

Sub-Saharan Africa Transport Policy Program (SSATP)

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Sub-Saharan Africa Transport Policy Program



Objectives

- Established by the initiative of the World Bank and UNECA in 1987, to improve the performance of the transport sector by promoting policy reforms and institutional changes in Sub Saharan African (SSA) countries
- EU is currently the largest financial contributor
- Currently engaged in a long term development plan (2004 – 2007) with an over all objective of facilitating the provision of “Cost effective transport and affordable access and mobility contributing to poverty reduction and economic growth”



THE SSATP – A BROAD PARTNERSHIP

SSATP Member Countries (with public & private sector participation)		Regional and International Organizations	
1.Angola 2.Benin 3.Burkina Faso 4.Burundi 5.Cameroon 6.Cape Verde* 7.Chad 8.CAR 9.Cote d'Ivoire 10.Congo 11.Democratic Rep. of Congo 12.Ethiopia 13.Gabon 14.Gambia 15.Ghana 16.Guinea	17.Kenya 18.Lesotho 19.Madagascar 20.Malawi 21.Mali 22.Mozambique 23.Niger 24.Nigeria 25.Rwanda 26.Senegal 27.Swaziland 28.Tanzania 29.Togo 30.Uganda 31.Zambia 32.Zimbabwe *joined in September 2004	Regional Economic Communities CEMAC COMESA EAC ECCAS ECOWAS IGAD SADC UEMOA 15<Public and Private Sector Regional & Sub-Regional Organizations	International Organizations, Donors, IFIs UNECA AU Commission & NEPAD Secretariat AfDB ILO USAID/FHWA EC Denmark France Ireland Norway Sweden UK World Bank* * manages the Program

SSATP's Five Thematic Areas

- Responsive Transport Strategies to Poverty Reduction and Pro-poor Growth Objectives
- Transport Sector Performance Indicators
- Appropriate Transport Services
- Road Management and Financing (RMF)
- Transport and Regional Integration



A few achievements within the RMF area contributed to by all the actors involved

- The road condition in SSA has improved;
- The establishment of road funds (in 22 countries) has created stable flow of financing for road maintenance;
- The establishment of road agencies (9 new Agencies/Authorities) has improved institutional efficiency;
- Efficiency of maintenance and construction has improved as a result of the shift from force account to contracting;



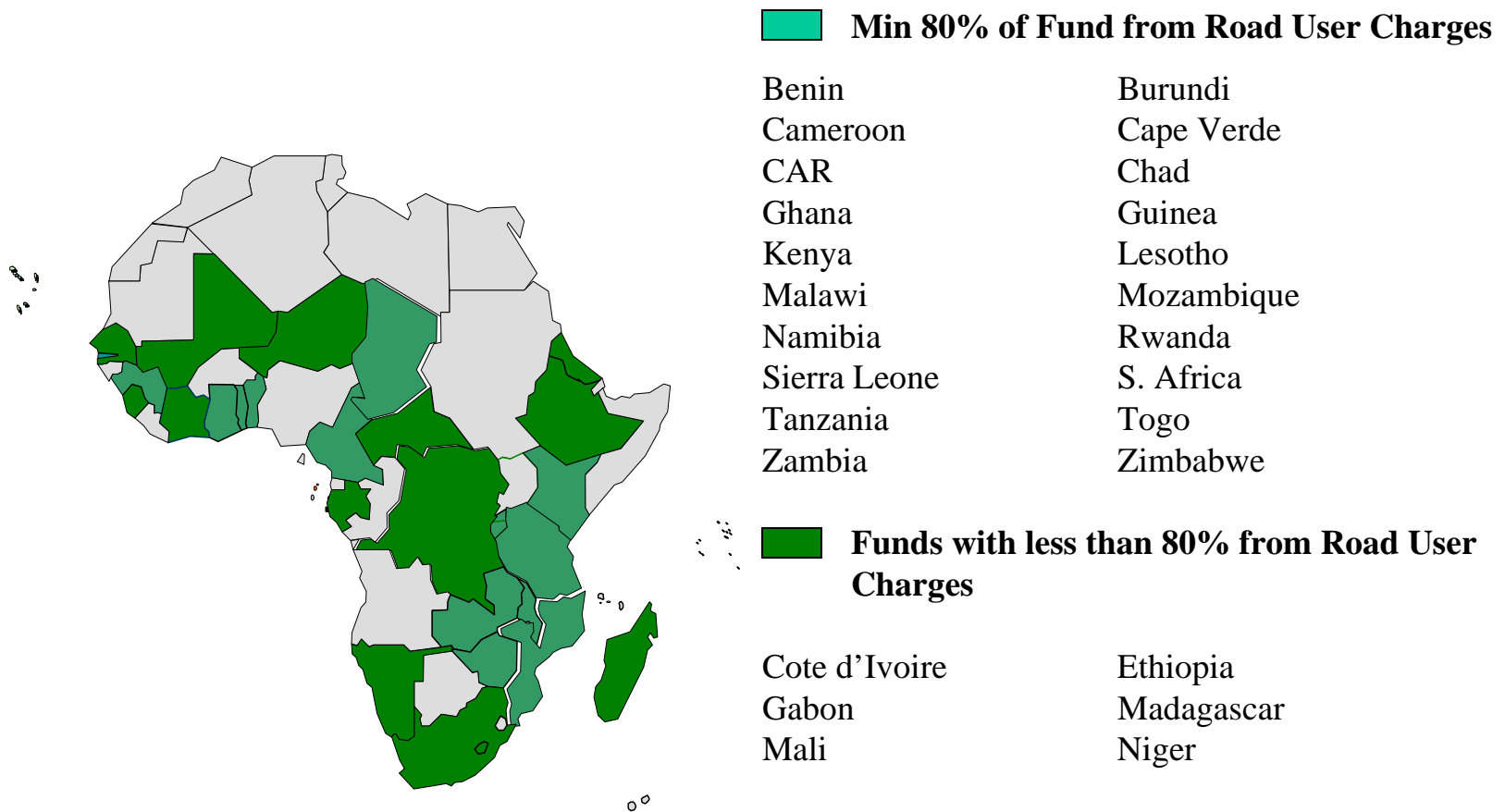
A few achievements within the RMF area contributed to by all the actors involved

- Small and Medium scale contractors' development is gradually improving;
- Increased ownership and management of rural roads through the engagement of local governments and communities



Road Funds

26 Countries have Road Funds or Road Boards



Road Agencies

Established:

Ethiopia

Ghana

Angola

Sierra Leone

New:

Malawi

Mozambique

Senegal

Côte d'Ivoire

Tanzania

Zambia

On track:

Uganda

Mali



Represent nearly a third of SSATP members

...not including Namibia and South Africa

RMF 2006 Work Program Highlights

- Updating and disseminating RMF tools and guidelines
- Collection and dissemination of good practices
- Capacity Building & Training
- Support to Regional associations
- RMF support to country policy formulation and implementation
- Support to development of construction industry (SMEs)
- Labor based works knowledge
- Impact of Axle Load control
- RTTP review
- Establish African expertise Data base



SSATP's website

- More information about the SSATP program at SSATP's website:

www.worldbank.org/afr/ssatp



Thank you for listening!

