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SUB-SAHARAN AFRICA TRANSPORT POLICY PROGRAM

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# SSATP

## Annual Meeting 2009

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Strengthening the transport policy partnership for sub-Saharan Africa in the face of today's global challenges

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# SSATP Annual Meeting 2009



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Lilongwe, Malawi

*Strengthening the transport policy partnership  
for Sub-Saharan Africa in the face of today's global challenges*

## Proceedings

February 2010



Sub-Saharan Africa Transport Policy Program

The SSATP is an international partnership to facilitate policy development and related capacity building 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.

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The SSATP is a partnership of

- 35 SSA countries
- 8 Regional Economic Communities
- 2 African institutions: *UNECA, AU/NEPAD*
- Recent and current financing partners: *European Commission (main donor), Austria, Denmark, France, Ireland, Norway, Sweden, United Kingdom, African Development Bank, Islamic Development Bank, and World Bank (host)*
- Many public and private national and regional organizations

\* \* \* \* \*

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More publications on the SSATP Website:  
[www.worldbank.org/afr/ssatp](http://www.worldbank.org/afr/ssatp)

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## ABBREVIATIONS

AFCAP	Africa Community Access Programme
AfDB	African Development Bank
AGEPAR	Association of African Road Managers and Partners
AGM	Annual General Meeting
AICD	Africa Infrastructure Country Diagnostic
AIDS	Acquired Immune Deficiency Syndrome
ARMFA	African Road Maintenance Funds Association
ARTA	Africa Rural Transport Association
ASANRA	Association of Southern African National Road Agencies
AU	African Union
CAR	Central African Republic
COMESA	Common Market for Easter and Southern Africa
DP2	SSATP Second Development Plan 2008-2011
DRC	Democratic Republic of Congo
EAC	East African Community
ECOWAS	Economic Community of West African States
EU	European Union
FESARTA	Federation of Eastern and Southern African Road Transport Associations
GAI	Governance and Integrity
GRSF	Global Road Safety Facility
HIV	Human Immune Virus
IGAD	Intergovernmental Authority on Development
JICA	The Japanese agency for international co-operation
LTDP	SSATP Long Term Development Plan 2004-2007
MDGs	Millennium Development Goals
NEPAD	New Partnerships for Africa's Development
NGO	Non Governmental Organization
OAU	Organization of African Unity
OPR	Output to Purpose Review
PGPTS	Pro-Growth Pro-Poor Transport Strategy
PIDA	Programme for Infrastructure Development in Africa
PM	Program Manager
PMAESA	Port Management Association of Eastern and Southern Africa
PMT	Program Management Team
PPIAF	Public-Private Infrastructure Advisory Facility

PRTSR	Poverty Reduction Transport Strategy Review
REC	Regional Economic Community
RMF	Road Management & Financing
RTI	Rural Transport Infrastructure
SADC	Southern Africa Development Community
SDI	[Nepad's] Spatial Development Initiative
SGPRS	Second Generation Poverty Reduction strategies
SRO	Sub-Regional Organizations
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
TCC	Transport Coordination Committee
UATP	<i>Union Africaine des Transport Publics</i>
UEMOA	<i>Union économique et monétaire ouest africaine</i> (West African Economic and Monetary Union)
WB	World Bank

## **EXECUTIVE SUMMARY**

The Annual Meeting of SSATP stakeholders took place in Lilongwe, Malawi, from 19<sup>th</sup> to 22<sup>nd</sup> October 2009. Organized by SSATP and hosted by the Government of Malawi, the Meeting was conducted under the theme “*Strengthening the transport policy partnership for Sub-Saharan Africa in the face of today's global challenges*”.

In agreeing the draft work plan for 2010, the Meeting marked an important step forward in achieving the objectives of the SSATP Second Development Plan 2008-2011 (DP2) which was adopted by the SSATP stakeholders in Ouagadougou in 2007. The Meeting was held against the backdrop of a delay in getting DP2 activities properly under way while funding was mobilized, as a result of which an Annual Meeting was not held in 2008. In organizing the 2009 Annual Meeting, the SSATP management has been inspired by the achievements of past meetings and strives to build on the value of empowering the SSATP partnership.

### **Objectives of the Annual Meeting**

The main objectives of the Meeting were to enable a core group of professionals and stakeholders to discuss the implementation of the SSATP Second Development Plan 2008-2011 (DP2) with a particular focus on the 2010 work program; to get a common understanding on how to proceed with selected DP2 cross-cutting issues; and to support and strengthen the exchange of the latest knowledge on transport policy issues between members of the SSATP partnership.

### **Program and process**

The main activities of the SSATP Annual Meeting 2009 took place over three days. The first day, Monday 19<sup>th</sup> October, consisted of plenary sessions for the opening of the meeting; the keynote presentation on the theme of the meeting; presentations about important transport related initiatives; and progress with SSATP; with opportunities for participants to raise issues through panel and feedback discussions. Two parallel sessions of topical presentations also provided opportunities for participants to learn about current transport activities and initiatives in Sub-Saharan Africa. The main sessions of the whole of the second day were dedicated to breakout discussion groups, in the morning on the three DP2 Themes and in the afternoon on cross-cutting issues. The recommendations from the breakout

discussion groups were presented to a plenary session on the morning of the third day, with time for discussion of the results, and the recommendations for activities were then summarized as the draft SSATP work plan for 2010. The closing session of the meeting took place after lunch on the third day, and was followed by the SSATP General Assembly.

The full Annual Meeting Program is given in Appendix B. A meeting of SSATP national representatives took place on Sunday 18<sup>th</sup> October, before the main meeting started, and the results of this meeting were presented during the update of SSATP activities on the first day. A field visit for participants was also arranged on Thursday 22<sup>nd</sup> October.

### Participation at the Meeting

A total of 214 people participated in the Meeting including 174 delegates from 33 SSA countries. Officials from the European Commission, Denmark, Sweden, France, the World Bank, UNECA, and Japan represented the donor organizations. Many African institutions, regional economic bodies and associations were represented. The full list of participants is presented in Appendix C of this report.



### Evaluation of the Meeting

At the end of the Meeting, delegates were asked to evaluate the success of the Meeting and to give suggestions on how to improve the organization of the Meeting in future. Overall, delegates expressed satisfaction with all the aspects of the meeting as shown in the summary table below.

<i>Issue</i>	<i>Excellent/Good</i>	<i>Fair</i>	<i>Poor</i>
Pre-meeting arrangements and reception on arrival	62%	19%	19%
The meeting arrangements	64%	19%	17%
Availability of documents	52.5%	34.5%	13%
Relevance of Issues discussed and quality of outcomes	75.4%	21.6%	3%
Meeting process and facilitation	81%	16%	3%

## **Outputs of the Meeting**

The main outputs of the SSATP Annual Meeting 2009 were:

- Refinement of the activities to be included in the SSATP 2010 work program for each of the three SSATP DP2 Themes.
- Recommendations for how to address DP2 cross-cutting issues.
- Strengthening of the SSATP partnership through the exchange of knowledge on current transport issues and initiatives in Sub-Saharan Africa, and through review of national level SSATP activities.



## 1. INTRODUCTION

### 1.1 Background and objective

The Annual Meeting of the SSATP stakeholders took place in Lilongwe, Malawi, from 19<sup>th</sup> to 22<sup>nd</sup> October 2009. Organized by SSATP and hosted by the Government of Malawi, the Meeting was conducted under the theme “*Strengthening the transport policy partnership for Sub-Saharan Africa in the face of today's global challenges*”. The meeting had three main objectives:

- To enable a core group of professionals and stakeholders representing the SSATP partnership to discuss details of the implementation of the three themes of SSATP Second Development Plan 2008-2011 (DP2), with a particular focus on the 2010 work program;
- To develop a common understanding on how to proceed with priority cross-cutting issues that need to be addressed in DP2; and
- To support and strengthen the exchange of the latest knowledge on transport policy issues between members of the SSATP partnership.

In addition to those objectives, the national coordinators and representatives met on 18<sup>th</sup> with the objective of agreeing results/outputs that would act as inputs into the progress report to be presented by the SSATP Manager to the plenary session on Day One of the meeting.

### 1.2 Structure of the Meeting

The SSATP Annual Meeting provides a forum for debate, interaction and exchange of transport policy experience and knowledge. In accordance with planning that took place at the start of DP2 and based on experience from previous meetings, the main activities of the 2009 Annual Meeting were structured into a concise event of three days, including presentations, technical discussion sessions, and the General Assembly of the SSATP partnership. An overview of the structure of the meeting is given below. Full details of the Annual Meeting program are given in Appendix B.

<i>Day</i>	<i>Activity</i>
<b>Sunday 18<sup>th</sup> Oct.</b>	Meeting of country representatives
<b>Meeting Day 1</b> Monday 19 <sup>th</sup> Oct.	Opening of the SSATP Annual Meeting 2009 Keynote presentation and panel discussion Plenary update on SSATP and presentation about infrastructure in Africa Two parallel sessions of topical presentations
<b>Meeting Day 2</b> Tuesday 20 <sup>th</sup> Oct.	Morning: Three parallel breakout discussion groups on the three SSATP DP2 Themes Afternoon: Two parallel breakout discussion groups on DP2 cross-cutting issues
<b>Meeting Day 3</b> Wednesday 21 <sup>st</sup> Oct.	Plenary presentations and discussion of the results from the breakout discussion groups, leading to a summary of activities for the 2010 work program. Closing of the SSATP Annual Meeting 2009 SSATP General Assembly
Thursday 22 <sup>nd</sup> Oct.	Field visit

On the day before the main meeting stated, a meeting of national representatives also took place to discuss SSATP country level activities. A field visit was arranged on the day after the main meeting finished.

### **1.3 Participation at the Meeting**

A total of 214 people participated in the Meeting including 174 delegates from 33 African countries. 68 of these participants were from Malawi, the host country. Participants included government officials; representatives from regional organizations, economic communities and regional associations; staff from financing partners; consultants and independent transport sector experts; and representatives from the private sector; all brought together by their involvement in the formulation and implementation of transport sector policy. Financing and development partner institutions were represented by delegates from the European Commission, Denmark, Sweden, Japan, the World Bank, the African Development



Bank and UNECA. African institutions and regional economic bodies were represented by the African Union (and its programs, NEPAD and PIDA), IGAD, ECOWAS, COMESA, EAC, SADC and UEMOA among others. The Minister of Transport and Public Infrastructure of Malawi opened the meeting, and the Mi-

nister of Works and Transport from Uganda joined the Meeting during the first day and participated in all three days of the meeting. The list of participants is presented in Appendix C.



## 2. OPENING AND KEYNOTE SESSIONS

### 2.1 Opening of the Meeting

The welcome and introductory remarks were made by Dr M.P. Magwira, Principal Secretary II, Ministry of Transport and Public Infrastructure in Malawi. Mr. Paulus Geraedts of the European Commission gave opening remarks on behalf of SSATP's financing partners while Mr. Hachim Koumaré of UNECA and Chairman of the SSATP Board, gave opening remarks on behalf of the SSATP Board. The Meeting was officially opened by the Hon. Khumbo Kachali, MP, Minister of Transport and Public Infrastructure of Malawi. The full text of each of the opening speeches is given in Appendix A, a brief summary is given below.

*Opening remarks by Mr. Paulus Geraedts, the representative of SSATP financing partners and member of the Board*

The representative of the SSATP financing partners, Mr. Paulus Geraedts from the European Commission, started his statement by presenting an overview of the joint effort led by the three multilateral institutions, the World Bank, the African Development Bank and the European Commission, to help developing countries and in particular the African countries respond to the financial and economic crisis. The need to use aid better through improved coordination, exchange of information and sharing of responsibilities was equally emphasized. Mr. Geraedts explained that in this context, the SSATP can find a new impulse strengthened by a new team and fresh resources. Five questions were then put forward as challenges to the assembly and the SSATP itself: How can SSATP work alongside the new connection between Europe and Africa through the AU-EU partnership? How does SSATP knowledge and experience feed into PIDA? How to better leverage public-private partnerships? How does SSATP work on resource mobilization in order to ensure financing of transport infrastructure? And finally, how can SSATP broaden its partnership and work with other development partners like China and Brazil?

*Opening remarks by Mr. Hachim Koumaré, Chairman of the SSATP Board*

In his opening remarks, the chairman of the SSATP Board, Mr. Hachim Koumaré, strongly reaffirmed the essential role of SSATP in the socio-economic development of Sub-Saharan African countries and its effort to help the transport sector

be more efficient. Convinced by the fact that sound transport policies can only help African countries develop their agricultural production and facilitate access to services, its role has indeed become even more decisive today in the face of a deep financial crisis. Mr. Koumaré presented in this light, the next strategic development plan of SSATP stressing that this new Second Development Plan needs to be considered as a frame of reference and implemented under a strengthened partnership, as indicated by the overall theme of the meeting: “Strengthening the transport policy partnership for Sub-Saharan Africa in the face of today’s global challenges”. Mr. Koumaré concluded his remarks by sharing a number of ideas on how the SSATP Board envisages the future activities of SSATP.

*Opening speech by the Honorable Khumbo Kachali, M.P, Minister of Transport and Public Infrastructure of Malawi*



The SSATP 2009 Annual Meeting was officially opened by the Honorable Khumbo Kachali, Minister of Transport and Public Infrastructure of Malawi, who reminded the assembly that Malawi had fully embraced the guiding principles of SSATP since its inception in 1987, which led to a number of achievements, the most notable ones being the establishment a National Roads Authority followed by a Road Fund and the Malawi Rural Travel and Transport Program. As of today, the Minister expressed his firm determination to pursue the work and commitment to the full implementation of SSATP activities

in his country and place the transport sector at the forefront of the Malawi Growth and Development Strategy. Finally and after having thanked the cooperative partners for their support, the Minister urged them to maintain a strong collaboration between them with distinct roles in order to avoid duplication of activities. Regional integration, governance and transport and climate change were also highlighted as important areas to be discussed.

## **2.2 Keynote presentation and panel discussion**

In the second session of the first morning, Mr. Jose Luis Irigoyen, Senior Manager in the Africa Region of the World Bank, made a keynote presentation on the theme of the 2009 Annual Meeting, “Strengthening the transport policy partnership for Sub-Saharan Africa in the face of today’s global challenges”. This was fol-

lowed by a presentation by Mr. Adama Deen, Transport Advisor to NEPAD, on the NEPAD Spatial Development Programme. The two presenters were then joined by Mr. Ali Kies to form a high level panel to discuss and address issues and concerns of participants arising from these presentations.

These two presentations are included on the CD that accompanies this report. Brief summaries of the presentations, and highlights from the panel discussion are given below.

*Keynote presentation by Mr. Jose Luis Irigoyen, Senior Manager, Africa Sustainable Development Department, World Bank*

“Strengthening the transport policy partnership in Sub-Saharan Africa in the face of today’s global challenges”

The keynote presentation on the theme of the 2009 SSATP Annual meeting given by Jose Luis Irigoyen started by highlighting the impacts of the financial crisis on Africa: reduced capital flows, a decline in remittances, a fall in commodity prices and the threat of a reduction in aid. All leading to a slow down of the growth rate to 1.7% in 2009, and fewer public-private partnership (PPP) projects reached closure during the first half of 2009. The global crisis represents both a risk and an opportunity for the infrastructure agenda. Now is the time to act; protecting existing infrastructure assets, ensuring continuity of vital investments, keeping PPPs going, pursuing policies and regulatory reforms that set the scene for efficiency gains and catalyzing economic growth through regional integration to widen markets and diversify the economy.

Climate change presents another challenge. Africa contributes less than 4% of global CO<sub>2</sub> emissions yet will be impacted first and worst. Climate variability is already affecting Africa, with more rainfall in East Africa and less rainfall in the Sahel, and Africa is vulnerable with many people living in disaster prone areas; people depend on rain fed agriculture for subsistence, and many large cities are located in vulnerable coastal areas. A loss of GDP of 1-2% may occur due to climate variability, and adaptation could cost 5-10% of GDP. Climate proof transport systems are needed for more climate resilient development.

Key messages emerging from the Africa Infrastructure Diagnostic (AICD) study were presented. Spending of \$18.2 billion per year on infrastructure is needed to achieve realistic goals in 10 years. Existing spending is \$16.2 billion, much higher than previously thought, and most countries are spending between 1.5% and 3%

of GDP. There is a large efficiency gap, however, worth \$3.8 billion; the main culprit is inadequate maintenance. Only a handful of countries have a funding gap once inefficiency is taken into account. 100% achievement of the Rural Access Index is not achievable, but it is possible to connect high value agriculture; there is emerging evidence of a virtuous circle linking urban and rural development, with 50% of the population and 85% of crop production in the rural hinterland within 6 hours travel time of urban centres.

Services rather than infrastructure may be the binding constraint. High road freight tariffs costs in some parts of Africa appear to be driven by high profit margins. Urban mobility is compromised by inadequate transport services, African cities are under-endowed with buses and the paved roads to run them on, and at around \$0.25 per trip most households can barely afford to pay bus fares for a single commuter. There are some positive developments with ports, but services remain costly and inefficient. Stiff inter-modal competition has eroded the viability of rail transport, and more realistic models are needed for private sector participation. Safety is a pervasive problem, affecting aviation and railways as well as roads, the need for action is well understood but there is little progress.

SSATP's strength comes from the strategic breadth of the partnership, with 35 Sub-Saharan Africa countries, all of the Regional Economic Communities (RECs), UNECA, AU and other regional organizations, and the SSATP financing partners.

Three reasons were presented to strengthen the SSATP partnership: (i) There is an urgent need to share knowledge and build consensus on new approaches, acting quickly on policies to improve efficiency and with credible data and analysis to back policies and investment decisions in times of crisis; (ii) the regional integration agenda calls for coordination efforts on various policy areas, with participation of the RECs and national authorities; and (iii) the expanded agenda calls for links with new actors across public and private sectors, SSATP can raise the profile of efforts to work on growth, competitiveness equity, sustainability and territorial integration, and bring consistent responses to governance problems.

*Presentation by Mr. Adama Deen, Transport Advisor, NEPAD Secretariat*

“The NEPAD Spatial Development Programme”

The Head of Infrastructure in the NEPAD Secretariat, Mr. Adama Deen, introduced to the SSATP Meeting the NEPAD Spatial Development Program aimed at unlocking inherent economic potential in specific Southern African locations by

enhancing their attractiveness for investment. The program was shaped to overcome certain challenges specific to Africa, where primary products remain the main exportations and where development is still fragmented and exports of manufactured goods insignificant.

The table below is a transcript of the questions and comments from the audience and, when provided, of the reactions and responses from the panel.

### Summary of panel discussion

<i>Questions/comments</i>	<i>Reactions/Responses</i>
<p>Is there proof that the private sector is actually committed to funding services rather than just infrastructure?</p>	<p>Equal attention should be paid to both infrastructure and services to enable the reaping of full benefits. Studies have shown that there is a need to focus on both services and infrastructure. For example, what is the use of a school if there are no pupils?</p>
<p>Data that was collected before the preparation of the Second Development plan (SSATP DP2) must continue to be analyzed to enable policy makers to make good decisions.</p>	
<p>Does each of the 12 Spatial Development Initiatives (SDI) identified by NEPAD have lead countries or groups of countries?</p>	<p>Each of the 12 SDIs will need at least two lead countries to work together to ensure their success, as well as a third force – a donor – to support the efforts of the lead countries</p>
<p>Given the failure of existing concessions of railways in African countries, what indicators and policies need to be put in place to ensure successful concessioning of railways in the future? What needs to be done? What are the reasons for the failures and why are concessions not being financed anymore? The Senegal experience shows the negative competition between railways and road transport, yet this seems to be a necessary evil since the railways are not performing. The question however remains: road transport at what cost? Is it possible to work towards complementarity between road and rail? Should emphasis be on professionalism of operators?</p>	<p>Some indicators include market shares and productivity among others. Experience has shown that private investment has failed to spur expansion and growth of the railway networks, there has been no increase in investment by operators. Railways should be seen as a business concern, but as businesses that need to continue evolving. In this regard, the Mexico case is the most successful example, but not yet generating enough cash for future expansion. In Africa, railways have failed due to too much competition with road transport. We need to think in terms of multimodal transportation rather than just competition between the different modes of transport. Some railway concessions are now being restructured to allow investment by government, with revenue received from usage. To this end, SSATP will launch studies during DP2 to learn lessons. from the railway concessioning with a</p>

<i>Questions/comments</i>	<i>Reactions/Responses</i>
<p>Is there proof that the private sector is actually committed to funding services rather than just infrastructure?</p>	<p>Equal attention should be paid to both infrastructure and services to enable the reaping of full benefits. Studies have shown that there is a need to focus on both services and infrastructure. For example, what is the use of a school if there are no pupils?</p>
<p>Data that was collected before the preparation of the Second Development plan (SSATP DP2) must continue to be analyzed to enable policy makers to make good decisions.</p>	<p>view to determining if there is a need for new tools to make them work better.</p>
<p>Frightening figures have been proposed – the need to invest \$18 billion over a ten year period – yet we know the poor absorption capacity among African countries.</p>	<p>It was suggested that SSA countries should team up to increase their absorption capacities for infrastructure financing since this is difficult for individual countries. The teaming up could be organized even at the continental level if significant absorption is to be realized for infrastructure development in Africa. Also, while financial needs are enormous, proper management of resources is also needed.</p>
<p>The presentation on climate change seems to show that GDP will continue to decline due to climate change as it will cause a loss of 1 to 2% of GDP in African states. What needs to be done, given that the northern countries are the biggest polluters? What is the link between transport demand and climate change?</p>	<p>Climate change could lead to disaster. So, we will need to maintain infrastructure to minimize the negative impact. The Copenhagen summit will provide an opportunity to identify mitigation measures and to decide the projects to be implemented. Nevertheless, we have to take climate change into consideration in whatever it is that we are doing.</p>
<p>Do the SSATP policies take into consideration the post-conflict countries?</p> <p>Road Safety is a major scourge against which we must create synergy to fight and overcome.</p>	<p>There is an initiative of the African Development Bank on post-conflict countries</p>

### **3. SSATP UPDATE, AICD STUDY AND TOPICAL PRESENTATIONS**

The first part of the afternoon of Day One was a plenary session with all of the participants. This started with an update on SSATP activities by Mr Stephen Vincent, the SSATP Program Manager; including a report back from the SSATP national representatives meeting that took place on the previous day before the main meeting started. In the second part of this plenary session, Ms. Vivien Foster, Lead Economist in the Africa Region of the World Bank, gave a presentation about the Africa Infrastructure Country Diagnostic (AICD) study. All presentations are included on the CD that accompanies this report.

#### **3.1 SSATP update**

The Program Manager updated participants on progress with the SSATP Second Development Plan (DP2) 2008-2011. After DP2 was launched at the SSATP Annual Meeting 2007 in Ouagadougou, the SSATP Strategic Framework was prepared early in 2008 providing a logical framework for SSATP and identifying specific activities with indicators of progress. SSATP DP2 activities are structured into three themes:

- Theme 1 (Transport Strategy) focusing on comprehensive pro-poor and pro-growth transport sector strategies.
- Theme 2 (Transport Sector Management) focusing on sustainable institutional and financial arrangements for road infrastructure and rural and urban transport services.
- Theme 3 (Regional Integration) focusing on improving transit transport along selected corridors.

SSATP DP2 also addresses cross-cutting issues of governance, climate change, road safety, gender, HIV & AIDS, and data management.

SSATP is currently funded by the European Commission (main donor), the African Development Bank, the Islamic Development Bank, the World Bank, and bilateral contributions from UK, Norway, Sweden and Austria. Approximately 65 percent of the funding originally envisaged for DP2 has been pledged so far by the

SSATP Financing Partners. Following initial delays in mobilizing funding resulting in no Annual Meeting in 2008, funding is now available for 2010 activities.

Recent and current activities in Theme 1 include a review of progress following earlier PRTSR activities (poverty reduction transport strategy reviews) and the preparation of a concept note for PGPTS (pro-growth, pro-poor transport strategies); in Theme 2 include a review of modeling tools and a study of progress with reforms, a review of rural transport activities, and support for workshops and reports for urban planning, bus rapid transit and road safety; and in Theme 3 include support to the Regional Economic Communities Transport Coordination Committee (REC-TCC) and observatories and other activities for selected corridors. SSATP is also developing a series of short good practice notes relevant to transport policy.

The Program Manager explained the structure of the SSATP Annual Meeting 2009, and that the objective of the discussions at the meeting was to refine details of activities within each theme, discuss how to address selected cross-cutting issues, and develop requirements for the 2010 work plan.

*Feedback on the national coordinators and representatives' meeting by Ms. T. Linko, national representative from Lesotho*

The National Representatives Meeting on Sunday 18 October had started by reviewing the activities of SSATP National Coordinators in several countries. In most countries, National Coordinators work with Transport and Infrastructure Ministries. Some countries have a steering committee comprising government, private sector and civil society which meets periodically to review and give direction to the implementation of transport policy. A few countries have developed global strategies to promote growth and poverty alleviation. In some countries, work is ongoing to update policy and strategy including cross-cutting issues.

There is concern about inadequate communication and experience sharing among member countries. In some countries, more than one Ministry is responsible for transport. This presents difficulties in reaching consensus on which Ministry should take the lead in a coordination role. Discussion of the role of National Coordinators concluded that they should (i) spearhead the establishment of a national coordination structure; (ii) actively promote SSATP activities to the Minister and other officials responsible for transport; (iii) identify examples of good practice for SSATP good practice guides; (iv) follow up on, and lobby for the im-

plementation of policy recommendations; and (v) monitor the implementation of the SSATP development plan.

SSATP National Coordinators should have the following skills and competences: (i) good communicators, able to write good reports; (ii) have expertise in transport issues; (iii) be a team player and able to coordinate others; (iv) should be at a higher government level, close to the Ministers and with strong lobbying abilities; (v) should be a “driver”, proactive and results oriented; and (vi) should have strategic planning and leadership abilities. National Coordinators should be selected through a consultative process involving all relevant government ministries and departments. Next actions had been identified to strengthen the role and activities of the SSATP National Coordinators

Highlights of questions and comments taken at the end of the plenary session relevant to the SSATP update are given below.

<i>Questions/comments</i>	<i>Reactions/Responses</i>
Should road safety be treated as a separate theme?	DP2 is organized in three Themes, and road safety should be included where appropriate in the activities for each Theme. Suggestions should be made in the thematic discussion groups for the inclusion of road safety activities.
Currently, there are only two Regional Coordinators, and they each have the added responsibility of being a thematic leader. This should be reviewed if they are to be efficient. Additional staff should be recruited as was planned during the preparation of DP2.	Currently SSATP has received pledges of 65% of the funding originally envisaged for the full program of DP2 activities. This issue will be reviewed when more funding is available.
What are the steps taken by the SSATP to implement action plans for PRTSR?	It should be noted that SSATP is not working as an implementing agency/ institution but as a policy program. Countries should look for opportunities for development partners to support the implementation of PRTSR action plans.
SSATP should take concrete steps to support national coordination.	

### 3.2 Introduction to the AICD study

#### Presentation by Ms Vivien Foster, Lead Economist, World Bank

“Africa’s Infrastructure – A Time for Transformation”

Ms. Vivien Foster from the World Bank and one of the co-authors of a major flagship report *Africa’s infrastructure – A time for transformation* was invited to the Annual Meeting to present the results of the Africa Infrastructure Country Diagnostic (AICD), an innovative knowledge program to improve public understanding of what network infrastructure does to promote economic growth in Africa. Ms Foster presented the main findings that emerged from the collection of comprehensive data on the infrastructure sectors in Africa, focusing her presentation on the transport sector. Covering all transport modes, the presentation provided estimates of the investment needed, based on country level micro-economic models with a strong spatial dimension. Ms Foster introduced a distinctive feature that emerged from this analysis: the funding gap between what is available compared to what should be needed is relatively small, but there is a serious efficiency gap between what current funding should achieve and what is actually being achieved.

Below are the highlights on the questions and comments relevant to the AICD presentation.

<i>Questions/comments</i>	<i>Reactions/Responses</i>
For AICD, SSATP should finance workshops to enable a deeper reflection to determine Africa’s participation in updating and applying these results. Also, there is a need to review the basis on which some of the profit margin figures presented were calculated.	
	It is important to know what is being done for the benefit of pedestrians in terms of infrastructure, since the majority of urban dwellers walk to ‘everywhere’. The same applies to road accidents. The roads of some countries such as Kenya are sometimes over engineered for motor vehicles and under engineered for pedestrians and cyclists.

<i>Questions/comments</i>	<i>Reactions/Responses</i>
The amount of the carbon tax does not cover maintenance needs in all countries	The hydrocarbon tax is not used exclusively to supply funds for road maintenance in many countries, this explains in part the non-coverage noted in some cases.

### **3.3 Parallel sessions of topical presentations**

The second half of the afternoon was dedicated to two parallel sessions of topical presentations. One session focused on Road Management, Rural, and Urban Transport services (chaired by Mr. Sanjivi Rajasingham) and the other on Transit Corridors (chaired by Mr. Paulus Geraedts).

#### **Parallel session 1 of short topical presentations**

The presentations of this session were mainly focused on Road Management, Rural & Urban Transport Services.

The list of presentations for this session included\*:

- Promoting operational integration of informal operators (R. Lommé)
- Improving the growth impact of rural transport (G. Banjo)
- Knowledge for sustainable rural mobility (J. Turner)
- The success story of the Lagos BRT-Lite System (F. Oladeinde)
- Vehicle overload and sustainable financing of roads (A. Adolehoume)
- Road safety data collection analysis in West Africa (O. Hartmann)

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\* The presentations are included in the attached CD-ROM or on the SSATP website.

## **Parallel session 2 of short topical presentations**

The presentations of this session were mainly focused on Transit Corridors.

The list of presentations for this session included<sup>1</sup>:

- Transiting SSA corridors: Findings and possibilities (L. Harmon)
- Road Assessment in Africa (J. Mumford)
- The Trade Facilitation Facility (D. Njiinkeu)
- HIV/AIDS project-Self regulation-User-pay funding (B. Curtis)
- Make road safe: Time for action in Africa (P. Kwamusi)

### **3.4 Introduction to PIDA**

An extra plenary session was added at the start of Day 2. Mr. Bernard Berandereka of the Department of Infrastructure and Energy, African Union Commission gave a presentation on the Programme for Infrastructure Development in Africa (PIDA). This session was chaired by Mr. Hosea Nyangweso, the REC-TTC Chairman and SSATP Board member.

*Introduction to PIDA by Mr. Barandereka, energy expert from the Department of Infrastructure and Energy in the African Union*

Mr. Bernard Barandereka, an expert from the Department of Infrastructure and Energy in the African Union, took the opportunity of the SSATP Annual Meeting to present PIDA, the *Programme for Infrastructure Development in Africa*, a joint program led by the African Union Commission, the NEPAD secretariat and the African Development Bank. The Program was mainly motivated by the desire to find a common platform for infrastructure development in Africa and to harmonize and rationalize donors' interventions on the continent. The overall objective of the Program is to optimize the actions and use of resources.

Below are questions and comments arising from the presentation on PIDA.

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<sup>1</sup>The presentations are included in the attached CD-ROM or on the SSATP website.

<i>Questions/comments</i>	<i>Reactions/Responses</i>
Given that there are many regional infrastructure master plans, will PIDA consolidate all of them and develop continental master plans?	PIDA intends to bring all existing programs together in an omnibus type of framework at the continental level
How does PIDA/AU intend to mobilize resources to bridge the funding gap in order to conduct the necessary studies and for investments?	IDB, NEPAD, AfDB, and Africa Water Facility among others are all willing to help. Nevertheless, PIDA also hopes to secure massive investment funding from other development partners. To this end, a number of studies are poised to start soon.

### **3.5 Introduction to the Initiative on Corridor Road Safety**

A further extra plenary session was added at the end of the second day, following a full day working in discussion groups, to include a presentation by Mr. Leopold Tzeuton of Total presenting the Initiative on Corridor Road Safety, and one by Mr. Stafbom on the Global Road Safety Facility. This session was chaired by Mr. Kaba Diakite, SSATP Board Member representing the private sector.

Mr. Tzeuton introduced this new initiative on road safety, which has become a humanitarian crisis and a development impediment in Africa. Given the lack of coordination for road safety actions, TOTAL requested the collaboration of the World Bank’s Global Road Safety Facility (GRSF) in order to enhance the efficiency of regional trade and transit corridors in Africa” by bringing the private and public sectors together within a comprehensive framework. This project comprises seven modules to be launched within a 10-year timeframe.

Mr. Bjorn Stafbom took the opportunity of this extra session to present an overview of the Global Road Safety Facility, hosted at the World Bank. The Global Road Safety Facility is directing a portfolio of global, regional and country activities designed to have substantial impacts, rather than spreading Facility resources too thinly across many smaller activities. The Facility “Packages” include: stand alone grants, country capacity reviews, training, and infrastructure safety rating activities of the international Road Assessment Programme (iRAP).



#### 4. BREAKOUT DISCUSSIONS GROUPS

Tuesday morning was spent in three parallel breakout discussion group sessions dedicated to the three DP2 themes – *Transport Sector Strategies*, *Transport Sector Management* and *Regional Integration*. The main objective of these thematic working groups was to fine-tune the proposed 2010 activity plans for each theme.

The afternoon of day two was spent in two parallel breakout discussion groups on two DP2 cross-cutting issues, *Governance and Integrity*, and *Transport and Climate Change*. The objective of these discussions was to assist in planning activities relevant to these issues.

Each of the working groups had a professional facilitator responsible for the process and an SSATP theme/issue leader responsible for clarifications with regard to technical issues and guidance on content. Each group also selected a rapporteur, responsible for capturing the discussions and conclusions/agreements of participants. To enable the working groups to undertake robust and informed discussions, each of the thematic/cross-cutting issue working group discussions were preceded by a number of brief informational presentations relevant to the theme/issue. In addition, the working group participants were handed over a survey questionnaire with questions relevant to the theme/cross-cutting issue in order to sample their views on the same and make appropriate recommendations to later on adjust the work program as appropriate. While in some groups each participant filled out the questionnaire individually, in other groups, participants voted by show of hands for each question; the results of the survey were computed after the discussions and conveyed to the plenary session by the rapporteurs. For each question, each participant had the option to answer yes, partially, no, or abstain. For each group, the number of people taking part in the voting session is given below, together with the percentage of votes for each answer. The participants demanded that next time the voting exercise be conducted ahead of the Annual Meeting and the results shared at the start of the breakout sessions so as to inform the discussions.

For each of these breakout discussion groups, the following sections list the presentations at the start of the discussion (which are included on the CD-ROM), then

shows the results of the voting exercise, and then includes a brief summary of the discussions that took place.

The recommendations resulting from each breakout discussion group were presented back to the plenary session on Wednesday morning, and are summarized in the next section of this report.

#### 4.1 Theme 1 — Transport Sector Strategies

##### Comprehensive pro-poor and pro-growth transport sector strategies

The list of presentations for this session included<sup>7</sup>:

- Transport strategies facilitating growth and poverty reduction (T. Nahusenay)
- Planning of road sector investment program (H. Jensen)

##### Results of the voting exercise

A total of 26 people participated in this thematic group discussions and the voting exercise on the survey questionnaire was done by a show of hands. The result of the voting exercise is presented below.

##### Pro-growth pro-poor transport strategy – Questionnaire results

Questions	Yes	Partially	No	Abstain
Are the benefits of enhancing transport strategies to address MDGs and to improve growth generally understood by transport sector policy makers in Sub-Saharan Africa?	50%	31%	8%	11%
Is SSATP widely recognised by transport sector policy makers in SSA as an important source of good practice expertise to assist in developing and updating transport strategies?	46%	27%	12%	15%

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<sup>7</sup> The presentations are included in the attached CD-ROM or on the SSATP website.

<i>Questions</i>	<i>Yes</i>	<i>Partially</i>	<i>No</i>	<i>Abstain</i>
Would the participatory approach previously demonstrated by SSATP involving all stakeholders to enhance transport sector strategies be carried out using local resources if external funding is not available in the future?	38%	31%	8%	23%
Have worthwhile benefits already been observed by transport sector policy makers from earlier SSATP Poverty Reduction transport Strategy Review studies carried out in 21 SSA countries?	31%	19%	0%	50%

## **Discussions**

Following the voting exercise, participants discussed the activities planned for implementation under Theme 1 in 2010. The group agreed that the following should be considered alongside the proposed priority activities.

- Carry out a detailed analysis using work from the pilot countries to develop the Framework for the Pro-Growth and Pro-Poor Transport Strategy (SSATP Working Paper No 89) into a toolkit for pro-growth, pro-poor transport strategy formulation;
- Ensure that countries are aware of the clear direction of a pro-growth and pro-poor transport strategy;
- Pay attention to the issues of gender and HIV/AIDS when applying the Framework for the development of a pro-growth and pro-poor transport strategy;
- Utilize and disseminate the available knowledge to avoid “re-inventing the wheel”.

### *Data Management Requirements*

The group also considered the requirements for data management and made the following recommendations.

- There is a need to have a comprehensive database to assist in the analytical work in the development of a pro-growth and pro-poor transport strategy;
- Disaggregate the data and ensure that micro data exist to assist in analyzing the impact of the strategy at the household level.

*Organizations that SSATP should partner with*

The group brainstormed on this and identified the following organizations or groups as potential partners of SSATP.

- Research and Knowledge Forum
- Global Knowledge Partnership
- African Community Access Program
- International Forum for Rural Transport
- TRL (UK)
- CSIR (South Africa)
- USAID
- Africa Road Maintenance Fund Association
- JICA
- African Economy and Research Consortium
- African Union

#### **4.2 Theme 2 — Transport Sector Management**

This discussion was conducted in three sections, Road Management & Finance, Rural Transport and Urban Transport. Each of these sections included short presentations, a voting exercise, and discussions.

*Road Management & Financing*

The list of presentations for this session included\*:

- ARMFA, prospects for 2010 (I. Robinson)
- Review of road agencies performance (M. Pinard)

#### **Results of the voting exercise**

A total of 43 people participated in this thematic group discussion and the survey questionnaire was filled by each participant. Below is the result of the survey.

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\* The presentations are included in the attached CD-ROM or on the SSATP website.

## Road Management & Financing – Questionnaire results

Questions	Yes	Partially	No	Abstain
Are the benefits of strategies promoted by the SSATP to improve institutional and financing capacities for roads generally understood by policy makers in your country?	41%	36%	2%	21%
Are strategies to improve institutional and financing capacities for roads documented and disseminated in your country?	15%	43%	21%	21%
Have strategies to improve institutional and financing capacities for roads been adopted and implemented?	36%	49%	2%	13%
Do you believe that the tools produced by the SSATP to support road management are known in your country?	0%	27%	56%	17%
Do you think that at least two tools produced by the SSATP for road management are being used by road agencies in your country	32%	12%	10%	46%
Would you say that road programs are executed efficiently in your country?	11%	47%	29%	13%
Do you think that institutional and financial measures to improve efficiency in the road sector are adequate in your country?	2%	54%	26%	18%
Have governance and anti-corruption measures relating to road contract execution been identified and are being promoted in your country?	38%	32%	10%	20%
Do you think that African road associations now have enough capacity to take the lead on road management support in Sub-Saharan Africa?	5%	20%	44%	31%

## Discussions

- The principles recommended by the Road Maintenance Initiative are excellent so why are there so many variations and deviations in practice.
- ARMFA should launch a study on good practices for revenue collection in Road Funds.
- More resources from the Road Fund should be allocated to urban roads.

- There is a need to better disseminate the use of the RMF tools among the road agencies and road administrations.
- A lot of data are collected but the formats differ which prevents meaningful comparisons; there is a need for harmonization.

### *Rural Transport*

This session included<sup>1</sup> one presentation:

- From policy development to implementation (G. Banjo)

### **Results of the voting exercise**

A total of 25 people participated in this thematic group discussion and the survey questionnaire was filled by each participant. Below is the result of the survey.

#### **Rural transport – Questionnaire results**

<i>Questions</i>	<i>Yes</i>	<i>Partially</i>	<i>No</i>	<i>Abstain</i>
Are the benefits of strategies promoted by SSATP to improve rural transport, including their potential contribution to poverty alleviation generally understood by road policy makers in your country?	32%	8%	8%	52%
Are there clearly documented and adopted strategies and policies defining responsibilities for the management and financing of rural roads in your country?	32%	24%	12%	32%
Are the policies and strategies in (b) above under implementation?	35%	20%	20%	25%
Has the rural road network in good and passable condition expanded over the last five years?	48%	16%	20%	16%
Do the above policies and strategies include the promotion of rural transport services including intermediate means of transport?	22%	25%	20%	33%
Has the SSATP played a useful role in the past in assisting your country to address its rural transport issues?	34%	5%	47%	14%
Is the condition of the rural road network regularly and adequately monitored?	4%	36%	20%	40%

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<sup>1</sup>The presentation is included in the attached CD-ROM or on the SSATP website.

## Discussions

- Central government continues to be the main source of financing for rural transport activities;
- In many countries, the increased decentralization of responsibilities to lower levels has not led to increased financing;
- Achieving sustainability in rural transport policies and strategies requires appropriate standards and technology;
- Road policy implementation needs to be facilitated by allocation from road funds;
- There is need to explore additional resources for rural transport from others sectors.

## *Urban Transport*

The list of presentations for this session included\*:

- BRT system in South Africa (S. Ntuli)
- Success of the Lagos BRT project (J.O. Spencer)

### **Urban transport – Questionnaire results**

<i>Questions</i>	<i>Yes</i>	<i>Partially</i>	<i>No</i>	<i>Abstain</i>
Has SSATP been effective in promoting good practices in urban transport in your country?	12.5%	37.5%	37.5%	12.5%
Has SSATP advice and recommendations to improve urban transport reached the policy makers and other stakeholders in your country?	15%	27.5%	55%	2.5%
Have urban transport service provision improved in your country?	7.5%	15%	75%	2.5%
Are SSATP knowledge products (publications, workshops) useful to inform urban transport reform in your country?	47.5%	37.5%	12.5%	2.5%

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\* The presentations are included in the attached CD-ROM or on the SSATP website.

<i>Questions</i>	<i>Yes</i>	<i>Partially</i>	<i>No</i>	<i>Abstain</i>
Has SSATP been helpful for the design of policies and projects (such as BRT systems) to renew the urban transport fleet in your country?	5%	7.5%	82.5%	5%
Has SSATP been helpful for the design of policies to integrate small or informal operators, and rationalize public transport supply in your country?	2.5%	12.5%	85%	0.0%
Has SSATP been helpful for the reform of the institutional and regulatory frameworks of urban transport in your country?	42.5%	22.5%	22.5%	12.5%
Has SSATP been helpful in bus franchising and other contracting schemes for the provision of public transport in your country?	7.5%	12.5%	7.5%	5%

## **Discussions**

The group reviewed past activities and made the following observations:

- The area of knowledge products has been handled satisfactorily;
- But, there is room for improvement in the promotion of good practices, helping rationalization of public transport supply (BRT, bus franchising, integration of informal operators) and supporting institutional and policy reforms.

### **4.3 Theme 3 — Regional Integration**

#### **Improving transit transport along selected corridors**

The list of presentations for this session included\*:

- Improving transit transport along Africa corridors (J. K. Kabanguka)
- Institutional arrangements of the Central Corridor (R. Shamte)
- The Northern Corridor transport observatory (G. Onyango)
- Interventions on Chirundu and Beit Bridge border posts (B. Curtis)

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\* The presentations are included in the attached CD-ROM or on the SSATP website.

- The Abidjan-Lagos corridor trade project (K. Anthony)

## Results of the voting exercise

42 people participated in this thematic group discussion and the survey questionnaire was filled by each participant. Below is the result of the survey questionnaire.

### Transit Transport – Questionnaire results

Questions	Yes	Partially	No	Abstain
Is the Ouagadougou Ministers' Declaration on non tariffs barriers along major corridors implementation	11%	50%	14%	25%
Did the RECs and corridor authorities benefit from the establishments of the corridor monitoring system initiated by SSATP to influence policy makers?	27%	46%	16%	11%
Are there any useful linkages of transport activities between the national coordinators, regional coordinators and RECs to be promoted by SSATP?	50%	23%	7%	20%
Is there a need for SSATP to consider developing a capacity building program for the RECs and the SROs in the transport sector?	89%	7%	2%	2%
Should SSATP be more pro-active in supporting programs or activities to mitigate the HIV/AIDS pandemic along transit corridors?	75%	18%	2%	5%
Did study findings on transport prices and costs on international transport corridors and way forward to respond to all expectations?	11%	57%	14%	18%
Is the current level of implementation of regional agreements, protocols and transit transport facilitation instruments satisfactory?	13%	50%	32%	5%
Should SSATP advocate for more donor support in order to be able to provide more support to the corridor authorities for the development of one-stop border posts to enhance their capacity so as to deliver their mandate?	93%	0%	2%	5%
Is the SSATP role in knowledge sharing and dissemination of transport good practices effective?	37%	48%	5%	10%

## **Discussions**

The key issues emerging from the group's discussion included:

- Ouagadougou Declaration on non tariffs barriers is still relevant;
- There is a need for a strong coordination and linkages mechanisms between national and regional levels, (REC's, SROs and Corridors Authorities and Associations);
- Need for concerted efforts to support and strengthen the National Coordinators in the SSATP framework;
- Proper funding mechanism is the basis for a sustainable corridor management e.g. Northern Corridor Model;
- Data management is critical as an activity to enhance the capacity of corridor institutions;
- In order to be able to manage data sustainably, SSATP should facilitate the following:
  - Interconnectivity between transport modes stakeholders;
  - Continuous data collection and analysis;
  - Data sharing between stakeholders;
- Capacity building of the RECs and SRO is a crosscutting issues;
- On Axle Load, there is need to:
  - Harmonize different axle load limits;
  - Deal with inefficiencies in enforcing axle load limit;
  - Share good practices on axle load limit.

### **4.4 Cross-Cutting Issue – Governance and Integrity**

The list of presentations for this session included:

- Governance and integrity in the transport sector (A. Bhandari)
- Good governance in transport (M. Pulichino)
- Governance in transport: A quest for interdisciplinarity (F. Amony)

### **Results of the voting exercise**

62 people participated in the GAI group discussion and the survey questionnaire was filled by each participant. Below is the result of the survey questionnaire.

## Governance and integrity – Questionnaire results

Questions	Yes	Partially	No	Abstain
Is GAI essential in all 3 themes of SSATP	94%	2%	2%	2%
Is the role of GAI understood by policy makers	23%	63%	14%	0%
GAI requires a multi-stakeholder approach	87%	8%	2%	3%
Include evaluation of GAI in SSATP work program	85%	11%	2%	2%
Policy makers support GAI risk assessment	40%	42%	10%	8%
GAI not uniform across countries and more than public FM or procurement	88%	8%	3%	1%
Is current level of professional ethics and oversight adequate?	0%	38%	50%	12%
Is transparency, accountability and participation adequate?	2%	42%	54%	2%
Would SSATP be effective in knowledge sharing and dissemination?	65%	27%	6%	2%

## Discussions

### *Definition of governance*

The group began by defining GAI and they agreed on the following definition:

- *Governance*: A country's exercise of political, economic and administrative authority in managing its affairs at all levels.
- *Poor governance*: C (Corruption) = M (Monopoly) + D (Discretion) – A (Accountability).

### *Other observations*

- A lot of data relevant to GAI is already available (AICD, African Road Maintenance Funds Association; RECs, Universities, Research Inst. Corridor Authorities);
- GAI performance indicators for the three SSATP themes need to be identified (road user charges, transport prices and non-tariff barriers are all important indicators);

- Governments undertake studies and agree on protocols but implementation is poor;
- Poor enforcement of regulations;
- Poor/inadequate participation at grass roots level in decision making and oversight;
- Need to estimate in monetary terms the loss due to poor GAI;
- Poor GAI leads to poor completion of projects leading to inadequate provision for road safety features among others.

#### 4.5 Cross-Cutting Issue – Transport and Climate Change

The list of presentations for this session included\*:

- Transport and climate change – SSATP initiative (T. Nahusenay)
- Transport and climate change – review of the debate and results (M. Juhel)
- Making transport climate resilient (K. Pedersen)

#### Results of the voting exercise

A total of 14 people participated in the discussions and the voting exercise was undertaken by each participant. Below is the result of the survey questionnaire.

#### Transport and Climate Change – Questionnaire results

Questions	Yes	Partially	No	Abstain
Is there sufficient understanding of the impacts of climate change on transport in Sub-Saharan Africa (SSA)?	0%	0%	71%	29%
Is the difference between mitigation measures mainly to reduce carbon emissions and adaptation needed to respond to changes in rainfall patterns and other effects, widely understood in SSA countries?	0%	0%	50%	50%
Is the knowledge on low carbon transport and adaptation to climate change well disseminated in SSA countries?	0%	0%	93%	7%
Do you consider that mitigation and adaptation strategies are adequately mainstreamed in transport development?	0%	0%	86%	14%

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\* The presentations are included in the attached CD-ROM or on the SSATP website.

<i>Questions</i>	<i>Yes</i>	<i>Partially</i>	<i>No</i>	<i>Abstain</i>
Is there a common understanding that climate change is a concern to all transport areas (sectoral level, sub-sectors, regional transport)? If yes, what actions should be taken by the different players?	0%	0%	50%	50%
Is there emerging good practices in SSA transport sector in mitigation and adaptation to climate change?	7%	0%	43%	50%

## **Discussions**

The key issues for the discussion on climate change included:

- Climate change is real, with impacts, including health hazards from toxic gas emissions resulting from vehicle use
- Impacts of climate change on local communities include aftermath of flooding causing diseases and ravaging livelihood
- Drainage systems are important in road infrastructure
- Importance of climate resilient structures noted
- Transport modes may need to change. To this end, affordability of the poor remains one of the greatest challenges to be addressed
- The developed nations in the north are largely responsible for climate change yet the impacts are severe in developing countries in the south
- Mechanisms are available by which developed countries can assist developing countries to manage the impacts of climate change. These will be reviewed in December in Copenhagen during COP 15
- Low income developing countries focus is adaptation while high income developed countries focus is mitigation
- Infrastructure costs for climate resilient roads will vary from country to country, but it will certainly increase investment costs
- The associated benefits outweigh the costs
- Focus for climate resilient roads needs to be on maintenance rather than on infrastructure
- Need for technology options for infrastructure maintenance with lower carbon print compared to bitumen and cement exist. These include fired bricks from agricultural waste e.g. rice husks and natural stones and local materials
- Alternative technologies are needed
- Fuels with low carbon foot print are available for certain sectors
  - Electric vehicles
  - Bio fuels in vehicles

- Full life cycle of new technologies is critical including for production and disposal of batteries for electric vehicles
- Options for air transport remains the greatest challenge; research with bio fuels ongoing but so far not conclusive
- For climate resilient roads it is important to consider new design standards that are more aligned with availability of local materials rather than replication of western standards.

## 5. RECOMMENDATIONS FOR 2010 WORK PLAN

### Report back from thematic breakout group discussions

The sections below highlight the recommendations included in the reporting back from each breakout discussion group on Wednesday morning to the plenary session. Each group made a presentation (available on the attached CD) containing key observations and recommendations for the tasks to be undertaken in 2010 and the results of the survey questionnaire.

#### **THEME 1. Transport Sector Strategy — Recommendations for 2010 tasks**

- Dissemination of the Guidance Note for developing a pro-growth pro-poor transport sector strategy
- Support to development of pro-growth, pro-poor transport strategies (PGPTS) in two selected countries - Support stakeholders participation in the PGPTS development process
- Technical advice to countries updating national transport strategies/programs/master plan and developing a PGPTS
- Poverty Reduction and Transport Strategies Review (PRTSR) Application and Impact Review (AIR) -Consultant; travel cost and workshop
- Completion of the PRTSR review in Niger

#### **THEME 2.(a) Road Management & Financing — Recommendations for 2010 tasks**

- Support the development of indicators in RMF governance
- Standardize road data collection methodology and format
- Undertake greater advocacy for (1) more urban road maintenance financing and (2) continued government commitment to RMF policies (respect of 2<sup>nd</sup> generation road fund principles)
- Complete ongoing activities
- Support the dissemination of RMF national strategies and tools
- Support training of trainers on the use of RMF tools in selected countries
- Support RMF policy implementation reviews for best practice
- Support road associations to improve coordination and oversight

### **THEME 2.(b) Rural Transport — Recommendations for 2010 tasks**

- Support to countries in policy development
- Review of emerging experiences from policy implementation
- ARTA advised to reach out to countries not yet members
- ARTA to contact Africatip with a view of a collaboration
- ARTA to establish links with ARMFA

### **THEME 2.(c) Urban Transport — Recommendations for 2010 tasks**

- Disseminate successful experiences in African (Lagos BRT) and Latin American countries, relying more on member organizations (UATP)
- Promote the creation or the strengthening of urban transport authorities and gathering political support in favor of public transport
- Assess non motorized mobility needs and intermediate means of public transport

### **THEME 3. Regional Integration — Recommendations for 2010 tasks**

- Deepen knowledge of logistics costs and harmonize collection methodology (analytical study on transport and logistics costs)
- Update the RECs and the region's knowledge of legal frameworks in Sub Saharan Africa
- Harmonize axle load and overload control and share good practices
- Improve REC's capacity to advocate practical implementation of Voluntary Counseling and Testing (VCT) and support actions stocktaking exercise of what is done in each corridor and REC
- Improve inter-RECs and sub-regional organizations linkage
- Facilitate the establishment of protocols (CICOS and Central Corridor)
- Establish Corridor Management Committees (Djibouti Corridor)
- Facilitate Implementation of Central Corridor Agreement
- Establish a Transport Observatory (CICOS, Central/Dar Corridors)
- Disseminate revised Northern Corridor Treaty + Protocols
- Monitor the Malaba Border Post (Pre-OSBP)

## Report back from cross-cutting issues breakout discussion groups

### **CROSS-CUTTING ISSUE. Governance & Integrity - Recommendations for 2010 tasks**

#### **Qualitative assessment (tied to Theme 1)**

- Adopt a peer review mechanism in collaboration with non-state entities to assess the level of GAI in transport sector organizations
- SSATP to play an advocacy role by elevating the profile and awareness of GAI in transport sector
- Gather and disseminate best practice examples of policies underpinning GAI and professional ethics in the transport sector

#### **Quantitative assessment (tied to Theme 2)**

- Develop a set of relevant GAI indicators for purposes of monitoring and comparison
- Use as much as possible, existing data and information and forge partnership with relevant organizations such as Private Sector, Regional Associations, NGOs, RECs, Corridor Authorities, Road Agencies, Road Funds, etc...
- Develop uniform framework and collect best practice examples of Action Plans to improve GAI

### **CROSS-CUTTING ISSUE. Transport & Climate Change - Recommendations for 2010 tasks**

The working group noted that the activities proposed for implementation under the three themes are appropriate but not sufficient. Additions were suggested:

- SSATP should work with other institutions that have developed a knowledge base on climate change and transport
- Based on what has been done (by these other institutions), SSATP should prepare discussion papers on climate change and disseminate

Following the feedback from the rapporteurs, two further brief presentations were made.

### **Cross-Cutting Issue – Women in Transport**

The “Women in transport group” presentation was made by a representative from the private sector.

It is known that women in Africa are very much a central part of trade activities and play a major role in the production and distribution of food. It is also well known today that one of the main hurdle to an efficient commercialization of agricultural products or the reason why 80% of products are sold at a loss or damaged due to lack of adequate and efficient transportation. One of the missions entrusted to the private sector would in that context be to create a new category of African professional dedicated to intra-regional and inter-States transport of food crop. A private sector group is putting together a project involving 100 women in West Africa to introduce them to the new techniques of commercialization.

### **Cross-Cutting Issue – Road Safety**

During the lunch break on Tuesday, and continuing the same evening, road safety specialists had informal discussions about how road safety issues might be addressed by SSATP. A brief presentation on the results of these discussions was made by a member of this group.

The group made a strong case for the need to include road safety as a separate theme in SSATP activities, especially since the world’s attention was poised to be drawn to this important global challenge during the up-coming ministerial conference on road safety scheduled for Moscow in November 2009.

A collaborative mechanism should be put in place among the different parties and stakeholders along the transit corridors to address road safety issues such as legislation, enforcement training, and improvement of roads. The need for data collection in road safety was also raised by the group.

Plenary discussions took place following the reporting back presentations. The Program Manager then made a presentation assembling the recommendations from all of the discussion groups together as input to take forward into preparing the detailed SSATP work program for 2010.

### **Main comments from Day 3 plenary session discussions**

Regarding the recommendations on the proposed activities for the work plan of Theme 1 and more specifically the need to partner with other organizations, it was requested that USAID should also be added to the list. The “Competitiveness and Trade Expansion” Program is an important endeavor undertaken by USAID showing how important the link between transport and other sectors is, agriculture being just one example. SSATP was also encouraged to collaborate with PIARC, the World Roads Association, which has a number of technical committees dealing with issues like road safety, rural transport as well as governance. Regarding the fact that only two countries have been selected to devise a PGPTS pilot in 2010 due to SSATP limited resources, it is hoped that development partners will include a PGPTS component in other countries’ projects.

Regarding Theme 3 and more specifically, the harmonization of axle loads, it was noted that this issue falls under a broader area dealing with the harmonization of infrastructure, handled at sub-regional level; for example, SADC and ASANRA have done a lot in harmonizing design and traffic regulation standards. Since axle load cuts across many regions it was proposed under the initiative of SADC and COMESA to harmonize axle loads within the sub-regions. It was further suggested that SSATP should make a complete inventory of all initiatives undertaken by its partners to avoid duplication. Another proposal was for SSATP to liaise with Infrastructure Consortium for Africa<sup>1</sup> (ICA), an initiative supported by many development agencies where SSATP could for instance play a role of knowledge production. Also on the topic of harmonization, but this time in connection to air transport, it was suggested that it would be very helpful to African development, given the importance of safety and security in aviation, if SSATP could try to help harmonize and bring in common thinking in policies related to safety and security regulation as well as economic deregulation.

On road safety, one of the comments made was related to the issue of drivers’ training and awareness needs to be initiated as part of the road safety efforts. In some countries, the process of issuing driving licenses is lax. Focus should be on interstate drivers, and driving on the left or the right in different countries. In response to this concern, delegates were informed that there is a plan to establish two training centers for drivers in West Africa, one in Dakar and one in Accra.

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<sup>1</sup> ICA was launched in 2005 with the objective to enhance and accelerate the development of infrastructure in Africa, as well as to help remove technical and policy barriers.

However, there is a need to involve other donors and partners in order to enhance success in drivers training. It was also strongly pointed out that HIV and AIDS is an integral part of road safety and this cross-cutting issue should be tackled within the context of the transport corridor.

#### **Final response and comments by Mr. Hachim Koumaré, Board Chairman**

In his concluding comments following the plenary discussions on the breakout discussion groups' recommendations, Mr. Koumaré assured delegates that their key contributions on all three themes and cross-cutting issues will be carefully analyzed by the Board and included in the 2010 SSATP work plan. In response to a remark made regarding women's attendance, he further assured delegates that a high proportion of female representatives will attend the next Annual Meeting. Commenting on the proposed work plan, he suggested that it was necessary to break down the activities by responsibilities, e.g. between the RECs and the countries.

On implementation of activities, Mr. Koumaré emphasized the need to complete and assess what has been started and undertake new pilots in a few countries before replicating on a large scale.

## 6. CLOSING OF THE ANNUAL MEETING

At the start of the closing ceremony, Mr. Hachim Koumaré introduced the current members of the SSATP Board and informed delegates that Mr. Bruce Thomson of the EU, the long serving SSATP Board member representing the financing partners, has retired from the EU and the SSATP Board. Nonetheless, the EU has agreed to continue representing the financing partners in the SSATP Board and has appointed Mr. Paulus Geraedts to represent them. Similarly, in line with a rotating representation of the RECs on the SSATP Board, the REC-TTC is now represented in the Board by Mr. Hosea Nyangweso of the EAC.

Following the introduction of the Board members, Mr. Koumaré invited delegates to give final comments before the official closing of the 2009 annual meeting. Below are some of the highlights of discussions that followed.

**Participation in the National Coordinators meeting and studies undertaken by SSATP:** The PM was requested to urgently convene a meeting with SSATP National Coordinators to agree implementation strategies for the 2010 work plan.

**Strengthening partnerships:** In order to strengthen the SSATP partnerships, there should be a structured mechanism/policy for doing things, especially at the national level. The SSATP Chairman assured the delegate that the point had been noted and action would be taken to streamline engagement mechanisms.

**National coordinators as entry points for SSATP activities:** The importance of National Coordinators as the entry points for SSATP activities was emphasized, and as such they should be given the right support to enable them perform their roles sufficiently and effectively. Transport ministers should also be encouraged to attend and participate in SSATP annual meetings in future.

**Role of African Union:** Mr. Bernard Barandereka from the Department of Infrastructure and Energy, AU Commission assured delegates that with support of the AfDB, the AU is going to initiate two studies soon on the Dakar-Djibouti and the Djibouti-Libreville Corridors. He thanked the Board for inviting the AU to the meeting and congratulated the SSATP management for the organization of the Meeting.

## **Closing Remarks**

**Closing remarks by Mr. Hachim Koumaré, UNECA, Chairman, SSATP Board.** In his closing remarks, Mr. Koumaré informed delegates that the 2009 annual meeting has delivered what it was asked to deliver – the work plan for 2010 – and that now, it is no longer time to talk but to act. He noted that there was massive participation by experts in all relevant fields and the need to continue networking even after the meeting, is of great importance. He noted that a range of experiences and knowledge were shared during the meeting and that because of the ownership levels that are expected, there is optimism that DP2 will achieve its objectives. He appreciated the high level participation from the World Bank and thanked all delegates for their active participation.

On staff issues, Mr. Koumaré noted that there had been high staff turnover but this has stabilized since the new PM came on board, as well as the Data Specialist and the Eastern and Southern Africa Regional Coordinator/Theme leader.

Mr. Koumaré thanked the Government of the Republic of Malawi for generously hosting the meeting. He further thanked the management team for all the efforts that went into organizing and managing the meeting. Finally, he thanked the facilitation team for ensuring that discussions, especially during the working group sessions, were conducted smoothly and in a participatory manner.

**Closing remarks by the Uganda Minister of Works and Transport:** In his closing remarks, the minister expressed great pleasure for the invitation to participate in the 2009 SSATP stakeholders meeting. He gave highlights of SSATP related activities that have been implemented in Uganda, including the establishment of the Uganda Roads Authority, Road Fund, Railway concessioning (with Kenya) and the Road Safety Authority (RSA) which is currently in the process of being set up. He urged SSATP to continue advocating for the setting up of RSAs by member countries and expressed gratitude to SSATP for working closely with the Northern and Central Corridors' authorities. On railway concessioning, the Minister indicated that Kenya and Uganda need support to adopt policies that can help them revamp the existing railway concession which is currently not working well. Finally, the minister thanked the government of Malawi for hosting the 2009 Annual Meeting and invited SSATP to hold the 2010 Annual Meeting of the SSATP stakeholders in Uganda.

**Closing remarks by Mr. Sanjivi Rajasingham, Transport Sector Manager, World Bank, SSATP Board Member:** In his closing remarks, Mr. Rajasingham lauded delegates for once more engaging in invigorating professional discussions, renewing friendships, making new friends, catching up on developments in the transport sector, and sharing experiences. He said the meeting was a confirmation of the fact that SSATP remains the foremost gathering to engage in discussion on transport sector issues on the continent and is a unique and precious partnership, in which each partner needs to do their part to make sure it continues to thrive and grow in the future. Mr. Rajasingham reiterated that SSATP should always strive to respond to the needs and demands of its African partners by exploiting its comparative advantage in airing issues and seeking solutions. He said that while SSATP was able to identify emerging issues, share findings of studies on long-known challenges and through its proposed work plan, define the activities to address some of the issues, he however, noted that some of the topics that were flagged in the discussions require increased prominence, especially the demand for more work on road safety and on data management to help SSA design more effective policies. These demands show how the partners are shaping the direction of the Program, thanks to the active participation of the delegates.

Finally, Mr. Rajasingham paid tribute to the many people who played special roles to ensure the success of the 2009 Annual Meeting. He expressed special thanks to the Government of the Republic of Malawi for their generosity in welcoming delegates to the Warm Heart of Africa and for successfully hosting the Meeting.

**Vote of thanks:** Participants expressed their gratitude to the President and through him, to the people of the Republic of Malawi for the warm welcome and care given to them throughout their stay in the Warm Heart of Africa during the Annual Meeting of the SSATP stakeholders. The generosity and warmth accorded to the delegates enable them to work successfully for three days and adopt the 2010 SSATP work plan which will go a long way in addressing key issues related to the three themes of DP2, including cross-cutting issues. Participants also thanked the Minister of Transport and Public Infrastructure and his team for successfully hosting the Meeting and requested him to extend their gratitude to the President of the republic. Finally, the delegates thanked the SSATP team and partners for the successful organization and management of the meeting.

**Official closing speech:** The official closing of the 2009 Annual Meeting of the SSATP stakeholders was undertaken by Dr. M.P. Magwira, Principal Secretary II, on behalf the Minister of Transport and Public Infrastructure of Malawi. Dr.

Magwira said he was impressed by the dedication and commitment to discussions, both during plenary and working group sessions. He noted that the meeting considered in great detail, a number of important topics including Road Management, Rural & Urban Transport, Transit Corridors, Transport Sector Strategy, Transport Sector Management and Regional Integration. He singled out the need for a comprehensive framework that will facilitate the attainment of the reduction of transport costs among the most vulnerable farmers in SSA countries and said emphasis should be on pro-poor, pro-growth strategies if this is to become a reality.

The full text of the opening and closing speeches can be found in Appendix A of this report.

## 7. EVALUATION OF THE MEETING

At the end of the Annual Meeting, delegates were asked to evaluate the success or failure of the Meeting by indicating their individual feelings on the following five key aspects:

Pre-meeting arrangements and reception on arrival

- Meeting arrangements
- Documentation and publications
- Relevance of issues discussed and outcomes
- The meeting process and facilitation

Overall, the meeting was successful in achieving the key objective of debating and fine-tuning the SSATP work program for 2010, thereby giving a clear direction to SSATP on the way forward for the coming year. Participants were generally happy with the structure and overall organization of the meeting, the relevance of issues for discussion and outcomes, as well as the process and methodology of the meeting, although some areas for improvement were identified for future meetings.

The results of the evaluation are given in the table below, which will be taken into account for the preparation of the 2010 Annual Meeting as well as the following recommendations suggested by participants:

- The voting exercise could be conducted prior to the Meeting and the results shared at the start of the breakout sessions so as to inform the discussions.
- The time allocation for some of the thematic group discussions was too tight and as a result presentations and debates were extremely rushed. It is more important to identify critical issues for in depth discussions rather than discuss many issues inconclusively, SSATP should therefore in the future pick fewer topics or allocate more time to cater for presentations and discussions.
- Communication with participants should commence further in advance of the meeting, and more information about the discussions that are planned should be circulated before the meeting.
- It was also suggested to keep closer attention to logistical arrangements to avoid the accommodation problems that affected some participants.

	☺☺ Excellent	☺ Good	☹ Fair	☹ Poor	☹☹ V. Poor	No of respondents
<b>Pre-meeting arrangements and reception on arrival</b>						
▪ Background information available before your arrival	30.9% (22)	37% (32)	19.8% (17)	8.6% (7)	3.7% (3)	81
▪ Visa and flight arrangements	27% (17)	46% (29)	9.5% (6)	9.5% (6)	7.9% (5)	63
▪ Reception at the airport and transportation to hotel	21.3% (16)	25.3% (19)	30.7% (23)	14.6% (11)	8% (6)	75
▪ Registration at the hotel	18.9% (14)	41.9% (31)	14.9% (11)	9.4% (7)	14.9% (11)	74
<b>Meeting arrangements</b>						
▪ Accommodation	18.4% (14)	50% (38)	14.5% (11)	5.3% (4)	11.8% (9)	76
▪ Transportation to and from meeting venue	9.8% (5)	47% (24)	23.5% (12)	13.7% (7)	6% (3)	51
▪ Meeting venue	24% (18)	56% (42)	16% (12)	4% (3)		75
▪ Payment of per diems	14.2% (5)	37.1% (13)	23% (8)	5.7% (2)	20% (7)	35
<b>Documentation and Publications</b>						
▪ Timely availability of documents	11.5% (9)	41% (32)	34.6% (27)	7.7% (6)	5.1% (4)	78
<b>Relevance of issues and outcomes</b>						
▪ Plenary sessions on day 1	18.4% (14)	67.1% (51)	13.1% (10)	1.3% (1)		76
▪ Working group sessions on day 2	10.8% (8)	69% (51)	17.6% (13)	2.7% (2)		74
▪ Clarity and conclusiveness of outcomes from working groups	9.9% (8)	55.6% (45)	32% (26)	2.5% (2)		81
▪ Clarity and conclusiveness of outcomes from the plenary discussions	10.5% (8)	60.5% (46)	23.7% (18)	5.3 (4)		76
<b>The process</b>						
▪ Meeting program and method	15.8% (12)	63.2% (48)	17.1% (13)	3.9% (3)	15.8% (12)	146
▪ Quality of discussions during plenary sessions	21.8% (17)	53.8% (42)	21.8% (17)	2.6% (2)	21.8% (17)	142
▪ Quality of discussions during working group sessions	16% (13)	59.2% (48)	19.9% (16)	4.9% (4)	16% (13)	138
▪ Quality of facilitation during plenary sessions	19.8% (16)	66.7% (54)	12.3% (10)	1.2% (1)	19.8% (16)	138
▪ Quality of facilitation during working group sessions	17.7% (14)	67% (53)	13.9% (11)	1.3% (1)	17.7% (14)	135
▪ Quality of interpretation	17.1% (13)	65.8% (50)	13.2% (10)	3.9% (3)	17.1% (13)	146

## 8. APPENDICES

### 8.1 Appendix A: Speeches

*Opening statement by Mr. Paulus Geraedts from the European Commission on behalf of SSATP financing partners*

Honorable Minister,  
Distinguished Guests,  
Ladies and Gentlemen,

It is a great pleasure for me to make this address on behalf of the European Commission and other financing partners to SSATP.

This means I am currently speaking on behalf of Norway, Sweden, and United Kingdom, and in addition, the Program is grateful to contributions of Austria, Islamic Development Bank, the World Bank, African Development Bank, and UN Economic Commission for Africa. I am also very pleased to recognize Japan International Cooperation Agency in the room as a longstanding reliable partner to Africa's development. All partners to SSATP are making cash or in kind contributions, valued to a total amount of about 16 million USD.

The European Commission's latest commitment to SSATP is 8 million Euros, of which the first tranche of 3.8 million was recently transferred to SSATP.

Honorable Minister, Mr. Chairman, I believe the motto of this meeting "strengthening the transport policy partnership for sub-Saharan Africa in the face of today's global challenges" was particularly well chosen.

As you may know, in response to the crisis earlier this year, the World Bank, AfDB and EC signed up a joint statement to feed into the April G20 discussions on how to use infrastructure development and maintenance for job creation, economic development and improvement of Africa's long term competitiveness. Also, the EU is reacting to the global financing crisis, in order to support developing countries to cope with the crisis.

The crisis is one more reason to respect our promises, as development partners for Africa, for increased development aid. Increasing ODA is the best anti-crisis measure one could imagine. This remains the backbone of our action. The European Union has demonstrated its determination by increasing its annual aid to 49 billion € (\$68 billion) in 2008 which is 0.40% of the EU Gross National Income.

Of course, this effort needs to be maintained and even intensified to reach the targets the EU set itself for 2010 and 2015. At international meetings and fora, like this one, our political leadership is constantly encouraging other donors to assume their responsibilities and translate promises into actions.

At the same time the crisis shows us the need to use aid better. More than ever, it is possible - and necessary! - for development aid to act as a catalyst, attracting investment, promoting technology transfer and facilitating trade. Innovative sources of financing are to be expanded and translated into systemic action. Using aid better means improved coordination and exchange of information on policies, working methods and projects in the pipeline.

Honorable Minister, Mr. Chairman, I'm glad to say that EC and some of the financing partners here present take this very serious, as proven by their active involvement and commitment to the Infrastructure Consortium for Africa, with its Secretariat in the AfDB.

The European Commission is not new to infrastructure in Africa. On the contrary, as the largest grant donor to Africa, we are a long-standing partner in improving its infrastructure.

Today, the European Commission has a portfolio of around € 3 billion in projects underway in Africa, with the bulk going to transport, mainly in the form of road rehabilitation projects and, in some countries, sector budget support.

The European Union has made significant contributions to the financing of the eight trans-African Highways and missing links.

Over the last twelve years, and for the five years to come, around 28 percent of the total length of 44,000 km of the corridors have been or will go through rehabilitation works using European funds, which represents around 11,000 km of roads on the continental network.

These contributions are made in close coordination with the national and regional authorities and other development partners. It is again particularly relevant here to mention the Infrastructure Consortium for Africa that plays a large role in infrastruc-

ture advocacy and coordination, including brokering of regional projects. In this framework, it is worth mentioning that at recent meeting it was agreed that under ownership of the regional economic communities that

- WB would lead brokering exercise for West Africa Power Pool, that
- AfDB would lead brokering for Northern Corridor (Lagos Mombasa), that
- DfID would lead brokering efforts for the North-South Corridor, and the
- EC would lead brokering for the Horn of Africa Initiative.

We believe that participation and ownership of African actors is crucial for the successful implementation of SSATP. SSATP is unique and envied by many. It meets a demand for transport policy knowledge production, experience sharing and professional networking in a way that is unequalled in other sectors.

In recent past, we have to admit, it has been rather silent around SSATP. This period is now over and SSATP is back:

- This AGM presents a complete team
- with fresh resources
- preparing for a clear set of tasks for the new year...

so that SSATP success may be continued.

In this new enthusiasm, it is important to recognize also new challenges:

- Connecting Europe and Africa – does the Program have room to deal with this new trend and whole of continent approach of the AU-EU partnership?
- How does SSATP knowledge and experience feed into PIDA? It is good to see the African Union Commission is represented at the AGM this year.
- Private sector is important partner of SSATP already, but we need to think about how to pluck better and more fruit of this public-private partnership.
- It is essential to attract financing for transport infrastructure in Africa – how does SSATP work on resource mobilization?
- Outreach to other partners – JICA already acknowledged, but what about other partners like China and Brazil, who I believe are not here today?

The coming three days, we will all work together, on today's global challenges, including climate change and governance, and on the three main themes of SSATP's Second Development Plan – fostering sustainable transport policy development, en-

couraging adequate management arrangements, and promoting regional integration and trade facilitation.

We will be guided by capable moderators through discussion, debate and free exchange of ideas, in order to shape next year's Work Program for SSATP, in order to provide guidance to the Program Management Team and SSATP's network of National and Regional Coordinators as well as Thematic Leaders, and, ultimately, in order to improve the transport infrastructure and service levels on this beautiful continent.

Thank you for your attention.

*Opening remarks by Mr. Hachim Koumaré, Chairman, SSATP Administration Board*

Honorable Minister of Transport and Public Works of the Republic of Malawi,  
Honorable Ministers,  
Honorable Heads of Diplomatic Missions and Representatives of Institutions,  
Dear Partners,  
Invited Guests,  
Ladies and Gentlemen,

It is a great honor and privilege for me to address this distinguished gathering on the occasion of the Annual Meeting of the SSATP.

On behalf of all SSATP partners and in my own name, I would like to express my most sincere and profound gratitude to His Excellency Bingu Wa Mutharika, President of the Republic of Malawi, his Government, and the people of Malawi for the legendary hospitality extended to all participants from the moment they set foot in Malawi, a country reputed for its perseverance and incorruptible people. I also wish to thank His Excellency Khumbo Kachali, Minister of Transport and Public Works of the Republic of Malawi, for his efforts, which made it possible to hold this meeting here in Lilongwe, one of Africa's legendary capitals known for peace and integration. Excellency, your presence attests to your commitment and the commitment of your Government to develop transport in Sub-Saharan Africa. My thanks also to those who assisted you by working tirelessly to arrange for the facilities and provide a cordial atmosphere for our meeting.

I wish to express my heartfelt appreciation to the other ministers for attending this meeting.

I would also like to thank our partners who have been steadfast contributors to the Program. I encourage them to continue to provide this much-needed support, with a view to helping establish an efficient, safe, and reliable transport system that provides service at affordable prices.

My thanks to the experts for accepting our invitation, and for the quality of the contributions that they will no doubt make to the work carried out.

Excellencies, Ladies and Gentlemen,

Permit me to begin my remarks by assuring all our partners and all those who have strived for the unity of Africa that the establishment of a program dedicated to Sub-Saharan Africa in no way signals a desire to isolate the continent. Instead, it is aimed

at helping this region of Africa bridge the gap relative to the rest of the continent and the world in the area of transport development.

This meeting provides me with an opportunity to reiterate the essential role played by the Sub-Saharan Africa Transport Policy Program (SSATP) in the socioeconomic development of Sub-Saharan African countries. Significant progress has been made in such areas as establishing second generation road funds, promoting institutional and financial reforms, lobbying for the creation of road safety offices in the relevant ministries, and developing transit corridors in order to reduce transport costs and time and facilitate trade.

The Program has also addressed such cross-cutting issues as HIV/AIDS and gender and has conducted an in-depth review of the issue of rural development. It therefore continues to encourage States to develop rural transport so that production and consumption points can be linked at lower costs and within reasonable timeframes.

The Program has also worked actively on poverty reduction issues by including transport policies in second generation Poverty Reduction Strategy Papers (PRSPs) in particular, thus facilitating studies and analyses in several countries, with the assistance of the development partners.

Notwithstanding these positive achievements, work remains to be done. Furthermore, transport policies are viewed as insurance for partners against mistakes in transport investment planning and as a way to ensure maximum economic returns. During this period of financial crisis, transport policies are becoming more essential than ever, given that this crisis has led to job losses and made poor societies even worse off. Sound transport policies will help mitigate the impacts of the crisis and/or reduce its negative effects.

Indeed, sound transport policies pave the way for improvements in and, in some instances, a doubling of agricultural production, facilitate access by populations to basic services, and thus contribute to growth and poverty reduction.

Conversely, flawed transport policies lead to higher transport costs, weaken trade competitiveness and industrialization, isolate rural populations, and create missing links and significant private investment shortfalls.

It is heartening to note that, taking into account the information provided above, the Program is continuing its activities under its Second Development Plan (DP2), organized around the following three main themes:

1. Comprehensive pro-poor and pro-growth transport strategies

Under this theme, the Program seeks to address issues related to poverty reduction strategies and the Millennium Development Goals (MDGs). The Program also intends to develop a practical methodology for monitoring the impact of transport investments on poverty reduction. Similarly, it will build awareness around the negative effects of transport on climate change, an issue that currently poses a major challenge.

The expected outcome at the end of the Plan period is the implementation of comprehensive and effective pro-poor and pro-growth transport strategies.

2. Sustainable institutional and financial arrangements for road infrastructure and rural and urban transport services

Under this theme, the Program seeks to support sound road management and financing reforms, support rural transport, and improve urban mobility. Consequently, the focus will be on the financial autonomy and sustainability of road funds, the ability of road agencies to withstand economic and political shocks, and the capacity of road funds to promote good governance in the sector and serve as a repository of information on good practices related to rural access and urban mobility. In addition, the SSATP will facilitate policy-related dialogue, the exchange of experiences, and collaboration with development partners.

The outcome will therefore be the establishment of sustainable institutional and financial arrangements for road infrastructure and safe, reliable, efficient, and affordable transport services.

3. Improving transit transport along selected corridors

This third theme seeks to improve transit transport by assisting the regional economic communities with the preparation and implementation of policies and strategies aimed at improving corridor management and ensuring the free movement of persons and goods along corridors.

Measures to promote transit transport along the main corridors are expected to be implemented.

The implementation strategy for the Second Development Plan is different from the one for the First SSATP Long-Term Development Plan, which has ended. Indeed, the Second Development Plan addresses, first and foremost, the issue of ownership by all partners, in particular the countries, regional economic communities, and donors. This will lead us to change old habits and move away from a business as usual approach.

The new strategy will focus much more heavily on the approach of groups of countries and on replicating the experiences of these groups in other countries, in consultation with all partners. In addition, heavy emphasis will be placed on the dissemination and sharing of knowledge and good practices. In combination with the foregoing, national and sub-regional dialogue will be held, using new information technology.

We will involve all potential partners in the launching of the Second Development Plan so as to ensure broad synergy and complementarity and avoid duplications. In this regard, we will very work closely with the African Union Commission and NEPAD, as well as the institutions established to assist Africa with infrastructure development.

In addition to close collaboration with donors, the Program will achieve greater decentralization through regional coordinators who will be based in the different sub-regions. These sub-regional coordinators will engage in intensive discussions with the regional economic communities and countries, with a view to the implementation of all Program components.

In order to ensure the success of this Second Development Plan, we are calling on all Program partners to lend it their full support, hence the theme of this meeting “Strengthening the transport policy partnership for Sub-Saharan Africa in the face of today’s global challenges.”

This occasion is therefore a fitting one to express our very sincere appreciation to all our current and potential partners, in particular the European Union, the African Development Bank, the World Bank, the Islamic Development Bank, the Swedish International Development Agency (SIDA), Denmark, France, Ireland, and Norway.

Ladies and Gentlemen,

Permit me to share with you a number of ideas being discussed by the Board regarding the activities and future of the SSATP, with the aim of ensuring the success of the Program and strengthening the partnership.

The identification of appropriate policies can only have an impact if the countries and development partners apply them judiciously to their daily activities.

For this reason, we would like the SSATP Program to be used by our partners in the near future as a frame of reference for their country interventions. We will therefore propose, during this Annual Meeting, the procedures necessary for periodic publication of a transport policy report in SSATP member countries. This report will draw

on the “Doing Business” publication in business areas, and on the Human Development Index (HDI), in socioeconomic areas. To this end, countries will be ranked based on their performance in the area of transport policy. An SSATP prize could also be awarded to high-performing countries in this area.

Our hope is that the partners, namely countries and donors, will make full use of the SSATP in order to confront the challenge posed by the transport infrastructure deficit in Sub-Saharan Africa and to guide country interventions, with the SSATP being used as a seal of quality.

Another area of our discussions is the private sector. It is recognized that the private sector must play a more active role in building infrastructure and providing transport services. While a few tentative steps have been taken in this direction, they are not enough for the continent. We would therefore like to begin a series of discussions with a view to publishing appropriate policies for greater private sector involvement in infrastructure. In this instance, the focus will be on the legislative and organizational aspects related to private sector participation.

Another topic to which the Board attaches great importance is the issue of transport governance. As we move forward with providing transport services and mobilizing partners to invest in infrastructure, we are coming up against economic and political governance issues in the sector. This matter will be analyzed in detail and discussed at this meeting and throughout program implementation, and policy documents that offer guidance will be drafted.

The final discussion points will address the issues of climate change and the development of agricultural production. Discussions will be held with the aim of making a contribution to the major international initiatives in these areas.

With the assistance of the ministers present and with your expert assistance, we will like to leave this meeting with suitable proposals on the parameters and criteria to be used to evaluate country performance in the area of transport policy, which I mentioned earlier. They will thus serve as a robust tool for orienting future investments.

Ladies and Gentlemen,

This meeting, the agenda of which was provided to you, also represents a unique occasion and opportunity for information exchange and capacity building. In fact, over two and a half days, you will hear the presentations of leading experts on emerging issues related to the development of transport infrastructure. I urge you to contribute fully to the discussions.

Allow me to thank, in advance, all the presenters who agreed to participate in this meeting.

In conclusion, I would like to reiterate our heartfelt appreciation to the Minister of Transport and Infrastructure, the Government and people of Malawi, the other ministers here present, all our partners, and everyone attending this meeting.

Long live the Republic of Malawi.

Long live the SSATP.

I thank you and wish you every success in your work.

*Opening Speech by His Excellency Mr. Khumbo Kachali M.P, Minister of Transport and Public Infrastructure of Malawi*

Honorable Ministers,  
Excellencies, members of the Diplomatic Corps,  
The Principal Secretary for Transport and Public Infrastructure in Malawi,  
Distinguished Delegates,  
Government Officials,  
Members of the Press,  
Ladies and Gentlemen,

It gives me great pleasure to graciously undertake the official opening of this very important Conference of the Sub-Saharan Africa Transport Policy Program which is being held here in Malawi for the first time.

But before I do so, please allow me to officially welcome each one of you to Malawi, the Warm Heart of Africa. I believe you travelled well from your respective countries to Malawi and that my fellow Malawians have also extended to you all, a hand of warm welcome. Please feel free and enjoy your stay in Malawi. As a country, we are proud to have you around during this Conference.

Let me also extend a special welcome to Honorable Ministers who are representing the Regional Economic Communities (RECs) for sparing your precious time to come and attend the Conference. Your attendance is therefore greatly appreciated and not taken for granted.

As most of us know, the SSATP is an international partnership to facilitate policy development and related capacity-building in the transport sector in Sub-Saharan Africa. This calls for sound transport sector policies and strategies that will lead to safe, reliable and cost-effective transport among our people thereby contributing towards sustainable economic growth and poverty reduction among the partner countries.

Ladies and gentlemen, Malawi's economy is agro-based and its rural populace, just like other developing countries, depends on subsistence farming. Apparently, they face a number of challenges, one of which being inadequate provision and maintenance of rural roads and transport services to facilitate their access to economic and social services, including moving agricultural produce to markets.

Distinguished delegates, ladies and gentlemen, in order to address some of these challenges, Malawi has fully adopted the implementation of the Sub-Saharan Africa Transport Program, since its establishment in 1987. A number of activities have been implemented in Malawi and some substantial progress has been made. The most notable output is the establishment of the National Roads Authority in 1997, which later on in 2006 evolved into the Roads Authority and the Road Fund Administration to improve the operations in the transport sector. Other initiatives in rural transport included the corridors management involving the private sector.

On the other hand, the Government has been implementing Malawi Rural Travel and Transport Program (MRTTP) since 1997. The programme was to motivate the private sector, non-governmental organizations and donor agencies to support this initiative in addressing rural travel and transport problems of the majority of the people of this country.

Honorable Ministers, distinguished delegates, ladies and gentlemen, this process has led to the formulation of the Rural Transport Policy which was later incorporated into the National Transport Policy. The National Transport Policy was then adopted for implementation in 2001. The Malawi Rural Travel and Transport Programme (MRTTP) has further been enshrined in other national policy documents such as the Poverty Reduction Strategy Paper (PRSP) endorsed in 2001. Through this programme, Malawi has managed to undertake a needs assessment on capacity building at local level. I am pleased to inform the Conference that there is more capacity on the ground to implement various programmes in the transport sector than before.

Under the Long Term Development Strategic Plan, Malawi was among the first countries in phase one to carry out a review of the National Transport Policy and Malawi Poverty Reduction Strategy to clearly establish the links between transport and poverty. A clearly defined output was the strong linkage between transport and poverty reduction and the role they play in socio-economic growth of the country. It is not surprising therefore that the Government reviewed the National Transport Policy in 2005 and further to that, the placing of the transport infrastructure as a priority area in the Malawi Growth and Development Strategy.

This notwithstanding, we, as partners, have a challenge before us in understanding the significant role of transport in achieving the Millennium Development Goals. Few of the MDGs, targets and indicators incorporate transport's contribution to

the goals at both country and regional level. This therefore calls for a review of MDGs focusing on the ever increasing demand for transport at all levels.

Ladies and gentlemen, Malawi is very committed to the full implementation of the SSATP activities. As Government, we have already noted benefits from the devolution of some functions from the National Roads Authority to the Roads Authority and the Roads Fund Administration, all through this initiative.

Last but not least, let me take this advantage to thank our cooperating partners namely the European Union, Sweden, Denmark, Norway, Ireland, United Kingdom, France, African Development Bank, Islamic Development Bank, United National Economic Communities for Africa (UNECA) and the World Bank for their continued support towards the activities of the SSATP. Over and above, I would also like to thank other partner countries and the Regional Economic Committees for both human and physical resources that have enabled Malawi and indeed other respective countries to implement the program.

Distinguished delegates, all partners need to establish strong collaboration with distinctive roles for each partner, both regional and national, to avoid duplication of activities.

Lastly I wish to urge this Annual General Meeting of the SSATP to look at themes set before us. I have looked at the agenda of the Conference and I realize that there is a lot that needs to be done. Issues such as regional integration and trade; transport governance; and climate change & transport stand out clearly in this dynamic world and need due attention during this meeting. I wish to appeal to all delegates to dedicate your time to the Conference so that we come up with a framework for improved transport system in Africa.

With these few remarks, it is my singular honor to declare the Sub-Saharan Africa Transport Policy Program 2009 meeting officially open and I wish you fruitful discussions.

I thank you all for your attention.

*Closing remarks by His Excellency Mr. Simon Ejua, Minister of Works and Transport of Uganda*

Thank you very much Mr. Hachim Koumaré, Chairman of SSATP Board, the chairman of the REC-TCC Eng. Hosea Nyangweso, the Program Manager of SSATP, Mr. Stephen Vincent, all the distinguished delegates, ladies and gentlemen.

It is a great pleasure for me to be in Lilongwe to participate in this year's Annual General Meeting of SSATP.

As Uganda, we are fully committed to the ideas being championed by SSATP and all its partners. In this regard, Uganda has made tremendous progress in undertaking key reforms being advocated by SSATP. In the area of Road management, Uganda has gone ahead and established the Uganda Roads Authority as well as a Road Fund. Uganda also went ahead and joined the railways concession with Kenya.

In regards to Road Safety, Uganda continues to experience one of the highest fatalities in Africa and it is estimated to cost about 2.7 percent of the GDP. In order to mitigate the high fatality rate, Uganda is in the process of setting up a National Roads Safety Authority that is trying to match together the regulation aspect and the safety aspect. I therefore appeal to SSATP to continue according a high priority to Road Safety and to assist countries in Sub Saharan Africa to design and implement effective Road Safety programs.

Mr. Chairman, distinguished delegates, a number of Sub Saharan African countries are landlocked and face high transport and logistics costs. It is for this reason that we consider the development of trade and transport corridors as vital to our survival. In this regard, I am glad to note that SSATP is already working with the Northern Corridor and the Central Corridor Authorities. An additional support towards the enhancement of the implementation of capacities of the corridor authorities will be the most appropriate.

Distinguished delegates, we also consider the issue of rail development as it has been paramount to solving our transit problems.

As the rail concession we entered into with Kenya is performing poorly, we welcome any support from SSATP in helping us adapt the right policies and the way forward.

The discovery of commercial quantities of oil in Uganda does not only necessitate us to revamp our transport systems but will also lead to increase trade. Trade facilitation should therefore remain one of the main areas of focus of SSATP.

Finally Mr. Chairman, I wish to take this opportunity to announce Uganda willingness and readiness to host the 2010 Annual General Meeting of SSATP in Kampala. We honestly believe that this will provide an opportunity for the participants coming from various parts of Sub Saharan Africa to acquaint themselves with the progress Uganda has made in particular and the Northern Corridor as a whole.

I ask SSATP to consider the offer positively and will endeavor to give us feedback at the earliest possible convenience.

I wish to end by thanking the government and the people of Malawi for hosting this meeting and for the wonderful hospitality extended to us since our arrival in this beautiful city of Lilongwe. I also wish to thank the organizers of this meeting; the SSATP officials and all other partners.

I thank you all and may God bless you.

*Vote of thanks by Mr. Ousmane Thiam, President, CETUD*

We, the participants at the Annual Meeting of the SSATP, held in Lilongwe, Malawi from October 19–21, 2009, would like to express our deep gratitude to the President of Malawi, Doctor Bingu wa Mutharika, and the people and Government of Malawi, for the legendary African welcome extended to us ever since we set foot on Malawian soil and for the special attention given to us during our stay in Lilongwe. We greatly appreciated the hospitality and the facilities provided for us from the moment we arrived in Malawi, the warm heart of Africa.

These facilities and the friendly atmosphere allowed our work to proceed smoothly, and we were able to adopt the SSATP work program for 2010, which will help develop transportation services and infrastructure in Sub-Saharan Africa and thus contribute to the development of trade, the improvement of road safety, the strengthening of trade facilitation along the transit corridors, and ultimately, poverty reduction.

We also wish to thank the Minister of Transport and Public Works, Mr. Khumbo Kachali, and his entire team for their efforts, which made it possible for this meeting to have been held here. Mr. Minister, please convey our sincere thanks to President Bingu wa Mutharika.

We would also like to express our sincere gratitude to the entire team of the Sub-Saharan Africa Transport Policy Program and the partner institutions for the support and encouragement given to the program, without which the SSATP could not be implemented.

Long live international cooperation,

Long live Malawi,

Long live the SSATP.

*Closing remarks by Mr. Sanjivi Rajasingham, Sector Manager, World Bank*

Mr. Chairman,  
Principal Secretary,  
Distinguished Guests,  
Ladies and Gentlemen,

Over the week-end we began gathering here in Lilongwe, meeting as the SSATP partnership, and today we are reaching the conclusion of yet another memorable three days.

We have once more engaged in invigorating professional discussions, renewed our friendships, made new friends, caught up on developments in the transport sector, and shared experiences.

We had a poignant reminder, if any was needed, that the SSATP remains the foremost gathering to engage in discussion on transport sector issues on the continent. It is a unique and precious partnership, and each of us needs to do our part to make sure it continues to thrive and grow in the future.

In 2008 we were not able to meet. This 2009 meeting is therefore even more important as it enabled us to catch up and cover lost ground. That we have been able to do this over three days is testimony to the fact that the partnership has matured and we are largely clear on what we want to achieve and importantly, that we all work very well together.

During this Meeting we were reminded once again of what the SSATP does best as a knowledge creation and sharing forum. Mr. Jose Luis Irigoyen made a keynote and I have to say, very timely presentation on how the SSATP can help the transport sector in Africa deal with two major global crises, financial and climate change. Colleagues from the EU, AfDB, AU/NEPAD, UNECA, industry representatives, and the World Bank as well as from the private sector, made presentations and contributed to discussions on the AICD, infrastructure development, climate change, governance in the transport sector and transport sector management and contributed to the rich discussions.

The SSATP should always strive to respond to the needs and demands of its African partners by exploiting its comparative advantage in airing issues and seeking

solutions. During these meetings, the SSATP was able to identify emerging issues, share findings of studies on long-known challenges and through its proposed work plan, define the activities to address some of the issues. The draft work plan for 2010 as presented testifies to this. However, it is apparent also that some of the topics that were flagged in the discussions require increased prominence. I refer here in particular to the demand for more work on road safety and on data management to help us design more effective policies. This to me, shows how the partners shape the direction of the Program, all thanks to your active participation.

We were able to work to achieve the above because of the generosity of our hosts, the Government of the Republic of Malawi. We were shown in no uncertain terms that, indeed, Malawi is the warm heart of Africa. Special thanks go to

**Hon Mr. Kumbo Kachali**, MP, the Minister of Transport and Public Infrastructure;

**Mr. Chinsinga**, Principal Secretary, Ministry of Transport and Public Infrastructure;

**Dr. Magwira**, Principal Secretary of the Ministry of Transport and Public Infrastructure;

**Mr Bright Kumwembe**, Director of Administration and Finance for the Ministry of Transport and Public Infrastructure and the acting SSATP National Coordinator;

and the Local Organizing Committee who contributed to making our meeting a success. Thank you very much for the magnificent facilities, the warm and generous hospitality, and efficient services.

We also appreciate the work of the conference service providers, who were available at all times to help our participants with the wide range of issues that accompany successful hosting of international gatherings of this nature. In addition, we want to thank our interpreters and translators who made sure that our discussions were accurately shared. Thank you. Merci.

We are very grateful to the SSATP Program Management Team for the tremendous work they accomplished. The preparations for this meeting started long ago: conceiving an appropriate theme and designing a process with both enough breadth and depth to cover a wide range of relevant transport sector issues. Special

thanks to Stephen Vincent – this is his first meeting as program manager and his colleagues including Ana Ba, Tekie Sium, Fanny Barrett, Zeina Samara and the rest of the Team who worked tirelessly for the last several months and are still doing so to make this event a success. I extend to them a special THANK YOU, from all of us, for a job well done. I would also like to recognize Jean-Francois Marteau, who as the interim SSATP Program Manager for the first four months of this year, led the SSATP effectively and initiated the preparations for this event.

I have already referred to the presence in the meeting of some of our donors, which we gratefully acknowledge. This presence and support augurs well for the SSATP and enables the Program to move forward as a robust and relevant program to the activities that we all do in the various countries and regions where we work. Thank you very much.

A special thanks to Pavlos Evangelidis for his untiring efforts to finalize the EU contribution to enable this meeting. We also greatly appreciate the efforts of Bruce Thompson, former SSATP Board member who retired from the EC last year, for his long support of SSATP, his valuable input to DP2 and his efforts in mobilizing the EU contribution to SSATP.

Mr. Chairman I take this opportunity to pay tribute to two very dear colleagues who have been pillars of the Transport community in Africa and are beginning new phases of their lives. Alain Labeau retired from the World Bank at the end of September. Anil Bhandari will follow him in April. Anil and Alain have been leaders in innovation, implementation, and above all guiding and mentoring countless transport professionals on the continent. Their imprint and influence on the transport sector is truly colossal and is a precious gift to all of us working in Africa.

Last and by no means least, we bear in mind that the SSATP is about all its partners. I would therefore like to thank you participants for the lively discussions and the knowledge and experiences that were shared. I am confident that we will take the same energy to implementing the agreed activities.

Finally, I wish you all well as you return home, and hope to see you again soon.

Thank you, Merci et Bon Voyage.

*Closing speech by Dr M.P. Magwira, Principal Secretary II, on behalf of the Minister of Transport and Public Infrastructure of Malawi*

Chairperson,

Honorable Ministers,

Your Excellencies, members of the Diplomatic Corps,

Government Officials,

Members of the Press,

Distinguished Ladies and Gentlemen,

I have the honor to perform the closing function for the Annual General Meeting of the Sub-Saharan Africa Transport Policy Program which has been running from Monday, the 19<sup>th</sup> October 2009. This has really been a wonderful meeting.

You would recall that when the Minister of Transport Hon. Khumbo Kachali, opened this meeting, he urged all delegates to fully participate in the discussions so that we can achieve the intended objective of this meeting. I have actually been impressed with the commitment and dedication by all delegates to the meeting both in the plenary and also during parallel meetings.

Ladies and Gentlemen, a number of countries have indicated different level of progress in terms of the implementation of the SSATP activities. What pleases me most is the commitment from all countries and our cooperating partners in the implementation of various programs under the SSATP.

Distinguished Delegates, Ladies and Gentlemen, coming to specifics, the meeting has among other things, greatly considered a number of important topics which include Road Management, Rural & Urban Transport, Transit Corridors, Transport Sector Strategy, Transport Sector Management and also the Regional Integration just to mention but a few. More importantly, I would like to single out the need for a comprehensive framework that will facilitate the attainment of the reducing transport costs among the most vulnerable farmers in our countries. The emphasis should therefore be on the pro-poor, pro-growth strategies if this is to become a reality. This gap should be bridged, and the sooner the better.

Issues of both urban transport and rural transport need due attention, not only on policy direction but also implementation. Our cities are becoming congested each

day. The Lagos presentation is a very good example that has really challenged some of us in this meeting. Here, as I have said, the issue is implementation because we have already good policies, some of which have gathered dust in our offices.

Ladies and Gentlemen, as we all know information sharing is very critical, I therefore wish to urge SSATP to purposely promote information sharing among all member states. To achieve this, there is need for a proper regional integration that can also promote trade among member states. Today, we are talking of one boarder post program as well as promotion of development corridors.

I am also, pleased to note that the issue of climate change has been taken aboard in these meetings. The challenge of climate change is evident all over the world and the least developed countries are the ones that are greatly affected, even though they contribute less to carbon emission than the developed countries.

It is therefore a challenge for each and every one of us to seriously consider the impact of climate change and further come up with appropriate activities that can bring awareness and preparedness to any challenges accompanying climate change. Road safety issues were also brought to the attention of the meeting and I understand that pertinent issues have been highlighted during the parallel meeting that was held yesterday.

This, understandably, cannot be done by one single institution. It is imperative, therefore that all the organizations that have been identified be committed to the implementation of the resolutions that the meeting has come up with.

I believe that this meeting has set forth and stimulated an agenda with a lot of thinking on improving the transport sector in the Sub-Saharan Africa. And that all our cooperating partners will be more than willing to assist the SSATP and indeed member states for the implementation of the critical and better proposals coming out of this meeting.

I have been informed that there had been some logistical mishaps in accommodation and Visas. Please accept our sincere apologies on behalf of all concerned and be assured that the Ministry will take up the matter to ensure that this does not happen again.

Mr. Chairperson, Hon Minister, Distinguished Delegates, Ladies and Gentlemen, on behalf of the Government of Malawi, I declare the 2009 Sub-Saharan Africa

Transport Program meeting officially closed and I thank all of you for your contribution towards the discussions.

I thank you.

## 8.2 Appendix B: Annual Meeting Program

### SUNDAY 18 OCTOBER 2009

- 9:30-17:00 National representatives meeting  
18:30 Cocktail Reception and Registration at Crossroads Hotel

### MONDAY 19 OCTOBER 2009

- 08:00 Registration
- 09:30 Opening session**
- Introductory remarks by Dr. M.P Magwira, Principal Secretary II, Ministry of Transport and Public Infrastructure, Malawi
  - Opening remarks by representative of SSATP Financing partners, Mr. P. Geraedts, European Commission
  - Opening remarks by Mr. Hachim Koumaré, Chairman of SSATP Board(UNECA)
  - Opening speech by the Minister of Transport and Public Infrastructure of Malawi, Honorable Khumbo Kachali M.P.
- 10:30 Coffee break
- 11:00 Keynote presentation and panel discussion**
- “Strengthening the transport policy partnership for sub-Saharan Africa in the face of today’s global challenges”*
- Chair: Mr. H. Koumaré, Chairman of SSATP Board
- Introduction of keynote presenter by Mr. S. Rajasingham, Transport Sector Manager, Africa Region, World Bank
  - Keynote presentation by Mr. J. Luis Irigoyen, Senior Manager Sustainable Development Dept., Africa Region, World Bank
  - Presentation by Mr. Adama Deen – Transport Advisor, NEPAD Secretariat
  - Panel Discussion, Panel of presenters also joined by Mr. Ali. Kies, Transport Division Manager, African Development Bank
- 12:30 Lunch
- 14:00 Briefing on SSATP and presentation of the Africa Infrastructure Country Diagnostic (AICD) Study**
- Chair: Mr. A. Kies
- SSATP Update
- “Update on SSATP” by S. Vincent, SSATP Program Manager
  - “Feedback from of the national representatives meeting” by Ms. T. Linko, national representative from Lesotho
- Presentation on “Africa’s Infrastructure – A time for transformation” by Ms V. Foster, Lead Economist, Africa Region, World bank
- 15:00 Coffee Break
- 15:30 Parallel session 1 of short topical presentations**
- Presentations focused on Road Management, Rural & Urban Transport Service
- Chair: Mr. S. Rajasingham, World Bank
- “Promoting operational integration of information operators” by Mr. R. Lommé, World Bank

- “Improving the growth of the rural transport” by George Banjo, World Bank
- “Knowledge for sustainable rural mobility: the African community Access Programme(AFCAP)” by MM. J. Turner and R. Geddes, AFCAP
- “The success story of the Lagos BRT-lite” by Mr. F. Oladeinde, LAMATA
- “Vehicle overload and sustainable financing of road infrastructure” by Mr. A. Adolehoume, SITRASS
- “Road safety data collection analysis in West Africa: Review of best practices by Mr. O. Hartmann, ISTED

**Parallel session 2 of short topical presentations**

Presentations focused on Transit Corridors

Chair: Mr. P. Geraedts, European Commission

- “Transiting SSA corridors: Findings and possibilities” by L. Harmon, Corridor Development Consultants
- “Road Assessment in Africa” by J. Mumford, IRAP
- “The trade facilitation facility” by Mr. D. Njiinkeu, World Bank
- “HIV/AIDS projects / self regulation / user-pay funding” by Mr. B. Curtis, FE-SARTA
- “Make roads safe: Time for action for road safety in Africa” by Mr. P. Kwamusi, FIA Foundation

18.00 Cocktail reception and cultural evening

**TUESDAY 20 OCTOBER 2009**

**08:30 Program for infrastructure Development in Africa(PIDA)**

(presentation delayed from Monday)

Chair: H. Nyangweso, REC-TCC Chairman

- Presentation by Mr. Bernard Barandereka – Department of Infrastructure and Energy, African Union Commission

**09:00 Breakout discussion groups in three parallel sessions for the three SSATP themes**

**THEME 1. Transport Sector Strategy – Comprehensive pro-growth and pro-poor transport sector strategies**

Discussions session led by Mr. Yao Adzibey

Introduction presentations before discussions

- “Transport strategies facilitating growth and poverty reduction” by Mr. T Natusenay, World Bank
- “Road sector budget planning using economy-wide modelling tools” by H. Tarp Jensen, Ghana

**THEME 2. Transport Sector Management – Sustainable institutional and financial arrangements for road infrastructure and rural & urban transport services**

Discussions session led by Mr. Alain Labeau

*Road management & financing: sub-theme discussion led by Mr. Kingson Aparaa*

Introduction presentations before discussions

- “ARMFA’s prospective for 2010” by I. Robinson, ARMFA
- “Review of roads agencies performance” by Mr. M. Pinard, consultant

*Rural Transport sub-theme discussion led by Mr. George Banjo*

Introduction presentations before discussions

- “From Policy development to implementation: opportunities and constraints”  
by G. Banjo, World Bank

*Urban Transport: sub-theme discussion led by Mr. Roland Lommé*

Introduction presentations before discussions

- “BRT system in South Africa: Lesson from the city of Johannesburg” by Mr. S. Ntuli, City of Johannesburg)
- “Lagos BRT – The operator’s view” by Mr. J. O Spencer

**THEME 3. Regional Integration – Improving transit transport along selected corridors**

Discussions session led by Mr. Jean Kizito Kabanguka

Introduction presentations before discussions

- “Improving transit transport along African corridors” by Mr. J. K. Kabanguka, SSATP
- “Progress report on setting up a corridor management” by Mr. R. Shamte, CCFTA
- “Process of set up a transport observatory” by Mr. G. Onyango, NCTTCA
- “Interventions of Chirundu and Beit Bridge Border Posts” by Mr. B. Curtis, FESARTA
- “Abidjan-Lagos Corridor Trade & Transport Facilitation Project” by Mr. E. Anthony, ALCO

10 :30 Coffee Break

11:00 Three parallel thematic breakout discussion groups (continued)

12:30 Lunch

13:15 Lunchtime road safety discussion “What should SSATP be doing regarding road safety?”

14.00 Breakout discussion groups in two parallel sessions for selected SSATP cross-cutting issues

**Governance**

Discussions led by Mr. Anil Bhandari

Introduction presentations before discussions

- “Governance and integrity in the transport sector” by Mr. Anil Bhandari, World Bank
- “Governance in transport: Problems and challenges” by Mr. M. Pulichino, AIDCO
- “Governance in transport: A quest for interdisciplinarity” by Mr. F. Amony, gTKP

**Climate Change**

Discussions led by Mr. Tesfamichael Nahusenay

Introduction presentations before discussions

- “The SSATP transport and climate change initiative”, by T. Nahusenay
- Transport and climate change – Review of the debate and results” by Mr. M. Juhel, Sector Manager, World bank
- “Making transport climate resilient – Case Study – Roads in Ethiopia” by K. Pedersen, COWI

- 15.00 Coffee Break
- 15.30 Two parallel cross-cutting issues discussions (continued)
- 17.00 Discussions finish: Rapporteurs prepare slides for report back on Wednesday
- 17.30 Presentation delayed from Monday  
 Chair: K. Diakite, SSATP Board, private sector
- “Africa region trade corridor road safety initiative”, by L. Tzeuton, TOTAL  
*(Additional presentation)*
  - “GRSF Overview” by B. Stafbom, World Bank Global Road Safety Facility

#### WEDNESDAY 21 OCTOBER 2009

- 9.30 **Report back from discussions**  
 Chair: Dr. M. P. Magwira PS II, Ministry of Transport and Public Infrastructure, Malawi  
 Report back from three SSATP theme breakout discussion groups
- 10.30 Coffee Break
- 11.00 **Report back from discussions (continued) and 2010 Work Plan**  
 Chair: Hachim Koumaré, Chairman, SSATP Board  
 Report back from Governance and Climate Change discussion groups  
 Brief presentations regarding women’s group and road safety discussions  
 Summary of 2010 Work Plan by Program Manager
- 12.30 Lunch  
 Additional Presentation on tracking systems freight security and visibility by Transport Logistics Consultants
- 14.00 **Closing session**  
**Chair: : Hachim Koumaré, Chairman, SSATP Board**
- Closing remarks by the Hon. Simon Ejua, Minister of Works and Transport of Uganda
  - Vote of thanks by Mr. O. Thiam, President, CETUD
  - Closing remarks by Mr. S. Rajasingham
  - Closing Speech Dr M.P. Magwira, Principal Secretary II, on behalf of the Minister of Transport and Public Infrastructure of Malawi
- 15.00 Coffee Break
- 15.30 **SSATP General Assembly**

#### THURSDAY 22 OCTOBER 09 Field Visit

A trip was organized by the Government to visit a road rehabilitation project and Lake Malawi

### 8.3 Appendix C: List of Participants

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
Angola	Kinkela, Bernardo	National Director For Transport - Ministry of Transport
Angola	Vicente, Muro Teresa	Director of Transport - Ministry of Transport
Belgium	Evangelidis, Pavlos	Programme Manager - European Commission
Belgium	Pulichino, Michael	Quality Management Officer - European Commission - Europe Aid
Benin	Abloutan, Coffi	Coordonnateur National du Projet Régional de Facilitation des Transports sur le Corridor Abidjan-Lagos - Ministère des Transports et Travaux Publics
Benin	Anthony, Edy Kokouvi	Transport & Multi Sector Specialist - Abidjan-Lagos Corridor Organization
Benin	Chabi, Mamadou	President of The Board - Road Maintenance Fund
Benin	Glele, Théodore	National Coordinateur SSATP - Ministère Chargé de l'Économie Maritime et Transport Maritime
Benin	Kotchofa, Sylvestre	Director - Road Maintenance Fund
Botswana	Pinard, Michael	Consultant -
Brussels	Geraedts, Paulus	Transport and Infrastructure Policy - European Commission
Burkina Faso	Bagagnan, Rufine	Permanent Coordinator - Ministry of Transport
Burkina Faso	Meda, D Joachim	Directeur Général for Land and Maritime Transport - Ministry of Transport
Burkina Faso	Ouedraogo, Jean Bertin	National Coordinator SSATP - Ministry Of Infrastructure And Transport
Burkina Faso	Yameogo, Pascal	Directeur Général Des Pistes Rurales - Ministère des Infrastructures et du Désenclavement
Burkina Faso	Yaogo, Parimyele	Directeur De L'Entretien Routier à La Dgr - Ministère des Infrastructures et du Désenclavement
Burundi	Nahayo, Darius	Directeur des Ressources Humaines et Financières - Office des Routes du Burundi

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
Burundi	Ndayisenga, Aloys	Chef de Service Administratif Et Financier - Fonds Routier National
Burundi	Nzigamasabo, Juvénal	Chef de Cabinet - Ministry Of Transport, Posts And Telecommunications
Cameroon	Ahmat, Nene Tassy	Coordonnateur du Programme National des Transports - Ministère des Infrastructures et des Transports
Cameroon	Bandon, Mboyong Frederic	Permanent Secretary – ARMFA/AFERA
Cameroon	El Hadj, Oumarou	Directeur Général - Bureau De Gestion Du Fret Terrestre
Cameroon	Kemtsop, Tchinda Guy Augustin	Regional Coordinator/W&C Africa - IFRTD
Cameroun	Chetima, Tidjani	Economic Affairs Officer - UNECA
Cameroun	Koumaré, Hachim	SSATP Board Chairman - UNECA
Cameroun	Lissom, Vincent	SSATP National Coordinator - Ministry of Transport
Cameroun	Mben, Emmanuel	Head of Operation Control Department - Fonds Routier National
Cameroun	Nengue, Samuel	President - AFERA
Cap Verde	Duarte, Claudio Ramos	Counsellor - Ministry of Infrastructure, Transport And Telecommunications
CAR	Gondamovo, Paul	Chargé de Mission en Matière des Transports de Surface – Ministère du Transport-
CAR	Ngouingana, Joel	Directeur de Cabinet – Ministère du Transport-
Congo, Dem. Rep.	Kasonga, Pierrot	Directeur de La Planification Régionale - Ministère du Plan
Cote d'Ivoire	Aka, Joseph	Secrétaire Général - Union Africaine des Transport Publics (Uatp)
Cote d'Ivoire	Diakhite, Kaba	SSATP Board - Private Sector
Cote d'Ivoire	Yai, Vincent	Directeur Études Et Prospective - SOTRA
Denmark	Jensen, Henning	Associate Professor - University Of Copenhagen

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
Denmark	Karsten, Pedersen	Chief Project Manager - Cowi A/S
Djibouti	Azhari, Abdelkarim	Advisor - Economic Cooperation Division Igad
Ethiopia	Barandereka, Bernard	Expert en Énergie - Commission de L'Union Africaine
Ethiopia	Guiebo, Marie Therese	Economic Affairs Officer - UNECA
Ethiopia	Kebede, Bekele	Manager - Ethiopian Roads Authority
France	Adolehoume, Amakoé Patrice	Délegué Général - SITRASS
France	Hartmann, Olivier	Chargé de Programme Transport - ISTED
France	Tandia, Bakari	Consultant - Bourse de Fret (Bfat)
France	Tzeuton, Tchapnga Léopold Emmanuel	"Total - World Bank Road Safety Initiative" Project Manager - Total
Gabon	Libebele, Momboyo Kukuta Jean-Paul	Chef De Service Infrastructures - C.E.E.A.C. (E.C.C.A.S.)
Côte d'Ivoire	Cissoko, André	Conseiller Technique - Ministère Des Transports
Kenya	Barrett, Tahalia	Private Sector Officer - Usaid/East Africa
Kenya	Kambona, Kenneth	Advisor - Regional Agriculture, Trade And Policy
Kenya	Majan, Yusuf	Private Sector Transit Specialist - Usaid
Kenya	Ochieng, Paul	Facilitator - Tacitus Ltd
Kenya	Ombai, Margaret	Facilitator - Tacitus Ltd
Kenya	Omoke, Isaac	Port Statistics Officer - Port Management Association For Eastern & Southern Africa
Kenya	Onyango, Godfrey	Executive Secretary - NCTTCA
Kenya	Ruwa, Jacob	General Manager, Planning - Kenya Roads Board
Kenya	Ndinika, Stephen	General Manager - Kenya Roads Board
Lesotho	Linko, Tsepang	Senior Economic Planner - Ministry Of Public Works And Transport

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
Lesotho	Mokhethi, Molefi	City Engineer - Maseru City Council
Lesotho	Mphaphathi, Matlotliso	Financial Controller - Lesotho Road Fund
Lesotho	Phuroe, Thabang	Director of Energy - Ministry of Natural Resources
Lesotho	Pule, Refiloe	Executive Secretary - Lesotho Road Fund
Liberia	Gongar, Erasmus D.	Director of Special Project - Ministry of Transport
Madagascar	Robinson, Ioly	AFERA
Malawi	Cornet, Jocelin	Head of Infrastructure- European Commission
Malawi	Hakamada, Fumio	Technical Advisor - Road Fund Administration
Malawi	Kachali, M.P Khumbo	Minister of Transport and Public Infrastructures - Ministry of Transport and Public Infrastructures
Malawi	Kapeleta, Chimvano	Pr. Foreign Service Officer
Malawi	Kumwembe, Bright	Ministry of Transport and Public Infrastructures
Malawi	Magwira, M. P	Principal Secretary II - Ministry of Transport And Public Infrastructures
Malawi	Manyunya, Flossie	Finance And Administration Officer - ASANRA
Malawi	Mvula, Chimwemwe	Assistant Director Of Clinical Services - Ministry Of Health, Clinical Services Dept
Malawi	Nagy, Ferenc	Project Manager - EC Delegation
Mali	Arbi, Hama Ould Sidi Mohamed	Directeur General - Agetipe Mali
Mali	Kasse, Malick	Chef Division Études Et Planification - Ministère Équipement Et Transport
Namibia	Boois, Gilbert	Manager: Projects And Funding - Walvis Bay Corridor Group
Namibia	Harmon, Lynn Mitchell	Theme Champion - Trade & Transport - Global Transport Knowledge Partnership
Namibia	Simataa, Bevan	Executive Director - Trans Kalahari Corridor Secretariat
Niger	Seidou, Ghoumar	Directeur De Transport Terrestres, Maritimes Et Fleuviaux - Ministère Des Transports Et De L'Aviation Civile

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
Nigeria	Azagba, Parkinson	Transport Specialist - ECOWAS
Nigeria	Efunshade, Olukemi	Public Transport Specialist - LAMATA
Nigeria	Nwaezike, Lambert	National Coordinator, Rural Access & Mobility Project - Federal Ministry Of Agriculture & Water Resources
Nigeria	Oladeinde, Frederic	Technical Advisor (LAMATA)
Nigeria	Spencer, James	Director Lagos BRT Project (LAMATA)
Nigeria	Viashima, Iorwuese	Deputy Director - Ministry of Transport
R. D Congo	Dibungu, Mwamba	Directeur General Adjoint – Ministère des Transports et Voies De Communication
Senegal	Talla, Mamadou	Facilitator
Senegal	Thiam, Ousmane	Président & Coordonnateur National SSATP - Conseil Exécutif des Transports Urbains de Dakar (CETUD)
South Africa	Curtis, Barney	Executive Director - FESARTA
South Africa	Deen, Adama	Transport Infrastructure Adviser - NEPAD Secretariat
South Africa	Delacote, Cassandra	French Interpreter -
South Africa	Fitzmaurice, Michael	Consultant - Transport Logistics Consultants
South Africa	Heyndereickx, Nathalie	Translator
South Africa	Hoffman, Alwyn	Consultant - Adexel
South Africa	Horne, Brenda	CEO - Maputo Corridor Logistics Initiative
South Africa	Malebo, Sekhopi	Consultant - Idcommerce Technologies
South Africa	Ntuli, Simphiwe	Director: Transport Infrastructure And Sa - City Of Joburg
South Africa	Poulter, Hilde	Translator -
South Africa	Sakashita, Yuko	NEPAD Advisor In Infrastructure/ Jica Expert - Dbsa
Swaziland	Lukhele, Mduduzi	Deputy Director For Roads - Ministry of Public Works and Transport

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
Swaziland	Mamba, Sifiso	Principal Planning Officer - Ministry of Public Works and Transport
Sweden	Werner, Karl	Consultant - SIDA
Tanzania	Bagumhe, Elias	Senior Economist - Ministry of East African Cooperation
Tanzania	Haule, Joseph	Road Fund Manager - Road Fund Board
Tanzania	Masi, Peter	Executive Director - Dar Corridor
Tanzania	Nyangweso, Hosea	Principal Civil Engineer - East African Community (EAC)
Tanzania	Rutaserwa, Gratian	Senior Engineer - EAC Secretariat
Tanzania	Shamte, Rukia	Ag. Executive Secretary - Central Corridor Transit Transport Facilitation Agency
Tanzania	Tokuori, Tomomi	Jica Advisor - EAC Secretariat
TOGO	Sanni, Ishola	Conseiller Technique - Ministry of Public Works and Transportations
Tunisia	Kies, Ali	Division Manager, Transport 1 - Infrastructure Department - African Development Bank Group
Tunisia	Ishiguro, Jitsuya	Infrastructure Expert - Infrastructure Consortium For Africa (Ica)
Tunisia	Rugamba, Alex	Coordinator - ICA/AfDB
Uganda	Kwamusi, Paul	Manager – FIA Foundation
Uganda	Rukara, George	Assistant Commissioner - Ministry of Works and Transport
Uganda	Simon, Ejua	Minister Of Transport - Ministry Of Transport
UK	Amony, Fred	Theme Champion - Global Transport Knowledge Partnership
UK	Arce Moreira, Maria	Executive Secretary - IFRTD
UK	Greening, Tony	Consultant - N/A
UK	Harries, Karen	Crown Agents
UK	Mumford, John	International Director - IRAP
UK	Petts, Robert	Rural Transport Theme Champion - Global Transport Knowledge Partnership

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
UK	Turner, Jeff	Programme Manager - AFCAP
USA	Adzigbey, Yao	Regional Coordinator – SSATP/World Bank
USA	Ba, Ndeye Anna	Program Assistant – SSATP/World Bank
USA	Banjo, George	Sr Transport. Spec. - World Bank
USA	Barrett, Fanny	Consultant - World Bank
USA	Bhandari, Anil	Senior Adviser - World Bank
USA	Desthuis-Francis, Monique	Communication Officer – SSATP/World Bank
USA	Foster, Vivien	Lead Economist - World Bank
USA	Irigoyen, Jose	Senior Manager - World Bank
USA	Juhel, Marc	Sector Manager, Transport - World Bank
USA	Kabanguka, Jean Kizito	Regional Coordinator – SSATP/World Bank
USA	Kgare, Tshepo	Transport Specialist – SSATP/World Bank
USA	Kingson, Apará	Sr. Transport. Spec. - World Bank
USA	Kunaka, Charles	Senior Trade Facilitation Specialist - World Bank
USA	Labeau, Alain	Thematic Leader - World Bank
USA	Lommé, Roland	Adviser - World Bank
USA	Mchomvu, Yonas	Transport Specialist - World Bank
USA	Nahusenay, Tesfamichael	Sr Transport. Spec. - World Bank
USA	Njinkeu, Dominique	Lead Trade Facilitation Specialist - World Bank
USA	O'Neill, Peter	Lead Infrastructure Specialist - World Bank
USA	Rajasingham, Sanjivi	Sector Manager, Transport - World Bank
USA	Samara, Zeina	SSATP Program Administrator - World Bank

<i>Country</i>	<i>Name</i>	<i>Title &amp; Institution</i>
USA	Sasia, Josphat	Senior Transport Specialist - World Bank
USA	Sium, Tekie	Financial Officer - World Bank
USA	Stafbom, Bjorn	Transport Specialist - World Bank
USA	Vincent, Stephen	SSATP Program Manager - World Bank
Zambia	Kaunda, Emmanuel	Manager - Monitoring And Evaluation - National Road Fund Agency
Zambia	Musonda, Martin	Civil Engineer - COMESA
Zambia	Sayama, Olipa	Transport Economist - Ministry Of Communications And Transport
Zimbabwe	Geddes, Robert	Technical Manager - Africa Community Access Programme
Zimbabwe	Michael, Irene Doka	Deputy Director of Planning and Design, Transport,
Zimbabwe	Muzenda, Saston	Deputy Director: Policy, Planning And Coordination