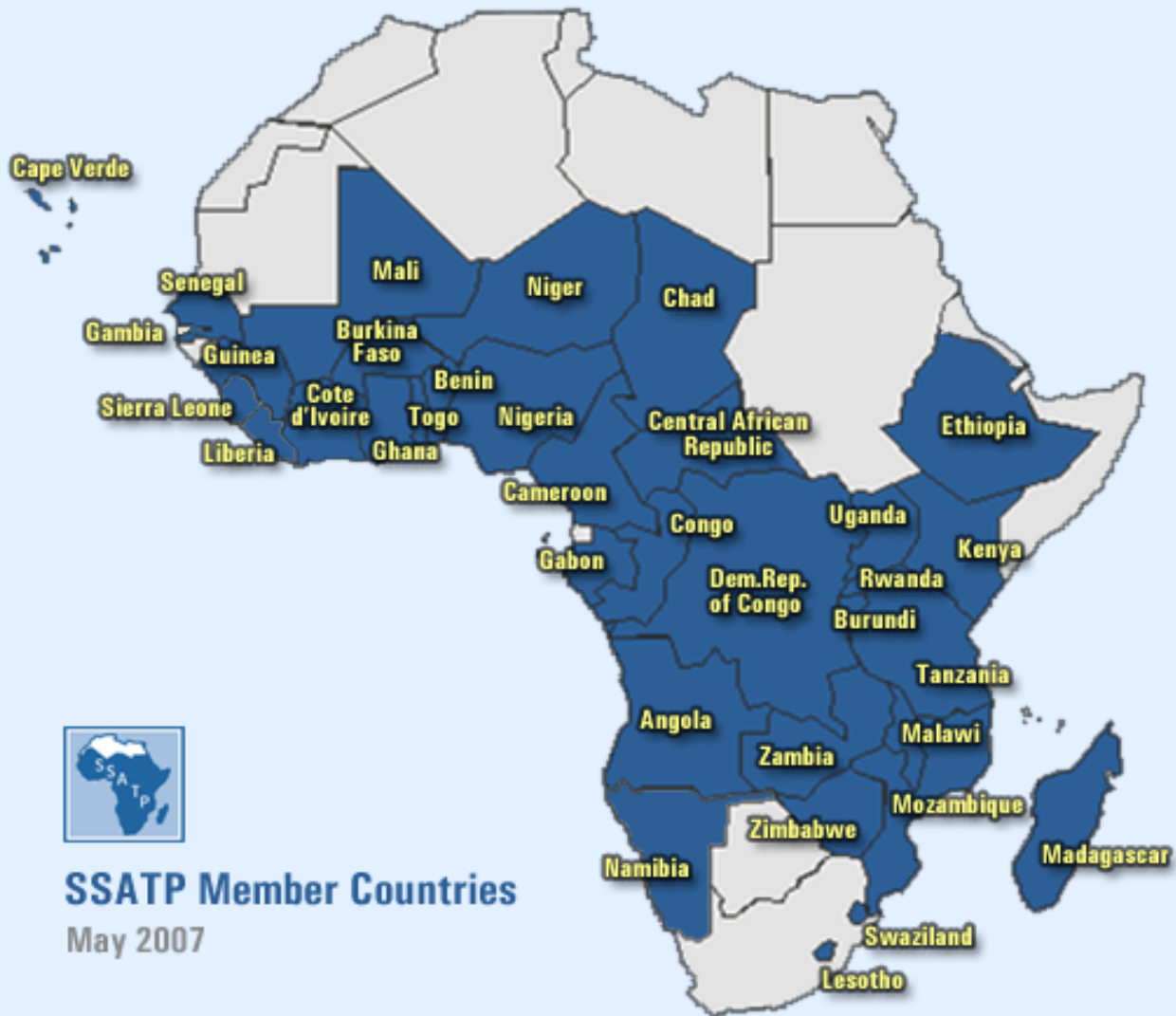
Board

- Multilateral Dev. Bank
- Donor Community
- Beneficiaries
- Private Sector & Civil Society

Programme Management

- Small team of professionals
- Administrative support staff

Budget - Approx \$4 million per year



SSATP Member Countries

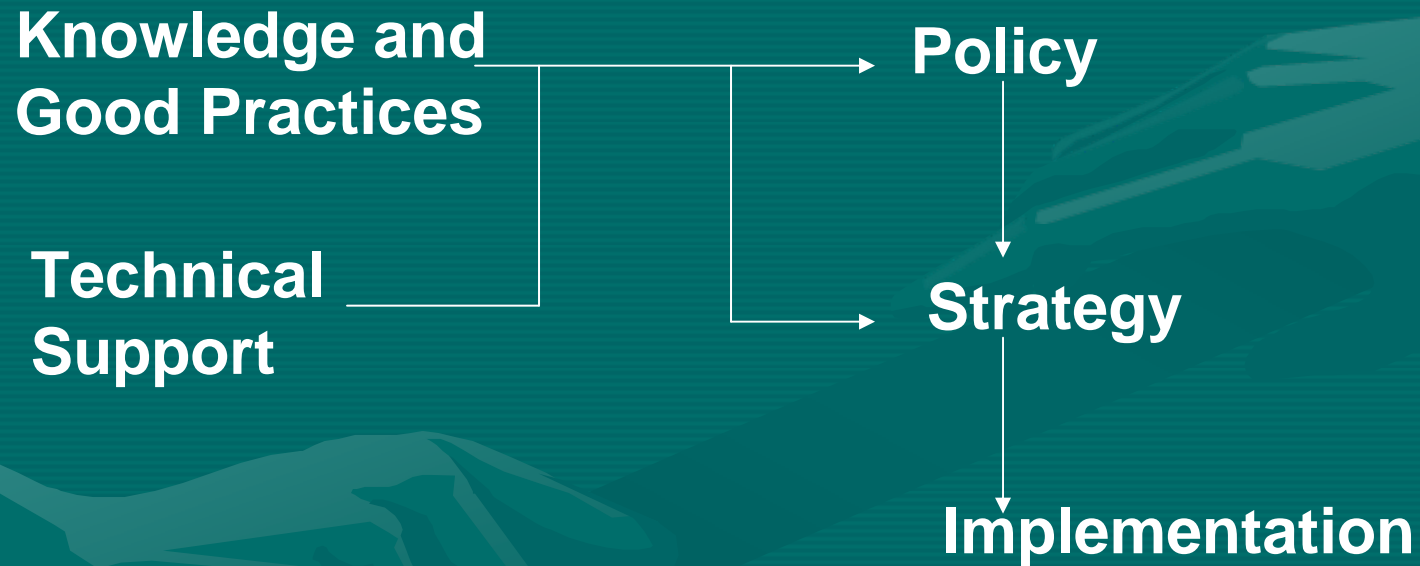
May 2007

Historical Perspective SSATP


- **1987 the beginning of SSATP** a wide variety of issues were addressed at different levels of detail
- **The 1995 review** a limited number of components emerged; identified the following five areas
 - Road Maintenance Initiative (RMI)
 - Rural Travel and Transport Programme
 - Railway Management,
 - Urban Transport
 - Trade and Transport
- **The 2001 Strategic review** led to development of the LTDP. What changed?
 - Transport and poverty.
 - Holistic view on transport policy.
 - Ownership and commitment.
 - Programme management.

What does SSATP do?

Facilitates improved policies and strategies



How?

- Through regional associations
 - Through the RECs
 - Through national coordination groups
- 
- A faint, semi-transparent image of two hands shaking is visible in the background, centered behind the text. The hands are rendered in a light teal color, matching the overall theme of the slide.

What does SSATP provide?

Holistic approach to transport development

- Policy – Transport links to other sectors – MDGs, the PRTSR
- Strategy – Road Funds, Road Agencies, Rural and Urban Mobility, Transport Indicators
- Networking
- Dissemination

What does SSATP provide?

Transport and Poverty Reduction

- The Poverty Reduction Transport Strategy Review process (PRTSR) has demonstrated the facilitating role of the transport sector. 24 countries involved, 16 already completed.

What does SSATP provide?

Regional Integration.

- Corridor management development
- The establishment of one-stop border posts
- Monitoring of transport performance along transit corridors by observatories.

What does SSATP provide?

Road Management and Financing

- Contributed to the establishment of **road funds** in 27 countries
- And **road agencies/authorities** in 18 countries.
- Supporting Association of African Road Managers and Partners (AGEPAR); African Road Maintenance Funds Association (ARMFA); Association of Southern African National Road Agencies (ASANRA).

What does SSATP provide?

Development of tools

- Road Economic Decision (RED) model
- Performance Assessment Models (PAM)
- Road Network Evaluation Tools (RONET).
- A common set of transport indicators for SSA, with over 20 countries now collecting sector data.

What does SSATP provide?

Training on:

- Road management and financing principles
- Technological innovations

Studies on:

- The institutional, financial, and regulatory frameworks for urban transport in large SSA cities
- Rural transport services

Long Term Development Plan 2004-2007

- Coherence between transport policies/strategies and national poverty reduction and economic growth strategies
- Appropriate institutional development strategies and secure financing mechanisms adopted and implementation underway
- Regional Economic Commissions and national governments adopt trade and transport facilitation measures

Review Process

- All 32 country members were invited to participate. Detailed case studies were carried out in 8 countries by local consultants; questionnaires were sent the remaining 24.
- An assessment of the progress made as perceived by the Regional Economic Communities. More detailed enquiry was made of two of the RECs (COMESA and CEMAC).
- In addition to managing the work at the country and regional level, interviews were carried out with members of the Programme Management Team and Theme leaders in Washington and Dar es Salaam.
- Interviews were also conducted with DANIDA, Irish Aid, SIDA and the EC.
- The views of the regional coordinators were also elicited.

Coherence between transport policies/strategies and national poverty reduction and economic growth strategies

Conclusions

- The PRTSR has initiated a cross sectoral discussion of the role and function of transport in relation to poverty reduction
- Some of the outputs have been incorporated into national policies
- There has been limited input from the main line technical agencies in the transport sector or from the other SSATP themes
- The RMF theme has contributed significantly in relation to the coherence of transport and economic growth strategies

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

Conclusions

- Sub regional associations are using and promoting SSATP approaches on road funds and road agencies
- Countries are engaged in developing and starting to use data bases for the more effective planning and monitoring of road programme
- Activities on rural transport and urban mobility have significantly been reduced
- Attempts are being made to institutionalise capacity building courses in the region

Regional Economic Commissions and national governments adopt trade & transport facilitation measures

Conclusions

- The RECs are collaborating with SSATP however the programme is seen as a useful source of knowledge and technical support rather than a partner whose approaches are to be promoted by the RECs
- REC TTC provides a formal basis for effective collaboration
- The use of SSATP resources has been both effective and efficient

The Way Forward 2008 -2011

Key Issues

- **Strengthening links between transport strategies and SGPRS**
- **Strengthening transport performance monitoring**
- **Addressing rural transport services and access**
- **Sustaining reforms in road management and financing**
- **Transport for the urban poor**
- **Improving Africa's trade competitiveness**
- **Ownership**

Why is SSATP important?

- Provision of knowledge and good practices
- Networking between SSA countries
- Focuses on specific issues
- Support from major transport donors – WB, EU, AfDB
- Demand driven – responds to actual not perceived needs
- A catalyst and facilitator NOT an implementer

THANK YOU

