**Africa Transport Policy Forum**

**December 10-11, 2013**

*Tentative structure and topics to be discussed*

Please rate the **Relevance of the proposed topics**: To achieve this, we kindly ask that you "rank" the suggested topics on a scale from 0 to 4, based on your interest in the topic, its importance for transport policy development in Africa and its relevance to your own work.

**0**: I have no interest in this topic, I do not think it should be included in the agenda

**1**: I have little interest in this topic, it is a very low priority to me

**2**: I am moderately interested

**3**: I am interested in this topic, I do believe it should be included in the agenda

**4**: I am extremely interested in this topic, this is a top priority to me

Next to each suggested topic, there is room on the form to make **additional comments** on the suggested topics as needed (e.g. suggestions to narrow down the proposed topic, focus on one particular aspect, present one concrete example)

At the end of the document, you will find a table where you may **suggest any other topics** that you think might be worth discussing but have not been listed in our preliminary agenda.

We also hope that you will be willing to share your experiences during the forum. Please identify in your suggestions the presentations that you propose to make during the forum.

***When reviewing the agenda, please bear in mind the following aspects:***

* The agenda should focus on **concrete, hands-on discussions** that will bring added value to our attendees and stakeholders; participants often complain that, despite the indisputable quality of most events, sessions tend to be too academic and abstract, with few **takeaways that they can directly apply to their job/function**.
* When making suggestions for new sessions, please ensure that your proposals provide opportunities for **discussion and exchange among all participants**.
* All sessions should be **aligned with SSATP's key strategic priorities in its current development plan**:
* Comprehensive pro-poor pro-growth transport sector policies and strategies;
* Effective institutional and financial arrangements in the road sector; and
* Trade facilitation measures for better regional integration.

**DAY 1: GOVERNANCE – SSATP FLAGSHIP PROJECTS**

**TRANSPORT GOVERNANCE IN AFRICA**

The issue of transport governance in Africa would be explored from three different angles:

***Institutions***

|  |  |  |  |
| --- | --- | --- | --- |
| ***Title of the session*** | ***Description*** | ***How would you rank the session? (Importance/ Relevance of the topic)*** | ***Additional comments*** |
| **0** | **1** | **2** | **3** | **4** |
| **Analytical work by the European commission on “Assessing Governance in the Transport sector”** | The objective of the assessment is to provide guidance and support to stakeholders of the transport sector in beneficiaries countries to address governance issues when designing and/or implementing a transportproject/program. It builds on 12 concept papers and 5 working papers providing a comprehensive overview of governance in the transport sector in Africa. |  |  |  |  |  |  |
| SSATP study on ***Transport Governance Indicators for Sub-Saharan Africa*** | SSATP has recently launched a new study to identify a set of easily collectible performance indicators to measure transport governance at the national level in an efficient and systematic manner. The purpose of the study is not only to track progress in the area of transport governance in Africa but also to foster policy change and encourage countries to integrate those indicators in their respective governance evaluation frameworks. |  |  |  |  |  |  |

***Implementation***

|  |  |  |  |
| --- | --- | --- | --- |
| ***Title of the session*** | ***Description*** | ***How would you rank the session? (Importance/ Relevance of the topic)*** | ***Additional comments*** |
| **0** | **1** | **2** | **3** | **4** |
| **Leveraging the potential of eProcurement** | The session would include a presentation of the eProcurement Reference Guide, some examples of World Bank transport projects that resorted to eProcurement, and would offer a perspective on how eProcurement can contribute to transparency and efficiency of Transport projects in Africa.e-Procurement (e-GP), which is procurement of goods, works and services through internet-based information technologies is emerging worldwide with the potential to drive procurement reform, increase competition and promote integrity in public procurement. When properly designed, it can drastically reduce costs, facilitate information accessibility and reduce opportunities for corruption. |  |  |  |  |  |  |
| **Improving transparency and accountability for more cost-effective transport projects**  | This session would look into innovative ways to control corruption and enhance accountability in order to limit cost overruns and make transport projects more transparent. Two examples may be considered: |
| **Zambia CoST Baseline Study Report**: The Construction Sector Transparency (CoST) initiative aims to enhance the transparency and accountability of procuring entities and construction companies involved in public sector construction projects. CoST has developed a set of core baseline indicators relating to bidding statistics, public availability of material project information, project duration and cost to evaluate the degree of transparency in construction projects in different country and allow cross-country comparisons. The baseline report for the Zambian CoST initiative could be used as an example. |  |  |  |  |  |  |
|  | **The new dataset on road works contracts of Bank-financed projects in Sub-Saharan Africa:** This new database is intended to establish a framework for cross-country comparisons of the procurement processes and implementation of road works contracts in Bank-funded projects, develop a set of alert indicators or red flags based on quantifiable criteria to recognize and track vulnerabilities to corruption in the roads sector, and facilitate measurement of the performance of road works contracting in projects financed by the Bank. |  |  |  |  |  |  |

***Legislation and regulation***

Sensible legislation and effective regulation are an essential component of good governance. There are countless examples of legislation/regulation which generate negative impacts, or instances of good legislation that becomes useless because of a poor enforcement. The presentation will look into a number of cases to explore ways of improving legislation and regulation in the transport sector and their implementation:

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| --- | --- | --- | --- |
| ***Title of the session*** | ***Description*** | ***How would you rank the session? (Importance/ Relevance of******the topic)*** | ***Additional comments*** |
| **0** | **1** | **2** | **3** | **4** |
| **Road safety elements** | Advocacy for implementation of legislation on road safety, e.g. speed and BAC limits, helmets and seat belts rules that are compulsory but hardly enforced |  |  |  |  |  |  |
| **QuARTA review** **of bilateral transport and transit facilitation agreements** | The review identifies the defining characteristics of regional road transport agreements and the implica­tions they may have on market integration. It is intended to guide countries in their efforts to reform their road transport sectors. |  |  |  |  |  |  |
| **UN conventions on facilitation** | Advocacy on the adoption and use of the UN conventions as models to facilitate regional transit and trade |  |  |  |  |  |  |
| **Harmonization of norms and standards for the Trans-African Highways** | Dissemination of the intergovernmental agreement prepared by the African Union Commission and which will presented for approval to the next Conference of African Ministers of Transport  |  |  |  |  |  |  |

**SPEARHEADING TRANSPORT POLICY REFORM IN AFRICA – AN OVERVIEW OF SSATP’S FLAGSHIP PROJECTS**

| ***Title of the session*** | ***Description*** | ***How would you rank the session? (Importance/ Relevance of******the topic)*** | ***Additional comments*** |
| --- | --- | --- | --- |
| **0** | **1** | **2** | **3** | **4** |
| **Presentation of SSATP’s upcoming publication on *Facilitation of Transport and Trade in Africa - A Review of International Legal Instruments***: ***Treaties, Conventions, Protocols, Decisions, Directives*** | This publication is a sophomore inventory of the transport and trade legal framework in Africa, after a first issue published in 2004. Focusing on the whole continent rather than Sub-Saharan Africa solely, it emphasizes the role of legal instruments in the facilitation of trade flows within African sub-regions, thus achieving a better regional economic integration. This second issue enumerates around 140 conventions and agreements (including air transport) as cooperation between African countries has significantly developed over the last decade. |  |  |  |  |  |  |
| **Sub-Saharan Africa Transport Policy Performance Review** | This publication aims to assess the performance of several transport sector policies, strategies and initiatives undertaken in Sub-Saharan Africa with the support of international financial institutions and donors. It focuses on the evaluation of policy performance and progress with respect to SSATP’s Second Development Plan (DP2) themes, following the establishment of multiple road agencies and road funds, as well as multi-country corridor agencies. |  |  |  |  |  |  |
| **SSATP review of Public-Private Partnerships (PPPs) in the road sector**  | The review consolidates good practices on private sector involvement through PPPs in road financing, provision and management, and provides an in-depth understanding of key related issues and principles, including lenders’ perspectives and requirements in support of project finance for road PPPs. This study is a response to stakeholders’ expressed needs for informed policy advice on private sector involvement, and will lead to the development of policy guidance for advocacy. |  |  |  |  |  |  |
| **ASANRA Self-Assessment and Peer-Reviewing** | The Association of Southern Africa National Road Agencies (ASANRA) is carrying out a Peer Review Benchmarking Study of Road Asset Management Practices in the Southern African Development Community (SADC) countries. The objective is to enable the participating countries to translate results of the peer review into strategies and action plans for improving road management and performance monitoring in their countries. |  |  |  |  |  |  |
| **SSATP work on development of Transport Sector Data Management Systems** | Transport sector data management is at the heart of good sector policy development and measuring policy performance. SSATP carried out detailed institutional assessments of data management systems, policies, procedures and practices in 5 countries that had previously been involved in the Indicator Initiative. This led to a set of recommendations for improvements in each country studied and also provided information to develop the *Guidelines for Designing and Establishing Transport Sector Data Management Systems (TSDMS)*, which manage transport data and indicators in order to feed them back to policy-makers for monitoring and development of the transport sector. |  |  |  |  |  |  |
| **SSATP study on Promoting the Adoption of Good Policies and Practices on Rural Transport in Sub-Saharan Africa** | The study promotes the introduction of good policies, strategies and operational practices for rural transport. The two main tasks consisted in: updating the Rural Transport Training Materials (RTTM) and developing a Capacity Building Strategy; pilot application of SSATP Working Paper No. 93 *Rural Transport: Improving its Contribution to Rural Growth and Poverty Reduction in Sub-Saharan Africa* in two countries in Sub-Saharan Africa (Uganda and Nigeria) |  |  |  |  |  |  |

| ***Title of the session*** | ***Description*** | ***How would you rank the session? (Importance/ Relevance of******the topic)*** | ***Additional comments*** |
| --- | --- | --- | --- |
| **0** | **1** | **2** | **3** | **4** |
| **Rail Transport in Africa** | *2 resources:* |
| * SSATP Working Paper 94 on Rail Transport: assess the state of the railway sector in Africa and provide a framework for improving railway sector performance in sub-Saharan Africa.
 |  |  |  |  |  |  |
| * Railways in Sub-Saharan Africa: An effective regional integration tool?
 |  |  |  |  |  |  |
| **Implementation of the Government of Uganda’s Gender Equality Policy Commitments in the Road Sub Sector** | This activity reviewed the experience of the road sub sector in mainstreaming gender by assessing the extent to which it has been addressed in transport sector policy formulation, planning, budgeting, implementation, performance monitoring and impact evaluation. The goal is also to document lessons learned, including opportunities and constraints, as well as good practices in promoting gender equality and women’s empowerment in the road sub sector. |  |  |  |  |  |  |
| **Corridor Transport Observatories Guidelines** | Corridor Transport Observatories provide mechanisms for generating evidence-based information about corridor performance through core indicators. These guidelines provide a framework for corridor performance monitoring and review several methods to collect the required data.  |  |  |  |  |  |  |
| **Cross-Border Surveys** | The survey of three border posts (Malaba, Busia and Gatuna/Katuna) provided a unique opportunity to measure the dramatic improvements following key policy decisions taken by the Governments of Kenya and Uganda to facilitate cross-border movements. Important lessons were also learned on the parameters that are required for the success of border improvement programs. SSATP’s Working Paper No. 96, *Border Crossing Monitoring along the Northern Corridor*. |  |  |  |  |  |  |
| **Trade and Transport Corridor Management Toolkit**  | This toolkit is designed to assist project managers in overcoming the apparent challenges they are facing when designing corridor projects. This toolkit provides a comprehensive approach to corridor diagnostics, performance assessment, management, operations improvement and impact evaluation. It is designed for national and international public sector agencies and related private sector actors. |  |  |  |  |  |  |
| **Logistics Cost Study of Transport Corridors in Central and West Africa** | The objective is to enable regional economic communities (RECs) and individual countries to formulate policies that result in reduction of transaction costs along the main West and Central African corridors. The study aims to determine the components of total logistics costs, including invisible costs, and analyze linkages between different facilitation strategies and their possible impact on these costs to guide policy dialogue. |  |  |  |  |  |  |
| **Road Transport Industry Surveys in East Africa** | Road transport costs and prices have been singled out as major obstacles to trade in Sub-Saharan Africa. SSATP was requested by the East Africa corridor authorities to provide its expertise in the organization of surveys, so that local capacity for generating industry information could be built through a partnership involving corridor authorities, national road transport associations and academic institutions. These surveys were conducted in Kenya, Tanzania and Rwanda and provide a snapshot of the trucking industry in East Africa. They focus on priority challenges such as the cost of the inputs in the trucking industry: fuel prices, spare parts and maintenance costs, as well as financing of the vehicles. |  |  |  |  |  |  |

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| **Support to the International Commission of the Congo Oubangui Sangha River (CICOS) for the establishment of the Congo River Observatory** | Non-physical barriers hinder traffic flow along the Brazzaville – Kinshasa – Bangui – Kisangani corridor, due to too many checkpoints, taxes and illegal fees, thus resulting in significant waste of time and money. The study provides the foundation for the establishment of an Observatory of non-physical barriers and malpractices to address this situation. The main task of this CICOS-led entity will be to collect and process data from the corridor in order to shape up to 25 indicators that will be helpful in terms of decision-making and implementation.  |  |  |  |  |  |  |

**DAY 2: THE SUSTAINABILITY FACTOR - TOWARDS CLEAN AND SAFE TRANSPORT FOR AFRICAN COUNTRIES**

**Environmentally Sustainable Transport Forum for Africa 2014** ***(EST-Africa)***

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| --- | --- | --- | --- |
| **Title of the session** | **Description** | **How would you rank the session? (Importance/ Relevance of****the topic)** | **Additional comments** |
| **0** | **1** | **2** | **3** | **4** |
| **Environmentally Sustainable Transport Forum for Africa 2014** | (EST-Africa): This session will introduce the Environmentally Sustainable Transport Forum for Africa (EST-Africa), the first edition of which will be organized by SSATP in partnership with UN agencies in 2014. The EST-Africa will create a unique opportunity for key stakeholders across the African continent to discuss the importance and the benefits of sustainable transport policies, to explore ways to reconcile economic growth and environmental considerations, and to build greater climate resilience. |  |  |  |  |  |  |

**Mitigating the impact of and adapting to Climate Change**

| **Title of the session** | **Description** | **How would you rank the session? (Importance/ Relevance of****the topic)** | **Additional comments** |
| --- | --- | --- | --- |
| **0** | **1** | **2** | **3** | **4** |
| **Global Fuel Economy Initiative (GEFI)** | GEFI helps countries adopt effective fuel economy standards and policies tailored to their needs, conducts research on fuel economy potentials by country and region, and works with multiple stakeholders (governments, vehicle manufacturers, etc.) to promote a more pro-active fuel economy agenda. In Africa, GEFI focuses more specifically on import restrictions and fuel taxes. It is supported by partners like GEF, ITF, the FIA Foundation and UNEP. |  |  |  |  |  |  |
| **Climate Change Adaptation** | The issue of climate change resilience is key to developing sensible and comprehensive sustainable transport policies. Therefore, a significant portion of day 2 should be devoted to introducing successful, innovative projects related to climate change resilience and climate change adaptation in the transport sector. The following examples are suggested: |
| **World Bank / NDF study on Addressing the Vulnerability of Africa’s Infrastructure**: The World Bank and the Nordic Development Fund are co-financing a study on*Addressing the Vulnerability of Africa’s Infrastructure*, which will build on and expand the scope of the Africa Infrastructure Diagnostics Study (AICD) by focusing more specifically on climate change resilience. In particular, the study aims to provide tools for quantifying the potential cost impacts of climate change on infrastructure in a systematic way, and will highlight the strategic implications of climate change for decision-taking in the infrastructure sectors. |  |  |  |  |  |  |
|  | **World Bank/Nordic Development Fund on Senegal Transport and Urban Mobility Project - Integrating Climate Change Adaptation to Transport:** The Nordic Development Fund is working in partnership with the World Bank in the Senegal Transport and Urban Mobility Project. The main purpose of the Nordic Fund’s intervention is to integrate a climate change adaptation dimension into the WB-funded project, and to develop the capacity of relevant stakeholders in Senegal to climate-proof road infrastructure planning, design and maintenance. |  |  |  |  |  |  |
| Presentation of the new **World Bank flagship report: *Turning the Right Corner: Ensuring Development through a Low-Carbon Transport Sector* and potential applications to the African context**: This flagship report emphasizes that developing countries need to transition to a low-carbon transport sector now to avoid locking themselves into an unsustainable and costly future. It outlines how policy makers and development practitioners can combine policies to reduce greenhouse gas emissions with broader sector reforms to reduce local air pollution, road safety risks, and congestion - thereby generating new fiscal resources to help finance the transition to low-carbon mobility. The session would reflect on ways to integrate the strategic directions outlined in the report into evaluative frameworks for policies and projects in African countries. |  |  |  |  |  |  |

***Creating the proper environment for making roads safe in Africa***

Presentations and discussions on this topic emphasize on the importance of approaching *road safety as a public health and multi-sectoral issue*.

| ***Title of the session*** | ***Description*** | ***How would you rank the session? (Importance/ Relevance of******the topic)*** | ***Additional comments*** |
| --- | --- | --- | --- |
| ***0*** | ***1*** | ***2*** | ***3*** | ***4*** |
| **SSATP’s *Guidelines for Mainstreaming Road Safety in Regional Trade Road Corridors*** | Road safety investments in Trade Regional Corridors (RTRCs) present the best opportunities of impact for road safety interventions as these corridors typically experience the highest volumes of traffic, have high strategic priority, attract large investments, and are particularly amenable to targeted treatments. This new SSATP Working Paper is intended to serve as a guide for mainstreaming road safety in regional trade corridor investment programs, and provides hands-on recommendations on how to identify, prepare and implement effective road safety projects in RTRCs, based on global best practice experience. |  |  |  |  |  |  |
| **Road safety initiatives on the Abidjan-Lagos corridor** | The Ghana Highway Agency has commissioned a study to carry out a detailed assessment of road safety hazards along the Abidjan-Lagos corridor, recommend quick wins that could decrease the incidence of road crashes in the short term, make recommendations for long-term road safety improvements and propose new architectural and engineering standards for future road construction. |  |  |  |  |  |  |
| **Increasing road safety for commercial freight in Tanzania and along the Central Corridor** | SSATP will soon release a study on increasing road safety for commercial freight in Tanzania and along the Central Corridor (for the portion Tanzania, Rwanda and Burundi). The study primarily looks into achieving better cooperation between road transport operators and public authorities, improving the qualifications of truck drivers, promoting the dissemination of good practices among transport operators and their staff, and minimizing the risks caused by the change of driving side between the different countries of the Central Corridor. |  |  |  |  |  |  |
| **Senegal Road Safety strategy** | Senegal offers an interesting example of pro-active and ambitious road safety policy in the Africa region. Last year, the Senegalese government adopted a comprehensive “matrix of actions and priority measures for road safety” structured around 9 strategic priorities. The strategy aims to reduce the overall number of deaths and serious injuries on the country’s roads by 35% within 10 years. During this session, key stakeholders would share information on the implementation of the project, preliminary results, next steps, and provide input on the possibility to replicate this type of road safety strategy in other African countries. |  |  |  |  |  |  |
| **Safe Corridor Intervention in Zambia** | The World Bank and SSATP are carrying out a safe corridor intervention on a pilot basis on the Lusaka-Kabwe road in Zambia, as an attempt to respond to the deterioration of the road safety situation in the country. The intervention involves a variety of stakeholders (national and local government agencies, Zambian police, the Red Cross Society, etc.) and will cover areas like safety engineering, traffic enforcement, public education and outreach, while also paying special attention to post-crash services. |  |  |  |  |  |  |
| **Presentation of iRap projects** | The International Road Assessment Programme (iRap) is a UK-based charity that works on road safety worldwide and forms part of the United Nations Road Safety Collaboration. The organization’s main activities include inspecting high-risk roads and developing Star Ratings and Safer Roads Investment Plans, provide training and capacity building, and track road safety performance in partner countries. iRap will share its experience of projects in six African countries (Egypt, Kenya, Nigeria, South Africa, Tanzania and Uganda). |  |  |  |  |  |  |

**Suggestions for additional sessions (optional):**

Please list below any other suggestions you may have for additional sessions. Make sure to include a brief description of the proposed topic and to explain its importance/relevance to current transport policy issues in Africa.

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| --- | --- | --- | --- |
|  | ***Title and description of the proposed session*** | ***Rationale: why is this topic important/relevant to ongoing transport policy issues in Africa?*** | ***Are you willing to make a presentation on this topic*** |
| **1.** |  |  |  |
| **2.** |  |  |  |
| **3.** |  |  |  |

**Participation**

Please let us know how many representatives from your institution/organization you expect to participate in the Forum. The first **Africa Transport Policy Forum** will be open to all interested participants. Only those sponsored to participate in the 1-day **SSATP Annual Meeting**, which will follow the forum, will be sponsored to participate in the forum. The SSATP Annual Meeting will be open only to SSATP designated partners/stakeholders from governments, African institutions, Regional Economic Communities, private sector and development partners.

Number of participants: \_\_\_\_\_\_\_\_\_\_