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**Trip Report: Visit to Rwanda to attend the Sub-Saharan  
Africa Transport Policy (SSATP) Program  
Annual Meeting**

**SMAK Kaombwe, Transport Policy Advisor**

**Travel Dates: May 23-31, 2003**

**Submitted by:  
Chemonics International, Inc.**

**Submitted to:  
Regional Center for Southern Africa,  
U.S. Agency for International Development**

**Gaborone, Botswana**

**June 2003**

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## **1. Purpose of the Trip And Expected Result**

To attend participate in the World bank managed Sub-Sahara Africa Transport Policy (SSATP) Program 2003 annual meeting, with a view to:

- Sharing Hub's activities and results in TKC and Dar corridor work with other corridors and countries in Africa.
- Determining avenues and strategy for coordination with other similar initiatives and donors, in order to leverage resources for improvement of transport corridors' performance, particularly complementing Hub support.

## **2. Location Visited: Kigali, Rwanda.**

## **3 Attendance**

A list of participants to the meeting is indicated in Attachment A1. However, a better compilation of the participants, indicating the institutions and countries they represent and contact details, is yet to be compiled. However, most of the invited countries and organizations, shown in Attachment A2, were represented.

## **4. Agenda and Program**

The agenda and program of the meeting are indicated in Attachment B. The discussions were guided or based on various documents and reports of the various SSATP components.

I participated in the plenary sessions and particularly in all activities and sessions concerning Trade and Transport and regional integration. The latter focused on corridors and were based on the inputs prepared and presented by a Task Force of the Regional Economic Communities (RECs). The themes and issues as determined by the RECs are presented in the matrix in Attachment C. The summary of the proposed comprehensive RECs requirements, as presented to the plenary, is indicated in Attachment D. The major themes are:

- Efficient corridors' operations
- Corridor management arrangements
- Common policies and strategies
- Harmonization, rationalization and implementation of legal/regulatory and administrative procedures
- RECs institutional capacity strengthening
- Intra and Inter RECs coordination

I also chaired or moderated a session in which special presentations and discussions were made on specific topics on Regional Trade and Transport. The topics were:

- Transport and trade facilitation: East and Southern Africa
- Beit Bridge border crossing issues
- The Northern Corridor Transit Transport Coordination Authority
- Transport and facilitation within UEMOA (Monetary Union of Francophone West African States)
- Transport and facilitation within CEMAC (Monetary Union of Francophone Central African States)

## **5. Main Highlights of the Outcome of the Meeting**

The main output of the meeting was a determination and/or expression by stakeholders of areas for which they would like to get support from the multi-donor financed SSATP program. A summary of the identified areas of support for the trade and transport component, which is most relevant to the Hub and RCSA programs, is indicated in Attachment E, a power-point presentation to the plenary. In this regard, the main highlights of the outcome of the meeting are:

- The presence of a large number of participants, from all Sub Sahara Africa countries and Cooperating Partners, provided an opportunity to learn and exchange information about related initiatives and programs. The need to formalize and improve exchange of information and knowledge/good practices has been identified as an area that should be addressed in future. This will enable fast tracking implementation actions by avoiding “re-inventing the wheel”.
- Concerted effort is being made by SSATP management to adopt a program approach in which all activities are focused on how they contribute to poverty alleviation. However, the critical contribution of trade, especially expansion of the export markets, to poverty alleviation does not appear to have received sufficient emphasis.
- The focus on establishment of efficient trade routes or transport corridors offers potential complementary support from the SSATP to the corridors the Hub is and may in future be working on. The areas in which the SSATP may make a complementary contribution to the Hub efforts along the TKC and Dar corridors are:
  - Establishing observatories (continuous corridor performance monitoring) that will strengthen and enable sustenance of the database (of baseline data, benchmarks and targets) being established for the TKC and Dar Corridor, with IMPACT and Hub support.
  - Support for reform and harmonization of transit policies and procedures that have an impact on the performance of the corridors.
  - Support for corridor groups/institutions such as Walvis Bay Corridor Group and TKC and Dar Corridor Committees.
- Discussions were held with representatives of the World Bank, African Development Bank (AfDB) and European Union (EU) on leveraging resources under their respective funded programs with the USAID/Hub resources. The programs concerned are the SSATP (World Bank), New Partnership for Africa’s Development (NEPAD Trust Fund managed by the AfDB) and SADC Capacity Building project (for the EU).

## **6. Follow up actions**

- The Hub to assist the TKC and Dar Corridor countries and institutions to submit applications in order to access the potential complementary financial and technical support from the SSATP.

- The Hub to also follow up with the World Bank, AfDB and EU as well as the recipient regional organizations, COMESA and SADC, on accessing and leveraging donor resources for improvement of trade routes/transport corridors.

## **7. Debriefing the USAID Mission**

On Thursday afternoon 29th May, Mr. Vincent Sandamuka (RCSA), Mr. Nzuki Mwanja (REDSO), Shemmy Simuyemba (Nairobi ECA Hub) and SMAK Kaombwe de-briefed program officers of the Kigali USAID mission on the meeting and the programs and activities of RCSA, REDSO and the two Hubs. They were particularly interested on the reduction of transportation cost, which is especially very high for Rwanda in view of its being land-locked. They also were interested in improving access to the peasant farmers in difficult or sometimes inaccessible areas of the country: it was explained that some SSATP interventions may be expected in this respect to follow up on the outcome of the Rwanda case study presented during the meeting (as one of case study countries on transport policies and strategies in the context of poverty reduction goals).

The officers appreciated the importance of the programs and activities of REDSO, RCSA and the Hubs and requested continued information about progress being made in implementing the programs. They also promised to assist in as far as activities in Rwanda are concerned. These concern particularly the ECA Hub and REDSO, which cover Rwanda.

## **8. ATTACHMENTS**

Attachment A1 and A2: List of invited institutions and participants

Attachment B: Agenda and program

Attachment C: Themes and Issues in Trade and Transport

Attachment D: Summary of RECs requirements for support from SSATP program

Attachment E: Summary of identified priority areas for SSATP support

**Attachment A1**  
**SSATP 2003 ANNUAL STAKEHOLDERS' MEETING**  
**COUNTRY, AND ORGANISATION INVITATION LISTS**

<b>COUNTRIES</b>	
<b>SSATP Members (to be represented by coordinators, policy makers, private sector)</b>	<b>Non-SSATP Countries (to be invited to attend with observer status at own expense)</b>
<ol style="list-style-type: none"> <li>1. Angola</li> <li>2. Benin</li> <li>3. Burkina Faso</li> <li>4. Burundi</li> <li>5. Cameroon</li> <li>6. Chad</li> <li>7. Cape Verde</li> <li>8. CAR</li> <li>9. Cote d'Ivoire</li> <li>10. Ethiopia</li> <li>11. Gambia</li> <li>12. Ghana</li> <li>13. Guinea</li> <li>14. Kenya</li> <li>15. Madagascar</li> <li>16. Malawi</li> <li>17. Mali</li> <li>18. Mozambique</li> <li>19. Niger</li> <li>20. Nigeria</li> <li>21. Rwanda*</li> <li>22. Senegal</li> <li>23. Swaziland</li> <li>24. Tanzania</li> <li>25. Togo</li> <li>26. Uganda</li> <li>27. Zambia</li> <li>28. Zimbabwe</li> </ol>	<ol style="list-style-type: none"> <li>1. Algeria</li> <li>2. Libya</li> <li>3. Morocco</li> <li>4. Tunisia</li> <li>5. Egypt</li> <li>6. Botswana</li> <li>7. Comoros</li> <li>8. Djibouti</li> <li>9. Democratic Rep. of Congo</li> <li>10. Congo</li> <li>11. Equatorial Guinea</li> <li>12. Eritrea</li> <li>13. Gabon</li> <li>14. Guinea-Bissau</li> <li>15. Lesotho</li> <li>16. Liberia</li> <li>17. Mauritania</li> <li>18. Mauritius</li> <li>19. Namibia</li> <li>20. Sao Tome &amp; Principe</li> <li>21. Seychelles</li> <li>22. Sierra Leone</li> <li>23. Somalia/ Somaliland</li> <li>24. South Africa</li> <li>25. Sudan</li> <li>26. Western Sahara</li> </ol>
* Host	

<b>AFRICA-WIDE INSTITUTIONS</b>	
NEPAD	New Partnership for Africa's Development
UNECA	United Nations Economic Commission for Africa
AfDB	African Development Bank

<b>SSA, REGIONAL ECONOMIC COMMUNITIES</b>	
COMESA	Common Market for Eastern and Southern Africa
CEMAC	Communauté Économique et Monétaire de l'Afrique Centrale
ECOWAS	Economic Community of West African States
SADC	Southern Africa Development Commission
UEMOA	Union Économique et Monétaire Ouest Africaine
EAC	East African Community

<b>SSA, SUB-REGIONAL ORGANISATIONS</b>	
NCTTCA	Northern Corridor Transit Transport Coordination Authority
CETUD	Conseil Exécutif des Transports Urbains de Dakar
ASANRA	Association of Southern African National Road Agencies
ADAR	Association des Directeurs Africains des Routes
SATCC	Southern Africa Transport and Communications Commission
FESARTA	Federation of East & Southern African Road Transport Association
SITRASS	Solidarité Internationale sur les Transports et la Recherche en Afrique Sub-Saharienne
AGETU	Agence de Gestion des Transports Urbains
PDM (Benin)	Municipal Development Partnership
PMAESA	Port Management Association of Eastern and Southern
PMAWCA	Port Management Association of West and Central Africa
PROSAF,	Promotion et Santé de la Femme
SACOB	South African Chamber of Business
SOTRA	Societes des Transports Abidjanais
UAR	Union of African Railways

<b>INTERNATIONAL ORGANISATIONS</b>	
ILO/ASIST	International Labor Office/Advisory Support Information Services and Training
IFRTD	International Forum for Rural Transport and Development
ISTED	Institut des Sciences et des Techniques de l'Équipement et de l'Environnement pour le Développement
TRL	Transport Research Laboratory
USAID-RAPID	United States Agency for International Development – Regional Activity to Promote Integration through Dialogue and Policy Implementation

<b>INTERNATIONAL DEVELOPMENT PARTNERS</b>
<b>BILATERAL PARTNERS</b>
FRANCE
SWEDEN
NORWAY
DENMARK
AUSTRIA
UK
EIRE

<b>MULTILATERAL PARTNERS</b>
ISLAMIC DEVELOPMENT BANK
EUROPEAN COMMISSION
WORLD BANK

## Attachment A2: SSATP Preliminary List of Participants

	<b>First Name</b>	<b>Last Name</b>		
			56 Mr. Ibou	Diouf
1	Ali	Abdou	57 Mr Albert	Dlamini
2	Mr. Guillaume	Abinan Kouacou	58 Clémentine	du Payrat
3	Tawia	Addo-Ashong	59 Mr. Claudio Ramos	Duarte
4	Seyi	Adeola	60 Pascal	Egbenda
5	Mr. Yaya Salami	Adeoti	61 Tseggai	Elias
6	M. Ahmat Abakar	Adjid	62 Ndimangar	Eloi
7	Mr. Yao G.	Adzigbey	63 Mr. Yoro Gouali	Emmanuel
8	Mr Esmel	Agneroh	64 Mme. Esther G. Mr. Mohamoud	Essombe
9	Engr Olawale	Agoro	65 Abdillahi Mr. Innocent	Fahie
10	Ato Yusuf	Ahmed	66 Mawutoe	Fantozoun
11	Mr. Esénam	Akoussah	67 Louis	Fernique
12	Mrs. Germaine	Alohio Toure	68 Mr. Nadarajah	Gananadha
13	Hon. Nuwe	Amanya-Mushega	69 Mr. Fernand Julien	Gauze
14	Mr. Adzewoda	Ametsiagbe	70 Mr Giordis	Getinet
15	Mr. Yves	Amsler	71 Sandra	Giltner
16	Mr AKA	Anoh	72 Jean	Grosdidier de Maton
17	Mr. Gordon J.	Anyango	73 Ismail	Guennouni
18	Kingston	Apara	74 Mr Abdoulaye	Gueye
19	Barnabba's	Ariga	75 Dr. Ahmadou	Gueye
20	Mr. Phillippe	Attey	76 Mme. Hélène	Guissou
21	Ms. Rufine	Bagagnan	77 Mr. Mahadou	Halilou
22	Mr. Garba	Bako	78 Mr Joseph Kobina	Hewton
23	Mr. Stanislas	Bamas	79 Mr. Ebo	Hutton
24	George	Banjo	80 Nigel	Ings
25	Prof. B. N.	Barkindo	81 Mr. Ousmane	Issa
26	Fanny	Barrett	82 Mr. Palkoubou	Issaka
27	Mr. Mamadou	Barry	83 Dr. Mohammed	Jahed
28	Mr. Mustapha	Benmaamar	84 Mr. Aminu	Jalal
29	Mr. Stanislas	Bere	85 Mrs. Fatou	Jallow
30	Zoro	Bi Nagomé	86 Mr. Graham	Johnson-Jones
31	Olav	Bock	87 Mr. Assafoua	Joseph
32	Antony	Borges	88 Marc	Juhel
33	Mr. Mathieu	Bouda	89 Dr. Charles Kisala	Kaira
34	Mr. Daniel Ekwalla	Bouma	90 Mr Benon M	Kajuna
35	Dr. Mary	Braithwaite	91 Mr. Stephen	Kalanje
36	Mr. Godwin Joseph	Brocke	92 Mr. Smak	Kaombwe
37	Mr. Edmond	Brou	93 Mr. Silvester	Kasuku
38	Steve	Brushett	94 Eng. Emmanuel	Kaunda
39	Patrick	Bultynck	95 Mr. Jean	Ki
40	Mr. Abdoulie O.	Camara	96 Mr. Jean	Kizito Kabanguka
41	Mme Margueritte	Camara	97 Mr. Gnahoré	Kodehi
42	Mr. Jephthah Gibsen L.	Chagunda	98 Mr. Yao Godefroy	Konan
43	Franck	Charmaison	99 Mr. Marcel Kouame	Konan
44	Mr. Henry M	Chipewo	100 Mr. Hachim Jean-Paul Libelele	Koumaré
45	Mr. Moffat	Chitimbe	101 Momboyo	Kukuta
46	Mr. Cyril	Condé	102 Mr. Charles	Kunaka
47	Mr. A.	Cunniah	103 Mr. Edward A.	Kwakye
48	Mr. Gerry	Cunningham	104 Mr Paul	Kwamusi
49	Mr. Barney	Curtis	105 Mr. Gerard	Lafortune
50	Mr. José Manuel	Da Fonseca	106 Mr. Kaba Mahmadou	Lamine
51	Richard	Damas	107 Torben	Larsen
52	Mr. Henry	Danso	108 Mr. Marin	Leke
53	Monique	Desthuis-Francis	109 Robert	Lendo Lendo

54	Dr. M. E.	Dhliwayo	110	M. Jean-Valentin	Leyama
55	Mr. Soudou	Diagne	111	Ms. Senait	Lijam
114	Eng. David	Luyimbazi	172	Mrs. M.C.	Pama
115	Mr. Willey Adam	Lyatuu	173	Linda	Patnelli
116	Pierre LUMUNA	Mabungu Mwelej	174	Florence	Pauly
117	Djibangar	Madjirabaye	175	Jesper	Pedersen
118	Mr. Gilbert	Maeti	176	Werner	Pilz
119	Ms. Chazile M.	Magongo	177	Mr. Michael	Pinard
120	Mr. Dauphin	Makako	178	Hon. Mizengo K.	Pinda
121	Christine	Malmberg-Calvo	179	Maryvonne	Plessis-Fraissard
122	Mr. A. M.	Manana	180	Mr. Osman Qasim	Qodah
123	Ms. Linda	Mangle	181	Mr. Walter	Raffo
124	Mr. Abba	Manzo	182	Mr. Verosoa Mamy	Raharivelo
125	Mr. Amos	Marawa	183	Mr. J.M.	Ramashamole
126	Mr. Jossy S.	Materu	184	Mr. André	Randriambolantsoa
127	Mr. M.	Mathibeli	185	Mr. Dikgang	Rapudi
128	Mr. Shadreck	Matsimbe	186	Mr. Jens Erik	Rasmussen
129	Mr. Tamsier D.	Mbye	187	Mr. Hans	Rat
130	Mr. Nzinyangwa E.	Mchany	188	Mr. Laporte Julien	Ravelonarivo
131	Dr. Gerhard	Metschies	189	Matthew	Ridout
132	Mrs. Ethel	Mlalazi	190	John	Riverson
133	Mr. Makhosini	Mndawe	191	Mr. Alex	Rugamba
134	Dr. Dayo	Mobereola	192	Mr. Patrick	Rugumire
135	Mr. Adama	Moussa	193	Dr Francois-Xavier	Rusanganwa
136	Mr. T	Mudawarima	194	Mr. Paul	Rusiga
137	Mr. Nehemiah S. M.	Mudzinganyama	195	Mr. Meïssa Gaye	Samb
138	Ato Demissie Geneme	Mulugeta	196	Vincent	Sandamuka
139	Mr. Antony	Murithi	197	Mr. Sékou	Sangare
140	Mr. Benard	Musarurwa	198	Josephat	Sasia
141	Engr. Emmanuel William	Musumba	199	Dieter	Schelling
142	Mr. Gideon	Mwenda	200	Mr. Emil	Schnackenberg
143	Mr. Billy	Mwiinga	201	Richard G.	Scurfield
144	Ato Tesfamicheal	Nahusenay	202	Mr. Moruti	Sekokotoana
145	Mr. Vital	Narakwiye	203	Siele	Silué
146	Colonel Benjamin	Ndala		Mr. Luis Nataniel	
147	Mr. Ndiaye Diouf	Ndiaye	204	Monteiro	Silva
148	Mr. Latyr	Ndiaye	205	Mr. Shemmy	Simuyemba
149	Ato Bekele	Negussie	206	Tekie	Sium
150	Hubert	Ngabmen	207	Mr. L. S. C.	Siwande
151	Mr. Jean	Ngendakuriyo	208	Mr. Ibrahima	Sow
152	Aliou	Niang	209	Mamadou Bano	Sow
153	Maurice	Niaty-Mouamba	210	Mr. Ole	Sylte
154	Mr. Marcel	Nikiema	211	Mr. Jean Marie	Takam
155	Mr. David	Niyungeko		Mr. Kanfitine	
156	Peter	Njenga	212	Bouraima	Tchede Issa
157	Hubert	Nove-Josserand		Mr. Antonio da	
158	Théo	Ntela Lungumba	213	Gama Lopes	Teixeira
159	Eng. L. C.	Nwaezike	214	Mr. Mengstaeb	Teklezion
160	Ms. Joyce	Nyambura	215	Mr. Ousmane	Thiam
161	Mr. Jerome	Obi Eta	216	Mr Serigne Lèye	Thioune
162	Ms. Carol	O'Brien	217	Bruce	Thompson
163	Labite V.	Ocaya	218	Mr. François	Tollo
164	Mr. David Têlé	Olodo		Mr. Alhassane	
165	Mr. Bachir	Oloude	219	Aminata	Toure
166	Ms. Margaret	Ombai	220	Mr. Hama	Toure
			221	Mr D.T	Tseko
			222	Mr.	Wambugu
			223	Mr. F.M.	Were-Higenyi
			224	Gosta	Werner

167	Mr. Godfrey	Onyango	225 Mr. Théophile C.	Worou
			Mr. Robert	
168	Stefan	Opitz	226 Mazalaedwa	Ziracha
169	Tom	Opiyo	227 Dr. Bernard	Zoba
170	Mr. Carey Okwiri	Orege		
171	Gylfi	Palsson		

## Attachment B: 2003 SSATP Annual Meeting, Kigali. Draft Program Schedule

Time	SATURDAY, MAY 24	Location
All day	Welcome and registration	<i>Hotels</i>
All day	Component Preparatory Meetings (RMI/RTTP, UM, T&T) Themes and Issues to be presented to stakeholders	<i>Hotels</i>
All day	Regional Economic Communities (REC) Task Force Themes and Issues to be presented to stakeholders	<i>Hotels</i>
All day	Arrangement of "Market Place" displays, presentations	<i>Main Venue</i>
As appropriate		

Time	SUNDAY, MAY 25	Location
15.30 – 16.15	Welcome Meeting Arrangements Meeting Objectives	<i>Plenary (hotel MC)</i>
16.15 – 17.45	Rwanda: Transport Issues	<i>Plenary (hotel MC)</i>
18.00 – 18.45	SSATP Coordination – Program Approach - guidelines	<i>Plenary (hotel MC)</i>
19.30 – 21.30	Cocktail Party, Buffet Dinner	<i>Hotel MC</i>

Time	MONDAY, MAY 26	Location	
09.00 – 10.00	<b>Formal Opening Ceremony</b>	<i>Plenary</i>	
10.30 – 12.00	<u>Session 1</u> : Regional policy development/trade and transport NEPAD, RECs, SROs	<i>Plenary</i>	
12.15 – 12.45	<u>Session 2</u> : Meeting poverty reduction goals through improved transport policy and strategies: country case studies Rwanda	<i>Plenary</i>	
12.45 – 14.00	Lunch		
14.00 – 15.00	<u>Session 2</u> (contd): case Studies: Tanzania, Guinea	<i>Plenary</i>	
15.30 – 18.00	<u>Session 3</u> : Working group discussions		
	<b>Lessons from the country case studies</b> (transport policy and strategies in the context of national poverty reduction goals and strategies) <b>Program (SSATP) Approach</b>	<b>Regional trade and transport</b> (removing key obstacles to regional trade) <b>Program (SSATP) Approach</b>	<i>Working Groups</i>

<b>Time</b>	<b>TUESDAY, MAY 27</b>		<b>Location</b>
9.00 – 10.30	<b>Session 4:</b> Report backs from working groups: <ul style="list-style-type: none"> <li>- national poverty reduction and transport policy and strategies</li> <li>- regional trade and transport policy and strategies</li> </ul>		<b>Plenary</b>
11.00 – 12.30	<b>Session 5:</b> Thematic Workshops (Organized by components)		<i>Plenary</i>
	<b>RMI/RTTP</b>	<b>UM</b>	<b>T&amp;T</b>
<b>Lunch</b>			
14.00 – 16.00	<b>Session 5:</b> (contd) Thematic Workshops (Organized by components)		<i>Working groups</i>
	<b>RMI/RTTP</b>	<b>UM</b>	<b>T&amp;T</b>
16.30 – 18.00	<b>Session 6:</b> Report Backs from Working Groups: Priority issues, initiatives for 2004 Work Program		

<b>Time</b>	<b>WEDNESDAY, MAY 28</b>		<b>Location</b>
9.00 – 10.30	<b>Session 7:</b> SSATP moving forward: draft workplan for 2004 <ul style="list-style-type: none"> <li>- Poverty/transport analysis (more countries)</li> <li>- developing SSATP arrangements at country level</li> <li>- regional initiatives, capacity building</li> <li>- developing SSATP arrangements at regional level</li> </ul>		<i>Plenary</i>
11.00 – 12.30	<b>Session 8:</b> Working Group Discussions 2004 Work Program, country and regional levels		<i>Working Groups</i>
<b>Lunch</b>			
14.00 – 15.30	<b>Session 9:</b> Report Backs from Working Groups <b>Fine Tuning the 2004 Work Program</b>		<i>Plenary</i>
16.00 – 17.00	<b>Film: The Northern Corridor</b>		<i>Plenary (tba)</i>
18.30 – 19.30	<b>Session 10:</b> Closing session <ul style="list-style-type: none"> <li>- SSATP 2004 work plan, including responses to emerging issues</li> <li>- Closing of meeting</li> </ul>		<i>Plenary (tba)</i>
19.30 -	<b>Cocktail/buffet dinner</b>		<i>Hotel MC</i>

<b>Time</b>	<b>THURSDAY, MAY 29</b>		<b>Location</b>
	Field trips		

<b>Time</b>	<b>FRIDAY, MAY 30</b>		<b>Location</b>
9.00 – 10.30	Annual General Meeting of SSATP Opening session	Optional Coordinator's meeting NEPAD meeting	<i>tba</i>
11.00 – 12.30	Agenda items	Cont.	
14.00 – 15.30	Agenda items	Cont.	
16.00 – 17.00	Closure of meeting		

### Attachment C: SSATP RECs Report Matrix

Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
<b>1. Efficient Corridor Operations</b>					
Observatories & performance monitoring	To be supported under Regional Road Transport Facilitation Program with UEMOA/ECOWAS.	Establish observatories and create framework for corridor management.	Agreed on establishing observatories. Pilot observatories to commence. High priority	Require establishing of performance monitoring system along Northern (Mombasa) and Central (Dar) corridors; Priority	Baseline data & ad-hoc monitoring on some corridors. Need sustainable monitoring systems on key corridors. Priority
Enforcement of axle load limits/overload control	Harmonised but not enforced at national level.	Harmonized in 2001 by CEMAC Highway Code	Common standards already established; Not all member states are implementing; Overload control certificate already designed though it is not in use; Operationalise the overload control certificate through preparation of procedures and management of weighbridges. High priority	Harmonisation required. Priority	Limits agreed & some countries implementing; Tied to road funding regimes; Enforcement on pilot projects; Draft Model Legislative Provisions to be approved; Implementation guidelines needed. Priority.
Harmonisation of road user/transit charges/ cost recovery	Eleven countries are implementing RMI	Need to be established	Harmonised road user charges established Some countries are not applying the harmonized rates	Harmonisation required; Priority	Harmonised methodology & country specific charges agreed. Charges being reviewed and implementation guidelines being prepared. Priority
Improving border post facilities and simplifying and streamlining border operations	To be developed under Regional Facilitation Program. UEMOA launched tender for one corridor (Lomé/Ouagadougou).	Need to be established	Adopted the concept of one stop border posts Pilot projects to commence in the TTCA at Malaba border post High priority	Pilots to be implemented at selected borders. Begin with along Northern Corridor	One-stop border posts agreed. Border Post reform Package developed. Pilot projects planned along some corridors. Priority
Harmonising, streamlining and simplifying Customs documentation and procedures	Documentation not harmonized.	Unified procedures exist since 1969	COMESA Customs Document (CD) already in place Customs procedures for the FTA already developed It is necessary to operationalise the CD and customs procedures Requires preparation of documentation an training of personnel Priority	Harmonization needed; Priority	Customs document piloted on Trans-Kalahari Corridor, trade and transport directorates of Secretariat to work together for adoption across SADC

Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Establishing facilitative transit bond guarantee regimes	Transit guarantee form exists but not operational yet apart for petroleum products	To be established on corridors to landlocked countries (Douala/Bangui, Douala/N'Djamena)	Customs Bond Guarantee scheme under preparation It will be necessary to obtain underwriters for the scheme High priority		Being led by private sector (FESARTA)
Third party insurance	ECOWAS Brown Card scheme since 1988	Operational since 2002 (pink card)	Already in force in most member states Extension of the scheme into the remaining states Priority	Yellow card being implemented	Three systems (Yellow Card, Cash, Fuel levy) in use, Harmonisation a priority (on-going); Priority.
Road safety	Regional program adopted in 1994 but not yet implemented due to lack of funds. Implementation now scheduled in 2003 for UEMOA.	Harmonized in 2001 but not functional.	Road Safety Programme to be prepared. Priority	Urgent measures needed; Priority	Pilot project in progress on Beira Corridor, a priority issue
Port facilitation (Safety and security)	UEMOA harmonization of administrative and port transit procedures program (2002)	Exists partially led by private sector initiative (FAL committee and single window-GUCE- in Douala, single window in Pointe-Noire)	Simplification of port procedures and inclusion of ports in Corridor programmes for purposes of information sharing Priority		Being led by port operators (PMAESA)
Identification and promotion of missing links	Missing Road links identified within the framework of the Common Road Infrastructure Program.	Regional roads, rail and river transport links being improved with funding from EDF and other donor agencies (horizon 2010)	Priority projects to close missing links already identified. Sourcing of funds for the construction of links through NEPAD, COMESA Infrastructure Fund etc. High priority	Support needed to close missing links especially on regional road network.	Projects being reviewed under NEPAD.
Coordination of Infrastructure maintenance and management.	Coordination foreseen within the framework of a Steering Committee grouping country experts, RECs and donor agencies.	To be established			Road Management Systems to be handled by ASANRA, railway infrastructure by SARA
Promoting and facilitating increased inter-modal/multi-modal operations	Railways networks interconnection study under preparation	To be pursued		Needed along two major corridors.	Regional Integrated Transport Committee established, integrated policy a key priority for the committee; Priority

Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Promoting implementation of HIV/AIDS programs targeting major trade corridors	Included in Regional Facilitation Program under preparation		Enhanced in the Corridor Approach Priority	Very important and high priority.	Pilot project in progress on Beira Corridor, needs replication on other corridors; Priority
Reduction of unnecessary road checks and barriers (including corruption).	High priority.	High priority.	Improvement needed.	Improvement needed.	Improvement needed.

2. Corridor Management Arrangements					
Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Promoting the establishment and/or strengthening of formal corridor management arrangements	In progress. Priority	Following consultation of decision-making bodies and after results of ongoing studies are made available	Formal management structures exist for TTCA. There is need for formal institutions to be set up in the other corridors and these should be more inclusive in terms of stakeholder participation  High priority	Exists for Northern Corridor. Needs to be established for Central corridor; Priority	Protocol defines Corridor Planning Committees and Joint Route Management Groups. Formal committees established for Trans-Kalahari, Dar es Salaam, Nacala and Beira).
Supporting the establishment and/or strengthening of corridor secretariats/technical units	None	Need to be established	Secretariats /management committees will be necessary in all the corridors  High priority	Exists for Northern Corridor. Needs to be established for Central corridor; Priority	Three Secretariats in place (Trans-Kalahari, Dar es Salaam, Beira), considered an effective strategy. Need to have similar Secretariats on other corridors,
Participation of the private sector	UTRAO, ABR and WAEN are participating into the Transport Facilitation Program	Need to be encouraged	This is expected to take place in all corridors High priority	Support needed to develop effective private sector participation	Private sector recognized in SADC Protocol as a key partner in corridor activities
Capacity building to ensure effective participation of the public-private sector partners	To be strengthened	To be strengthened following adequate survey	Priority	Strengthened capacity needed.	The private sector in most SADC countries is organized and regional associations are key partners in regional committees
Financial sustainability and economic efficiency of corridor institutions.	Need to be established	Priority after item (a) is satisfied	Priority		This is a key issue and needs to be tied to the benefits that derive from Secretariat activities
Assessment of existing corridor management structures and dissemination of good practice	Priority	Acceptable	Priority	Priority	Priority

### 3. Harmonisation of Legal/Regulatory & Administrative Procedures

Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Development and/or updating of existing protocols and other similar instruments	Need to update and implement	Need to update	Priority	Policies exist in EAC Treaty.	SADC Protocol in force for five years, time for review and impact assessment of those measures that have been implemented.
Preparation of implementation guidelines and toolkits	Exist but need to be implemented	Will be needed	Priority	Need to be established	Tool kits developed from various pilot projects in place are critical to overcome some of the implementation hurdles: Priority
Development and sharing of model regulations					
Development or utilisation of effective advocacy techniques to encourage implementation of existing legal and regulatory instruments	Need for capacity		Priority	Needs enhancing capacity	Implementation of some Protocol provisions has been slow, need to develop instruments to assist member states including making available technical assistance, EU has made available technical advice
Strengthening of enforcement capacity and procedures to ensure compliance with laws and regulations in a more transparent manner	UEMOA has enforcement instruments but ECOWAS has not.		Priority	Needs improvement	Implementation progressing slowly on some provisions, need for implementation guidelines has been identified
Strengthening the capacity of private sector associations to lobby more effectively for adoption and implementation of facilitative laws and regulations					

4. Common Policies and Strategies within and between RECs					
Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Establishment of integrated policies & practices	TRIE and TIE in place but not implemented	High priority need	The COMESA Treaty and the protocol on transit trade and transport provide guidelines for the harmonization of regional transport. There is need for integrated transport policies in member states. A COMESA Model Transport Policy is TO BE PREPARED High priority	Strategies exist; support for legislative and regulatory reform needed.	Protocol on Transport in force since 1998, it is a comprehensive document with provision for identification of new areas of harmonisation
Mechanisms for sharing knowledge, experience & best practices	Need for formalising sectoral meetings	High priority need	Undertaken through workshops and peering Priority	This is important; study tours and coordinating meetings	Technical committees meet at least once a year to review progress and share experiences; Priority
Development of a linkage between transport and economic and social development through programs such as spatial development initiatives (SDIs)	Need for holistic approach		The SDI approach accepted as an ideal strategy in the corridor development strategies Priority		SADC aims to develop regional corridors as SDIs encompassing all economic activities along the corridor, SDIs have been defined
Regional infrastructure financing & maintenance policies	Existing	Existing in some states for waterways and under consideration for roads, but need to be harmonized (priority)	COMESA member states have set up independent authorities to deal with the development and maintenance of transport infrastructure such as roads, railways and ports  There is need for capacity building among the autonomous authorities created to manage transport infrastructure High priority	Needs consolidation of existing reforms	Cost recovery is an agreed principle, measures being put in place as part of the PPP strategy

Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Development and sharing of model policies and policy implementation strategies	To be implemented	Necessary	These are necessary for each subsector in transport. Competition Regulations for the air transport sector are being developed in collaboration with EAC and SADC Need for both safety and economic regulations in other subsectors such as aviation, maritime transport. Priority		Several Protocol related documents, including MLPs have been developed
Assistance for policy & strategy development	Need for assistance	Very necessary	Priority		This is an area where intervention is required as it has slowed down protocol implementation
Strengthening the capacity of private sector associations to contribute more effectively to policy formulation and in championing the implementation thereof					

5. RECs Institutional capacity strengthening					
Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Capacity to develop technical notes & guidelines	Need to reinforce capacity	To be developed	Priority	Priority	Technical assistance is required to develop guidelines and annexes to the Protocol
Capacity for advocacy & championing	Need for capacity strengthening	To be developed	Priority	Needed	There is need to capture pilot activities as part of the advocacy activity
Coordination & leveraging of available resources	Support to existing steering committee	Priority	Priority	Needs improvement	It is important that there be a cooperating partner coordination mechanism, done under SADC consultative conference at a general level
Requirement for specialized expertise	Need for expertise	High priority need	Priority	Need technical assistance staff	Outstanding protocol issues require expert input and guidance, so there is need for assistance with regulatory reforms in particular; Priority.

6. RECs Coordination					
Priority Area/Issue	WEST	CENTRAL	EASTERN AND SOUTHERN		
	ECOWAS/UEMOA	CEMAC	COMESA	EAC	SADC
Intra-regional (RECs) coordination mechanism and strategy	Action needed Periodic meetings	Needed Forums and visits		Needed Structured periodic coordination meetings needed	
Inter-regional (RECs) coordination mechanism and strategy	To be enlarged Periodic meetings	Needed Forums and visits	Currently inter REC coordination is undertaken with SADC, EAC and IGAD through participation in RECs organs meetings and scheduled inter REC meetings  High Priority	Needed	SADC and COMESA also cooperate on several other issues (third party insurance, axle load limits, overload control, etc). The cooperation was formalized by a decision of the Chair of the two organizations. SADC, COMESA, EAC cooperate on identified issues where there is potential for increased benefit such as civil aviation liberalization. Needs formalisation at continental level. Important that there be formalisation (SSATP, NEPAD); Priority
Establishment of trade and transport coordination mechanisms within and between RECs	Need to establish	Needed		Needed	Important for sharing information and identification of options for achieving the same objectives
Establishment of procedures to avoid duplication and overlapping of forums, meetings and projects					

## **Attachment D: RECS themes and issues for SSATP support**

### **Main Theme: RECs SSATP SUPPORT PROGRAMME**

#### **Title of Sub-Theme: Efficient Corridor Operations**

This sub-theme concerns facilitation of the removal of impediments to the efficient flow of traffic in order to reduce transport and transactional costs of trade. This will, in turn, facilitate increase in trade, promote investment and, therefore, economic growth, which is critical for achieving the ultimate goal of poverty alleviation.

This sub-theme is important to SSATP since it supports the achievement of the program's goal of contributing to poverty reduction. It also enables the SSATP to fulfill its role of providing technical support for implementing the transport component of the NEPAD program in infrastructure

#### **Key issues that should be addressed by working group:**

- Establishment of observatories or performance monitoring systems along corridors
- Enforcement of axle load limits/vehicle overload control
- Harmonisation of road user/transit charges on the basis of cost recovery
- Improving border post facilities and simplifying and streamlining border operations
- Harmonising, streamlining and simplifying Customs documentation and procedures
- Establishing facilitative transit bond guarantee regimes
- Implementing a motor vehicle insurance system valid across all corridor countries
- Improving road safety
- Port facilitation (including safety and security)
- Identification and promotion of the elimination of missing links
- Coordination of improved infrastructure maintenance and management
- Promoting and facilitating increased inter-modal/multi-modal operations
- Promoting implementation of HIV/AIDS programs targeting major trade corridors
- Reduction of unnecessary road checks and barriers (including corruption).

Person making plenary presentation: COMESA

Champion of sub-theme (EN): COMESA

Person/s synthesizing the results: COMESA assisted by FESARTA

**Main Theme: RECs SSATP SUPPORT PROGRAMME**

**Title of Sub-Theme: Corridor Management Arrangements**

This sub-theme entails the establishment of efficient, effective and sustainable public-private sector partnership corridor management arrangements, including institutional frameworks.

This is important to SSATP since such corridor institutional frameworks are critical to ensuring faster adoption and sustainable implementation of SSATP supported measures aimed at facilitating faster and efficient flow of traffic along corridors at lowest possible cost.

**Key issues that should be addressed by working group:**

- Promoting the establishment and/or strengthening of formal corridor management arrangements
- Supporting the establishment and/or strengthening of corridor secretariats/technical units (to champion implementation of corridor performance improvement programs)
- Promoting the participation of the private sector in corridor management
- Capacity building to ensure effective participation of the public-private sector partners (private sector associations, SROs, government and regulatory agencies, etc.) in corridor management.
- Promoting financial sustainability and economic efficiency of corridor institutions
- Assessment of existing corridor management structures and dissemination of good practices.

Person making plenary presentation: SADC

Champion of sub-theme (EN): SADC

Person/s synthesizing the results: SADC assisted by PMAESA

## **Main Theme: RECs SSATP SUPPORT PROGRAMME**

### **Title of Sub-Theme: Common policies and Strategies**

A uniform approach to developing integrated transport policies and strategies pertaining to such issues as infrastructure development, maintenance, overload control and safety are needed amongst RECs in order to facilitate smooth operation of transport through member states. Implementation of such policies and strategies is key to achieving the goal of regional integration which is critical in facilitating trade and economic growth with a view to alleviating poverty.

This sub-theme falls within the responsibility given to SSATP under NEPAD to support development and implementation of sound transport policies and practices in Sub-Saharan Africa.

#### **Key issues that should be addressed by working group:**

- Establishment of integrated policies and practices;
- Development of adequate mechanisms and strategies for sharing knowledge, experience and best practice within and between RECs;
- Development of a linkage between transport and economic and social development through programs such as spatial development initiatives (SDIs);
- Development of adequate regional infrastructure financing and maintenance policies;
- Development and sharing of model policies and policy implementation strategies;
- Establishment of assistance for policy and strategy development;
- Strengthening the capacity of private sector associations to contribute more effectively to policy formulation and in championing the implementation thereof.

Person making plenary presentation: ECOWAS

Champion of sub-theme (EN): ECOWAS

Person/s synthesizing the results: ECOWAS assisted by UEMOA

**Main Theme: RECs SSATP SUPPORT PROGRAMME**

**Title of Sub-Theme: Harmonisation, rationalisation and implementation of Legal/Regulatory and Administrative Procedures.**

Harmonisation and rationalisation of legal/regulatory and administrative procedures is critical for ensuring that a consistent approach is followed in creating a conducive environment for facilitating a smooth flow of traffic.

This sub-theme is in line with the SSATP program that supports the removal of regulatory-related barriers to the smooth movement of trade.

**Key issues that should be addressed by working group:**

- Development and/or updating of existing protocols and other similar instruments;
- Preparation of implementation guidelines and toolkits;
- Development and sharing of model regulations;
- Development or utilisation of effective advocacy techniques to encourage implementation of existing legal and regulatory instruments;
- Strengthening of enforcement capacity and procedures to ensure compliance with laws and regulations in a more transparent manner.
- Strengthening the capacity of private sector associations to lobby more effectively for adoption and implementation of facilitative laws and regulations.

Person making plenary presentation: SADC

Champion of sub-theme (EN): SADC

Person/s synthesizing the results: SADC assisted by TTCA

**Main Theme: RECs SSATP SUPPORT PROGRAMME**

**Title of Sub-Theme: RECs Institutional Capacity Strengthening**

RECs require mechanisms and institutions to oversee the implementation of the Corridor approach in the region so that common standards and practices are applied in order to strengthen their capacity to provide effective leadership in the design and implementation of sound transport policies and programs.

This sub-theme is in keeping with the SSATP objective of strengthening the ownership by RECs of the program and reinforcing their capacity to assist member states to adopt and implement agreed policies and practices.

**Key issues that should be addressed by working group:**

- Development of capacity for producing technical notes and guidelines
- Development of capacity for advocacy and championing
- Coordination and leveraging of available resources
- Requirement for specialised expertise

Person making plenary presentation: UEMOA

Champion of sub-theme (EN): UEMOA

Person/s synthesizing the results: UEMOA assisted by ECOWAS.

## **Main Theme: RECs SSATP SUPPORT PROGRAMME**

### **Title of Sub-Theme: RECs Coordination**

RECs have an important coordination role to play in order ensure that common standards, procedures and practices can be adopted and applied both within and between RECs so as to avoid duplication of effort and, in so doing, optimise the use of available resources.

This sub-theme is important to SSATP who wish to ensure that their support to RECs is optimally utilised.

#### **Key issues that should be addressed by working group:**

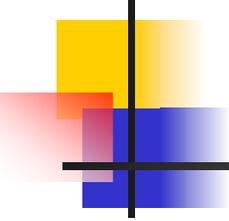
- Establishment of structured, intra-regional consultative and coordination mechanisms;
- Establishment of structured inter-regional consultative and coordination mechanisms;
- Establishment of trade and transport coordination mechanisms within and between RECs;
- Establishment of procedures to avoid duplication and overlapping of forums, meetings and projects.

Person making plenary presentation: COMESA

Champion of sub-theme (EN): COMESA

Person/s synthesizing the results: COMESA assisted by FESARTA.

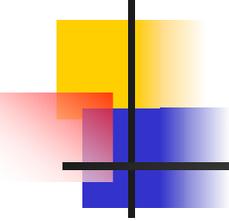
**Attachment E: Identified priority areas for SSATP support**



# RECs/Trade and Transport Activities Summary

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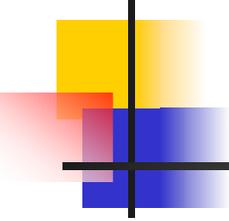
- Studies
  - Policy Mapping
    - Corridors and SDI initiatives: review of existing experience
  - Performance Assessments
    - Port facilitation (security, community based information systems)
    - Assessment of existing corridor arrangements or structures
  - Legislative Analysis
    - Develop and update existing protocols and instruments in SADC/COMESA
  - Establishing Corridor Observatories
    - Corridor monitoring systems (UEMOA, NCTTCA and complementing other ongoing initiatives along other corridors)
    - Cargo Tracking systems (COMESA/SADC)



# RECs/Trade and Transport Activities Summary (2)

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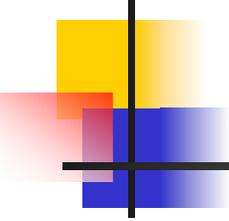
- Workshops/Seminars
  - Regional SRO/REC/Stakeholders
    - Corridors Management Workshop
    - Legal Review Dissemination Workshop
    - Common Policies and Best Practice: Transit Policies and Procedures
    - Sub-Regional RECs Trade/Transport Coordination Workshops



# RECs/Trade and Transport Activities Summary (3)

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- Capacity Building
  - TA to RECS
    - Support to the implementation of NEPAD STAP (and MLTAP)
  - Private Sector
    - Support to Corridor Groups
  - Specialist Inputs
    - Specific expertise in program evaluation, project presentation
- Training
  - Specialist Training
    - Transit procedures
    - HIV Aids and transport



# RECs/Trade and Transport Activities Summary (4)

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- Publications
  - Assessment of existing corridor arrangements or structures
  - Legal Review and CR-Rom
  - Corridors and SDI initiatives: review of existing experience
  - Railway Concessioning Toolkit (English Version)