Capacity building through knowledge sharing: the SSATP

A presentation by
Susanne Holste
Senior Transport Specialist
World Bank Madagascar
Office
The SSATP........

- Where the program has come from
- Where it is now
- Where it’s going
- What it needs
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%).
SSATP

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

RMI

20 Countries Have Road Funds or Road Boards
14 Countries Have or Are Developing Rural Transport Strategies and Policies

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

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

T&T

Reform of maritime (shipping service) arrangements, partnership with MINCOMAR, 92 -98
Where the program’s come from - Transport Policy Advice & Support

15 Countries have concessioned or are in the process of concessioning their railways
Where the program’s come from - Transport Policy Advice & Support

- Clean Air Initiative – Ougadougou, Abidjan:
- Microenterprises and urban transport services – Abidjan, Bamako, Nairobi, Harare;
- Road Safety and NMT promotion – Kenya, Tanzania;
- Municipal Development Program
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)
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.
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.
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;
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.
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;
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.
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”.

Where we are going – an indication of directions
SSATP

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
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…….$1.5M, WB (AR)….$.4M

Funding Gap…..$.1.6M
THANK YOU FOR YOUR TIME!