

Sub-Saharan Africa Transport Policy Program



SSATP Progress Report 2004

July 2005

Africa Region



The World Bank

SSATP Progress Report 2004

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ACRONYMS

AGM	Annual General Meeting (of the SSATP)
AU	African Union
CA	Constituent Assembly (of the SSATP)
CEMAC	Communauté économique et monétaire de l'Afrique centrale
COMESA	Common Market for Eastern and Southern Africa
EAC	East African Community
ECOWAS	Economic Community of West African States
ENPC	Ecole Nationale des Ponts et Chaussées
EU	European Union
IMT	Intermediate means of transport
IT	Information technology
LTDP	Long Term Development Plan
MDP	Municipal Development Program
NEPAD	New Partnership for Africa's Development
NGO	Non-government organization
NMT	Non-motorized transport
PAM	Performance Assessment Model
PMT	Program Management Team (SSATP)
PRSP	Poverty reduction strategy paper
REC	Regional Economic Community
RED	Road Economic Decision Model
RMF	Road Management and Financing (SSATP Thematic Area)
RMI	Road Management Initiative (SSATP component)
RR	Railways Restructuring (SSATP component)
RT	Rural transport
RTPS	Rural transport policy and strategy
RTTP	Rural Travel and Transport Program (SSATP component)
SADC	Southern Africa Development Community
SME	Small and medium enterprises
SOURCE	Standard Overall Ultralight Road Care Estimate
SRO	Sub Regional Organization
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Program
T&T	Trade and Transport (SSATP component)
TOR	Terms of Reference
UEMOA	Union économique et monétaire ouest africaine
UM	Urban Mobility (SSATP component)
UNECA	United Nations Economic Commission for Africa
WB	World Bank

ORGANIZATION OF THE REPORT

The 2004 report is much shorter than those produced in previous years. There are a number of reasons for this, but principally because most of the information it contains has already been disseminated – such as the 2004 annual meeting reports, the PRTSR status reports, reports made to donors at their meetings, etc. Consequently this document limits itself to dealing with progress in achieving outcomes defined in the 2004 Work Program. This is recorded in tabular form, with short introductory texts,

OVERVIEW

The years 2002 and 2003 constituted a period of consolidation and change. Moving from the original component focused structure of the SSATP, shaped to respond to a variety of constituencies within the country and donor communities, 2004 saw the commencement of implementation of the Long-Term Development Plan, set within a thematic framework approved by the 2003 Annual Meetings.

2004 started in a mood of optimism, with assurances of long-term funding by key donors. Although there were a number of problems and delays, by the time the year drew to a close implementation was well underway, donor promises had been transformed into hard cash. Most importantly, new recruits were joining the Program Management Team (PMT) generating hope that capacity problems would soon diminish.

The report deals with a defined work program moving forward within a relatively stable financial framework. The main features of implementation, reflected in the thematic sections of this document, highlight the continuing capacity constraints within the PMT, constraints that began to be relaxed towards the end of the year with the recruitment of new staff (see Program Management, below).

2003 had ended with very positive financial commitments from a number of donors, led by the European Commission, and the first contribution to the newly created multi-donor trust fund was made by Sweden in December 2003. During 2004 other much needed contributions to the MDTF arrived, all very welcome, and none more so than the EC's first tranche of 4 million Euros which became available towards the end of April. Later, support from Denmark and Ireland was also channeled through the MDTF. Until May, cash flow constraints restricted the commencement of implementation. (Under WB operating procedures, commitments cannot be made until funds are actually deposited in trust funds, so new staff recruitment could not be commenced until after the arrival of the EC's contribution).

Norway re-entered the program in September 2004, and a new Trust Fund arrangement was established in November. (Unfortunately, for legal reasons, Norway could not contribute to the MDTF, but Norwegian support is "untied" – and subject to the same conditions as the MDTF).

The “cash flow” conditions which improved dramatically in May, meant that full work program implementation did not commence until the mid-point of the year. Nevertheless, 2004 saw a steady strengthening of engagement with regional institutions, not only the RECs, but, importantly, with the Commission of the Africa Union. The well attended 2004 annual meeting, held, through the generosity of UNECA, in the prestigious UN Conference Center in Addis Ababa, was judged the most successful in a series of highly appreciated annual events.

Good contact with donors was maintained.

PROGRAM MANAGEMENT (PM)

Unlike the 2002/2003 Business Plan, the 2004 Work Program contained no defined program management tasks as they are subsumed into the activities of the work program. However, specific program management issues deserve attention, and amongst these is the matter of program management team capacity which was severely over-stretched during much of the year.

The Program Management Team in 2004

Full-Time Team Members (MDTF Financed)

Nigel Ings	PM
Monique Desthuis-Francis	Publications
Tsegai Elias	Coord. E Africa
Fanny Barrett	Procurement
Mark Njore	Administration

Part-Time Team Members (MDTF Financed)

Arnaud Desmarchelier	Indicators
Anne Njuguna	Administration

Part-Time Team Members (Bank Financed)

Gylfi Palsson	Administrator
Tekie Sium	Finance
Steve Brushett	Road Management and Finance
Dieter Schelling	Appropriate Transport Services
Siele Silue	Appropriate Transport Services
George Banjo	Appropriate Transport Services
Hubert Nove-Josserand	Urban Mobility
Marc Juhel	Regional Transport
Jean-Francois Marteau	Regional Transport

NEW TEAM MEMBERS

Tesfamichael Nahusenay and Mustapha Benmaamar were selected for the new posts of Deputy Program Manager and Road Management & Financing Specialist through a process of international competition. Mr. Nahusenay, an Ethiopian, had previously held the posts of City Manager, Addis Ababa and General Manager of the Ethiopian Road Authority. Mr. Benmaamar joined the SSATP from the UK's Transport Research Laboratory, and is Algerian. They both joined the team in late October 2004, and spent the next 2 months in Washington DC acclimatizing themselves to the World Bank and SSATP

While **the engagement and support of the World Bank is not questioned**, staff-time contributions from operational staff in the Africa Transport Unit were less than expected because of the increasing demands of the lending program – and a shrinking number of operational staff available to the Africa Transport Unit’s Sector Manager. All of these factors contributed to low levels of PMT capacity as the WP got well and truly under way.

The implementation demands of the WP placed **great strain on procurement capacity**. It is the policy of the SSATP to rely, for the most part, on local consultants recruited in-country, with country partners fully engaged in the selection processes. Capacity building and ownership benefits undoubtedly outweigh possible efficiency gains which would have accrued from a more orthodox approach – large companies undertaking multi-country tasks – but the downside was the impact on local and PMT capacity as all struggled to come to terms with the complexity of World Bank procurement rules.

Significant time was spent by the PMT in responding to the demands of an audit, carried out by the **World Bank’s Internal Audit Department (IAD)**. This commenced in January 2004, and the draft report emerged in September, with the final report issuing at the end of the year. The rating of “mostly satisfactory” (one level down from the highest score possible “satisfactory”) was considered to be a good result, and the best rating that had resulted from an audit of a trust fund for many years.

Other **internal World Bank reviews** of partnership programs, etc, took up scarce time resources, and the fact that to date no report has issued from these exercises makes the loss of time more disappointing.

The **2003 Annual Report** issued in June 2004 and was adopted by the AGM in Addis Ababa on October 1st

There were **7 team meetings** during the year, and **two meetings with the European Donors** in the context of their regular transport experts group meetings. The first of these took place in Stockholm in June and was timed to link up with the annual GRSP meeting, held in Gothenburg. The second meeting was held in Brussels in December. At each, interim progress reports were given. The **draft 2005 Work Program** was issued in November 2004, and was approved in principle at the December donors’ meeting. That same meeting, constituted as the **Constituent Assembly, reappointed Hachim Koumare, Maryvonne Plessis-Fraissard, John Bruce Thompson and Marcel Nikiema as the SSATP Board** for a further 12 month period, December 04 – November 05.

Planning and preparing for the 2004 Annual Meeting in Addis Ababa occupied much time. The meeting itself was judged a success by the 300 or so participants. Sponsored jointly by the Ethiopian Government and UNECA, the focus was on the 2004 Work Program – but it also allowed transport and non-transport actors alike to network, exchange experiences, and reinforce the bonds at individual and institutional level which provide a significant part of the SSATP’s strength as a partnership.

At the invitation of the Ethiopian Minister of Infrastructure a **Ministerial Advisory Group (MAG)** was formed during the 2004 Annual Meeting, specifically to consider how Africa should address the issue of transport’s contribution to achievement of the MDGs, and to counsel the SSATP Board on the subject. This resulted in an action plan being agreed in which the SSATP would (i) encourage members to contribute transport/poverty reduction case studies (ii) commission an analysis of

the transport/MDG implementation links (iii) mobilize African and International experts to identify possible transport targets and indicators for feeding into the 2005 MDG review process.

During 2004, five **SSATP publications** were issued — not including routine documents such as interim progress reports, etc. or draft study reports awaiting finalization. The following three Working Papers, each with a CD-ROM attached and available in both English and French, and two Technical Notes:

- A Review of International Legal Instruments which also includes a CD-ROM containing in Annex some 250 treaties, conventions and protocols.
- The RED Roads Economic Decision Model for Low Volume Roads also available in English and in French. And
- The Proceedings of the SSATP 2004 Annual Meeting.

- Training of Small Contractors for Rural Road Maintenance in Lesotho
- Building Capacity in Management and Financing in the Road Sector

In the same year, the first draft of a Road Fund database legislation was also published on a CD-ROM, covering a various number of countries and containing Road Funds legal documents the SSATP had collected so far.

THEME: RESPONSIVE TRANSPORT STRATEGIES

1. Poverty Reduction and Transport Strategy Reviews (PRTSR)

The PRTSR is the flagship initiative of the SSATP, directly addressing the strategic vision of the program, using a multisectoral, programmatic approach to strategy analysis, engaging with transport providers and users.

The purpose of the review process is the creation of a common understanding by a broad range of influential people from the public sector, private sector and civil society in a country of how national policies and strategies should be improved, and implementation of a plan of action to make this happen.

The fundamental questions addressed by the PRTSR process are:

- Does the national poverty reduction strategy clearly identify transport needs and issues, and provide a sufficiently clear framework to orient transport sector strategies towards poverty reduction? If not, what changes are required?
- Does the strategy for the transport sector take fully into account the goals and priorities of the poverty reduction strategy? If not, what changes are required?

The review process is based on two essential principles:

- Local ownership of the process, and of the resulting conclusions and recommendations;

- Participation of a representative range of leading actors who have excellent knowledge of the issues and who can influence change.

The process involves a series of structured steps of preparation, analysis and follow-up action by each participating country. The first step involves the creation of a small Steering Group composed of high-level influential representatives a range of public and private sector institutions and organizations, including beneficiaries, civil society, interest groups, the poor.

Managing and implementing the process is undertaken by people in the countries, the SSATP provides financial and technical support. Guidance on the process and methods is provided by a strong team of specialists led and coordinated by Dr Mary Braithwaite, the Lead Coordinating Consultant (LCC). Regional Support Consultants (RSC), Margaret Ombai (Anglophone Eastern and Southern Africa) and Adama Moussa (Anglophone & Francophone West and Central Africa) were joined towards the end of the year by Abdul Awadh (Eastern and Southern Africa) and Mamadou Talla (West and Central Africa). Nigel Ings is the PMT member with overall responsibility for the PRTSR, Fanny Barrett and Tekie Sium provide procurement and financial support. Tsegai Elias and Siele Silue provided additional PMT inputs in their respective regions.

Following the encouraging example of the 3 pilot initiatives in early 2003 (Guinea, Tanzania & Rwanda) the methodology was updated, a new edition prepared at the end of the year, and published in January 2004. All SSATP members had been invited to participate in the PRTSR through Program Management Note 9, which issued in December 2003. The 2004 Work Program, had anticipated an uptake by eight countries, but in the event 13 countries declared themselves ready to commence.

Following the solid establishment of the MDTF through the first EC tranche in April, training and information events were organized in May in Nairobi for 7 Anglophone countries and in Yaoundé for 6 Francophone partners. By September 11 countries had received necessary official approval to commence the process, and Steering Groups, which manage and oversee the process, had been set up in 9 countries. By the end of the year Malawi had completed its review process (the first country to do so).

As noted in the report on Program Management, a major obstacle to progress was the need to devise procurement approaches that satisfied the need for simplicity while conforming to Bank procedures guaranteeing transparency, accountability, and competition. Achieving this while at the same time giving Steering Groups a real share in ownership and leading the selection process has not been easy. Coupled with PMT capacity constraints these had a serious impact on the PRTSR review process.

Summary of Main Achievements in 2004 - Responsive Transport Strategies		
Poverty Reduction/Transport Strategy Reviews(PRTSR)		
Planned Activities	Achievements	Notes
Produce updated review methodology, agree new countries for review process	New document produced in December 2003, disseminated in January 2004. Candidate countries invited to apply for review process support.	13 countries applied
Support follow-up actions in pilot countries	No follow-up actions support requested	No response from pilot countries to requests for support submissions – however, informal reports indicate changes to strategies in Tanzania and Guinea.
New countries commence analytical work	8 countries expected, 13 countries applied. Training delivered for Anglophone & Francophone partners in May 2004. One country (Malawi) completed the review, others commenced.	Implementation slowed by lack of clarity in procurement procedures. Steering groups established in 9 countries, documentation identified, stakeholder analyses completed in 3 countries (Malawi, Mali, Kenya)

2. Promoting a Program Approach

It has usually been thought that the “program approach” would be promoted and championed by SSATP coordinators in each country, either in the person of an individual, or through the function of a group. In the context of the SSATP the program approach would be focused on the program’s strategic objective (anchoring sector strategies in PRSs) and this would usually include promotion of the notion of transport as a multi-sectoral resource. In late 2003, countries were requested to consider the issues and choices of a group or a person, in terms of the role and location of the function.

It was also believed that in many important ways the PRTSR Steering Group could provide a model for the function – being usually led by senior transport sector actors, but including PRS implementors, public and private sector service providers and users, civil society and representatives of beneficiaries, the poor, special interest groups. The guidelines for steering group composition insisted on a significant proportion of women.

During 2004 there was very little uptake on the offer of SSATP support to the establishment of an SSATP coordinator. One country, recognizing the link with the PRTSR SG arranged for a preliminary workshop to identify the role and function of the SSATP Coordinators. But most countries who designated individuals as coordinator probably did not give a great deal of thought to the importance of the post.

It is clear that a fresh effort will be need to be made in 2005, and this will be done with the assistance of new staff.

Summary of Main Achievements in 2004 - Responsive Transport Strategies -		
SSATP Program Approach		
Planned Activities	Achievements	Notes
Establish SSATP functions in 15 SSA Countries	5 Countries nominated SSATP Coordinator	Unclear if countries fully understand the philosophy of an SSATP coordinator

3. Theme: Transport Sector Performance Indicators

The tasks for the performance indicator initiative have been performed by Arnaud Desmarchelier, an international consultant, under the supervision of Dieter Schelling.

2004 witnessed the real take-off of the Performance Indicator initiative with more than twenty member countries involved to various extents by the end of the year. Sixteen sets of data had been or were being prepared while five additional countries about to join the initiative. The start has been uneven due to the usually weak national institutional framework for transport data management. This weakness also translated in large gaps in data sent as well as their quality. As a result of this finding, discussions held at the SSATP Annual Meeting in Addis Ababa stressed the necessity to focus primarily on supporting the establishment of such sustainable institutional capacity. As such, this first cycle of data collection, scheduled to end in April 2005, will have established the extent of the problem in most countries and better defined what type of support the SSATP has to provide besides mere data collection and centralization.

The set of indicators and associated data has been largely agreed-on and adopted by participating countries. It also has been agreed on to review it in the light of experience gained by the first data collection cycle. In the same manner, it has been perceived that data definition and associated methodology had to be stricter in order to limit possible local interpretation, which leads sometime to confusion. The choice to be very flexible during this first cycle in order to maximize the number of collected data indeed impaired the overall quality of those thus-collected data.

The sustainability of transport data management depends on an appropriate institutional framework, which is currently missing in most of the participating countries, as well as on limited financial resources. Such resources can be divided in three groups. The first is for the implementation of the data production and/or management unit(s). Simple and cheap solutions are certainly possible yet beyond government resources. The second group includes the operational costs of the data management “central units.” Because of their limited size, the cost of operating such a unit could be born by national governments. The third group relates to the production of primary data. Although their required recurrence makes them eligible for national budget funding, some are expensive to produce and might suffer from national budget constraints. A pragmatic, opportunistic approach should therefore be the best solution at least in the short term.

Summary of Main Achievements in 2004 – Responsive Transport Strategies		
Indicators		
Planned Activities	Achievements	Notes
Define a range of practicable, useful sector high-level and secondary indicators, agreed by a wide spectrum of stakeholders.	The set of high-level and secondary indicators as defined in the 2003 concept note has been reviewed by sub-sector experts and adopted by participating countries for the first cycle of data collection.	The set of data will be improved in a participatory fashion in the light of the experience of the first data collection cycle.
Produce data collection manual, model database	The data set has been sent to participating countries in the form of a spreadsheet with some guidelines on their definition and methodology.	The open approach to data definition, aimed at easing data collection, will be reviewed in subsequent cycles to harden comparability.
Produce an action plan for strengthening national statistical offices	A review of national transport data management institutional frameworks has been initiated to induce appropriate reforms toward increased sustainability of data collection and management.	Action plans are to be national to better fit the local context. Reforms will take some time to define and implement and will require sustained support from the SSATP as well as national projects and programs.

THEME: ROAD MANAGEMENT AND FINANCING (RMF)

The Road Management and Financing Thematic area has replaced the previous Road Management Initiative (RMI), and was managed by Stephen Brushett with the support of Meriem Tamarzizt, Louis Fernique in Brussels (up to May 2004) and Mustapha Benmaamar (since January 2005) in Yaounde. Rodrigo Archondo-Callao provided valuable input on the RED model, and Rosemary Cubagee and Alan Yves Parte on road agencies and roads funds respectively.

Outputs are geared towards delivering benefits in six Sub-Thematic areas which are (1) Road Network Management; (2) Large Cities, Institutional and Financial Arrangements; (3) Road Fund Enhancement; (4) Road Agency Improvements; (5) Capacity Building and Training, and (6) Transitional Activities (towards programmatic approach).

RMF brought together a number of initiatives under the earlier components of SSATP – RMI, RTTP and UM – and their broadening and deepening in line with both the LTDP objectives for SSATP and the demands of the key stakeholders expressed in various meetings in the course of 2003.

SSA countries are making a significant progress towards securing road maintenance financing. Today there are around 24 road funds in Sub-Saharan Africa, but a few of them are some way off the minimum requirements for being a second generation fund. Most of them are clearly intending to be second generation funds, but may fall short in a few areas. However, as progress is made in providing sustainable road maintenance resources and improving their management, it is critical that much more progress is made in developing the capacity to use these resources more efficiently.

During 2004 the program continued to receive more high level political attention and buy-in. The first major engagement with the Africa Union was established, and the involvement and cooperation with the RECs continued improving in 2004. More emphasis was placed on working through regional, sector associations, and we saw the beginning of significant support to help build the capacity of AGEPAR (for road agencies) and ARMFA (for road funds). These are seen as providing the most promising agents for change and knowledge sharing with regard to driving forward sustainable institutional developments in the roads sub-sector.

Capacity building and delivering tools to road sector professionals are progressing, but we do not know much about the extent of use of these tools. Developing and disseminating tools consumes substantial resources, and we need to assess their impact in order to strike a balance between other parts of the program like thematic interventions, country support and collecting data. Development of databases is an important contribution towards stronger partnerships with regional associations like ARMFA.

There is a growing awareness that road safety is one of the factors having largest impact on people's lives as well as on the national economy. A main finding from the Addis meeting is that there is a strong need for coordination and regional support in addressing road safety issues more consistently and seriously, and it was observed that (i) road safety is a growing priority for sub-Saharan Africa, (ii) weak institutions play a great role in aggravating the road safety problems in SSA, and that (iii) SSATP has a comparative advantage in helping to drive and define the agenda.

The RMF thematic activities have been hit hard by capacity constraints in the PMT as expected arrival of new staff was delayed. As the number of country partners increased to thirty two in 2004 the program management capacity became a clear limitation for the theme.

Summary of Achievements in 2004 – Road Management and Financing (RMF)		
Planned Activities	Achievements	Notes
PAM Peer Review and Adjustment	Ugandan review complete Under review by internal Bank specialists	Work to continue in 2005, but will depend on the feedback from partner countries.
Updated PAM Dissemination	Presented in SSATP AM in Addis.	
Rapid Rural Road Assessment Study	Final Paper Completed	Paper describing appropriate methodology for RRRRA along with generic Terms of reference
Guide to the use of Road Management Tools	ToR complete	
Priority Strategy components, Knowledge Sharing, Dissemination (Road Safety)	Road Safety initiative concept addressed at Annual Meeting in Addis, the role of SSATP discussed and defined Some 30 stakeholders representing 13 SSATP member countries and two international organizations.	Stakeholders were from all sectors involved in road safety-health, enforcement, research, international partnerships, road agencies and other implementers.
Comparative Studies (RMF WP study combined with Transport Services study following review of responses to initial ToRs)	Studies started, completion in 2005	Institutional, financial and regulatory studies of urban transport in 4 cities (Douala, Dakar, Nairobi and Kampala)
Produce Road Fund Databank	Data collected, analyzed, and first version of CD distributed in November	CD covers 22 countries of which 12 are Francophone, 9 Anglophone, and one Lusophone. New updated version to be ready in 2005
RF Case Studies and Critical Reviews	Terms of Reference developed	Reprogrammed as to fit better with dissemination activities planned for 2005
Support Establishment of Road Fund Association	Togo replaced Gabon as President (following the resignation of the former Gabon Road fund executive secretary); review and adoption of the AFERA By Laws; adoption of a budget and a work program in Meeting in Lome in April 2004. Joint meeting AGEPAR - AFERA in Lome in April General Assembly took place in Nairobi November 2004 as planned ToR and recruitment of technical support to the AFERA President in progress	ARMFA (African Road Maintenance Funds association - <i>association des Fonds d'entretien routiers africains</i>). Created in December 2003. Gathers the Road Maintenance Funds (RMFs) or similar <u>as organizations</u> , represented by their CEO <i>ex officio</i> During the joint AGEPAR - AFERA meeting a number of outstanding issues flowing from the inaugural AFERA meeting in Libreville in December 2003 were resolved, particularly on the governance side.

Summary of Achievements in 2004 – Road Management and Financing (RMF)		
Planned Activities	Achievements	Notes
Update, Synthesize existing Road Agency Studies	Terms of Reference developed. Most legislative documents for road agencies collected in preparation of a road agencies legislation database. RMI Matrix updated	
Support to AGEPAR	The SSATP financed consultant to help coordinate the AGEPAR SSATP partnership program. Partnership program reviewed AGEPAR Annual meeting in Lome in April, and new secretariat elected. Joint meeting AGEPAR - AFERA in Lome in April 2004 Participants from 7 countries went to Paris for training in June	Partnership program focusing on knowledge dissemination, creation of national committees, and studies on toll roads and performance based contracts.
French & English Training in RED Version 3 (& HDM)	The RED CD-Rom and working papers ready and presented in Addis	RED Model facilitates economic evaluation of unpaved roads and review of Feasibility studies
Support to RMF Training Modules at ENPC	A two week training session with two training modules in Paris from June 23 rd till July 3 rd took place. An AGEPAR task force attended the procurement training, and then met to strategize on how to go forward on performance-based contracting in member countries.	Large step achieved on Francophone training, doubling the offerings through ENPC by adding a procurement course whose development was funded by SSATP
Support to one Regionally based RMF Course (Supplementing Core Birmingham University RMF Course)	Discussions with Partners well advanced for designing a Course at University of Nairobi	SSATP Technical Note providing the rationale for the course well received. Course to take place in Nairobi in October/November 2005.
Conduct Training for Trainers Workshop based on Rural Transport Knowledge Base	Training materials was prepared. Workshop's MOUs under preparation with partner training institutions (CSIR<TRL<ESAMI and Franco-phone partner to be confirmed)	

THEME: APPROPRIATE TRANSPORT SERVICES

The team that covers affordable rural transport services consists of the members of the former RTTP team and included George Banjo, Siele Silue, Tseggai Elias and Dieter Schelling. This theme consists of two distinct sub-themes, namely urban transport services and rural transport services. The studies for urban transport services at the planning workshop for the SSATP Long Term Development Plan in Kigali in 2003 started. Based on the study outcomes the further program on this sub-theme will be planned at the SSATP Annual Meeting in Bamako in 2005.

Summary of Achievements in 2004 - Appropriate Transport Services -		
Planned Activities	Achievements	Notes
Urban Public Transport Organization and Regulations in Large Cities	The study started in August 2004 by Adam Smith International. Study covers four cities, Dakar, Douala, Kampala and Nairobi.	The study, initially made of two different studies, was combined into a single one in view of the close interrelation between the two studies
Rural Transport Services Study	TOR and request for proposal package for this study was issued to short listed consultants and evaluation was on-going at the end of 2004	It is expected that this study will be concluded by mid 2005. Study was expanded to cover four countries (Zambia, Tanzania, Burkina Faso and Cameroon)
Traffic Management in Urban Areas	Delayed until completion of the NMT findings report)	
Audit of IMT Promotion Efforts in Rural Areas	Request for proposals being prepared	Study delayed
Poverty and Urban Mobility Studies	Study completed on Douala and Conakry	Final report done in French language

THEME: TRANSPORT AND REGIONAL INTEGRATION

The theme is managed by Marc Juhel in Washington, with the support of Jean-Francois Marteau. It is helping to develop a better understanding of the whole transport chain along several transport corridors in Africa. This should lead to remedial measures with an emphasis on trade facilitation, revision of institutional and regulatory aspects and better organization of regional transport operations.

To do so, the program is marching ahead with the establishment of an observatory of abnormal practices along priority transport corridors in West Africa, in close cooperation with UEMOA and ECOWAS. The three regional pilot transport corridors are those extending from the ports of Abidjan, Tema and Lomé north to Ouagadougou and Niamey. Although Ghana is not part of UEMOA, the port of Tema was selected in order to promote trade and transport facilitation between UEMOA and ECOWAS (Economic Community of (Anglophone) West African States).

Similar work is also now underway for Eastern and Southern Africa. Simultaneously, work is now being undertaken to support the establishment of corridor management groups to better coordinate and monitor the effective implementation of facilitation measures. Also, the Program proposed to assist the Northern Corridor Transit Transport Association NCTTCA in preparing the update of the Northern Corridor Treaty. Terms of Reference were drafted and approved in 2004, and the work started with the first field mission taking place in March 2005. Completion of this activity should take place by end 2005.

Through its work with UEMOA, NCTTCA and the other Regional Economic Communities, the Regional Integration and Transport theme has continued to raise awareness about the need for and the possibilities to drive down transport costs for both people and commodities within Sub-Saharan Africa. The RIT meeting at the SSATP Annual Conference furthered this work by involving private transport operators, sub-regional economic organizations, national transport ministries, corridor authorities, professional associations and donor representatives.

By reaching a partnership agreement with UEMOA and NCTTCA, and helping the RECs set up their Transport Coordination Committee (TCC), the RIT theme has improved its capacity to highlight cost and time bottlenecks in SSA transport chains, and to disseminate the findings accordingly, while helping cross-fertilization to develop. The role of the REC TCC was greatly strengthened during a regional workshop held in Nairobi in February 2004, when a chair (Amos Marawa of COMESA) and a vice-Chair (Helene Guissou of UEMO) were selected.

While it is still too early to achieve a development impact, this work is expected to lead to remedial measures for trade facilitation, better organization of regional transport operations and lower transport costs. Better knowledge of costs and transport barriers, in particular, will be a powerful instrument to promote reforms, and the extensive knowledge of the regional legal framework provided by the legal inventory will make it easier to initiate the actions required.

Summary of Main Achievements in 2004 - Transport and Regional Integration		
Planned Activities	Achievements	Notes
Assistance to UEMOA to set up an Observatory of Abnormal Practices along three pilot corridors in West Africa.	Pilot stage completed on two regional transport corridors chosen by UEMOA; technical assistant appointed to help UEMOA move to systematic data collection.	Work in Côte d'Ivoire delayed due to political situation. Delays in mainstreaming the collection process due to difficulties in reaching understanding with private road carriers as to their contribution to the exercise.
Assistance to Corridor Authorities in Eastern and Southern Africa to implement cost/time monitoring systems.	First stage of the baseline survey for the Northern Corridor Transit Transport Association (NCTTCA - Kenya, Uganda, Democratic Republic of Congo, Rwanda and Burundi.) completed. Second stage underway.	Work to be completed by June 2005.
	Contract awarded to FESARTA to help implement simplified procedures at the Beit Bridge border crossing	Regulars meetings of the working group held at the border. Border Action Matrix approved and now under implementation.
	Contacts taken with the Dar-Es-Salaam Corridor Association (TanZam) and the Walvis Bay Corridor Group (TransKalahari), who both have requested SSATP support.	Support endorsed at the 2004 Annual Meeting: the program will help set up corridor management arrangements with both corridors.
Transport and Trade Facilitation Audits a subset of countries	Zambia and Mozambique audits completed within the context of Integrated Framework (IF) studies	
Regional Integration and Transport Workshop	The regional workshop for the Regional Integration and Transport component was held as part of the SSATP Annual Conference in Addis Ababa in September 2004. There were 60 participants.	The RECs decided the creation of a Transport Coordination Committee (TCC) to help guide and monitor SSATP activities between them.
Inventory of Regional Trade Facilitation Instruments	Study to catalogue 120+ instruments in force to facilitate trade and transport between Sub-Saharan African countries. Work initiated in 2002, pursued throughout 2003, and finally published in June 2004.	Final version, including the text of all official documents, was distributed at the 2004 Addis Ababa Annual Meeting, and was presented in plenary.
New Activities (approved in Kigali)		
Port Facilitation (security, community based information systems)	Port Security assessments launched in Kenya, to be completed in 2005. Terms of Reference already prepared for Tanzania.	Tanzania port security assessments to be carried out in the second half of 2005.
Review of Maritime Transport and Port Operations in West Africa	Draft report completed.	Draft being reviewed and finalized. To be published in the second half of 2005.
Assessment of existing corridor management arrangements or structures	Not started yet.	

FINANCIAL REPORT

The new financial reporting and tracking system was devised and tested during the last part of 2004, but was not programmed to become operational until 2005. Using MS Excel, the system was custom built by an IT consultant in Washington DC (identified by the Bank's IT group). System specifications were jointly agreed by the PMT and the Internal Audit Team. The system is based on recording all commitments and expenditure against all thematic activities, according to a number of expenditure categories.

The report which appears here is essentially the same format as appeared in previous years.

SSATP Expenditure CY2004 by Source of Funds (US\$)			
Partners	ADMIN FEE	SSATP 04 WP	TOTAL
EC TF052640	278,242	2,236,565	2,514,807
Ireland TF051167	21,865	409,321	431,186
UK TF050972	17,003	261,666	278,669
France TF050795	16,214	257,837	274,051
Norway TF054344	-	4,731	4,731
World Bank		466,685	466,685
Grand Total	333,324	3,636,805	3,970,129
Partners			TOTAL
EC TF052640			63%
Ireland TF051167			11%
UK TF050972			7%
France TF050795			7%
Norway TF054344			0%
World Bank			12%
Grand Total			100%

Trust Receipts* and Expenditure 2004

TF #	Available Balance	Receipt Amount	Disbursement Amount	Committed Amount	Cash Balance
TF052640 (EC)	3,208,270	6,981,332	3,123,248	649,835	3,858,095
TF051167 (EIRE)	-	799,729	799,729	-	-
TF050972 (UK)	202,268	659,383	416,924	6,008	208,276
TF050795 (FRANCE)	303,465	754,075	450,610	-	303,465
TF054344 (NORWAY)	195,269	200,000	4,731	-	195,269

* including carry-over from 2003

Notes: TF 056240 (EC) is the new Multi-donor Trust Fund, established under the terms of the World Bank/EU Co-financing Agreement of 2001. With the exception of Norway, the other donor TFs are pre-existing TFs accessible to the SSATP under earlier agreements. Admin.fees are the basic administration charges made by the World Bank and set out in the Trust Fund Agreements.

EXPENDITURE OF WORLD BANK'S CONTRIBUTION TO PROGRAM, 2004 (US\$)										
Cost Element									TOTAL	
Salaries									244,379	
Benefits									0	
Indirect costs									0	
Airfares									81,066	
Subsistence									46,177	
Press Conf./Mtgs									0	
Other									22,385	
Representation									161	
Lump-sum consultancy									28,195	
Translation/proof reading										
Short term consultancies									44,321	
									466,684	
EXPENDITURE OF DONORS' CONTRIBUTIONS (MDTF, FRANCE, UK, IRELAND, & NORWAY) 2004 (US\$)										
Cost Element	ATS	PGM	PMT	PUB	RIT	RMF	RTS	TPI	TOTAL	
Salaries			676,735						676,735	
Benefits			324,137						324,137	
Indirect costs			264,123						264,123	
Airfares		196,887	120,894		29,297	74,946	50,173		472,197	
Subsistence		48,858	68,953		2,029	26,548	23,404		169,792	
Other		19,462	15,714		3,276	1,234	336		40,022	
Press Conf./Mtgs		52,898	21,000				10,096		83,994	
Lump-sum consultancy			30,800	3,771		900		40,372	75,843	
Translation/printing				616					616	
Misc. & Contingency			536						536	
Short term Consultancies			112,214		76,419	89,041	50,938	6,657	335,269	
Contractual Consultancies	347,905	102,666	3,555		68,132	43,224	116,361		681,843	
Software Purchase				6,888					6,888	
Honoraria & Royalties									-	
Participant Costs									-	
Training (External)			4,000		15,208				19,208	
Publishing Costs			18,918						18,918	
Total charges by theme	347,905	420,771	1,661,579	11,275	194,361	235,893	251,308	47,029	3,170,121	
					Grand Total World Bank & Trust Funds				3,636,805	
Key:			RIT = Regional Transport				ATS = Appropriate Transport Services			
			RMF = Road Management & Financing				PGM = Program General Meeting			
			RTS = Responsive Transport Strategies				PMT = Program Management Team			
			TPI = Transport Performance Indicators				PUB = Publications			