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**UNITED NATIONS ECONOMIC COMMISSION FOR AFRICA
SUBREGIONAL DEVELOPMENT CENTRE FOR SOUTHERN
AFRICA (ECA/SRDC-SA)**

MISSION REPORT

Staff Member on Mission:	M.E. Dhliwayo, EAO, Transport Programme
Purpose of Mission:	Consultative Meeting on Development of Efficient, Safe and Integrated Transport System in Eastern and Southern Africa-SATCC, COMESA and ECA/SRDC-SA
Duration:	28 February to 3 March 2000
Venue:	Maputo, Mozambique
Programme Element:	Technical Assistance to the Southern Africa Transport and Communication

**CONSULTATIVE MEETING BETWEEN SATCC, COMESA AND
ECA/SRDC-SA**

BACKGROUND AND OBJECTIVE OF MEETING

Representatives of SATCC, COMESA and ECA/SRDC-SA met in Maputo, Mozambique from 28 February to 3 March 2000 to consult on selected areas for cooperation, agree on the modalities for their implementation and also identify other areas for future cooperation.

More specifically, the meeting was tasked to address the following issues:

1. High level workshop on regulation of private sector participation in transport infrastructure development;
2. Improvement of road safety on international routes;
3. Harmonization of definitions and selection of performance indicators in selected transit corridors;
4. Promotion of measures to prevent and control the spread of HIV/AIDS in transit transport corridors; and,
5. Priority areas for future cooperation.

SUMMARY OF THE PROCEEDINGS

An Aide Memoire for the meeting, covering all the discussions and framework for developing the proposals, is attached as annex I. Annex II is a copy of a letter sent by the African Development Bank intimating its willingness to fund components 2 and 4 given above. ADB also requested SATCC to liaise with ECA/SRDC-SA in the preparation of the project proposals. Annex III is a draft proposal of the road safety component prepared by the Centre.

RECOMMENDATIONS

As can be seen from the above, an initial cooperation agreement is in place and needs the support of SADC, COMESA and ECA management. This will require both financial and other resources to ensure that the programme is implemented on a sustainable basis. This cooperation programme should form the basis for extending the collaboration in other still more difficult areas such as air transport where the two RECs are still trying to implement two parallel programmes on air transport management systems (CNS/ATM).

It is recommended that all parties should be involved in the design and organization of workshops such as the high level workshop on regulation of private sector participation in transport infrastructure and services development so that we can ensure that the programme focuses on the needs of the sub-region.

It is furthermore recommended that RCID be involved in the implementation of this programme with support from DISD for the design of the database for monitoring transit transport corridor operations.

Persons met

Mr. E. Msolomba, Director, SATCC
Mr. S. Kaombwe, Planning coordinator, SATCC
Mr. G. Maeti, Senior Transport Economist, COMESA

AIDE MEMOIRE

CONSULTATIVE MEETING ON DEVELOPMENT OF EFFICIENT, SAFE AND INTEGRATED TRANSPORT SYSTEMS IN EASTERN AND SOUTHERN AFRICA - SATCC, COMESA AND ECA/SRDC-SA

1. BACKGROUND AND OBJECTIVE OF MEETING

Representatives of SATCC, COMESA and ECA/SRDC-SA met in Maputo, Mozambique from 28 February to 3 March 2000 to consult on selected areas for cooperation, agree on the modalities for their implementation and also identify other areas for future cooperation. More specifically, the meeting addressed the following issues:

1. High level workshop on regulation of private sector participation in transport infrastructure and services development;
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3. Harmonization of definitions and selection of performance indicators and database development in selected transit corridors;
4. Promotion of measures to prevent and control the spread of HIV/AIDS in transit transport corridors; and,
5. Priority areas for future cooperation.

A summary of the discussions and the preparatory work done is given below.

2. SUMMARY OF THE PROCEEDINGS

The parties discussed the draft programme for the high level workshop, suggested changes and inputs from COMESA AND SATCC, and prepared project profiles for submission to ECA (1 and 3) and ADB (2 and 4) for funding.

- i) **High Level Workshop on Regulation of Private Sector Participation in Transport Infrastructure and Services Development Funded by the World Development Institute of the World Bank and ECA**

The parties noted that although the programme for the meeting had been designed without consultations with the RECs, there was still room for them to inject their ongoing activities in the form of case studies in the eastern and southern African sub-region. In this regard, SATCC agreed to prepare and present their framework for developing private/public sector partnerships as part of the ongoing restructuring exercise in the SADC countries with specific case studies from the sub-region. COMESA would also

present case studies on ongoing initiatives to develop private/public sector partnerships in the transport and communications sector

It was also suggested that the seminar programme be re-arranged as follows:

- (a) Presentations and discussions in plenary on the following thematic topics:
 - Overview of transport sector performance;
 - Institutional reform/restructuring of government departments, regulatory agencies and parastatals;
 - Private sector participation;
 - Financing issues.
- (b) Group work on selected topics from plenary discussions;
- (c) Plenary session for presentation of group work, adoption of recommendations and conclusions.

The recommendations and conclusions from this workshop are expected to provide further inputs to the ongoing restructuring, financing and private sector development programmes in Eastern and Southern Africa.

SATCC and COMESA will provide a list of 30 potential invitees to the workshop taking into account the need to have a balance between participants from the private and public sectors with the inclusion of representatives from privatization agencies.

ii) **Improvement of Road Safety on International Routes (For Submission to AfDB)**

The parties agreed that an earlier proposal for the improvement of road safety in the region would be revised and submitted to AfDB for financing. Because the AfDB had indicated that financing would be limited in the first phase, it was agreed that the proposal would include:

- a) strengthening of national institutional setups on road safety where they exist;
- b) setting up of national institutional setups in countries where none exist; and
- c) implementation of programmes on selected major transit corridors.

iii) **Harmonization of Definitions and Selection of Performance Indicators in Selected Transit Corridors**

The parties recognised the need to apply common performance indicators pertaining to road infrastructure and services and agreed with the ECA proposal that a review of previous studies and database development programmes be carried out with the objective of harmonising the definition of terminologies, selecting important performance indicators and establishing of databases at selected centres. These indicators would be applied in analysing and assessing both road infrastructure performance and road transport operations along transit corridors.

iv) **Promotion of Measures to Prevent and Control the Spread of HIV/AIDS in Transit Transport Corridors**

The spread of HIV/AIDS along the transit transport corridors is a critical issue which needs to be addressed urgently. It was noted that the intervention of the REC's through their transport programmes would greatly augment national and global programmes in the prevention and control of the pandemic. There was therefore need to build information and educational elements to be implemented under the auspices of the road safety and transit traffic facilitation programmes.

The measures to be considered for prevention and control of the pandemic would include:

- i) erection of information bill boards along transit routes
- ii) distribution of pamphlets or audio materials along corridors
- iii) distribution of condoms at rest centres along transit routes
- iv) counselling facilities

v) **Other Priority Programmes for Cooperation**

There are many areas of cooperation in the future. The parties identified the following for immediate action:

(a) **Transit Road User Charges**

It was noted that while the joint COMESA/SATCC Study on the harmonisation of road user charges was completed in 1994, approval by the ministerial councils in both organisations took time with the COMESA's approval coming earlier and SATCC's approval being granted only last year.

In the case of COMESA, it was noted that approval was granted for uniform charges for all countries while in SADC, approval was for country specific charges on the basis of figures obtained from applying its basic inputs into the agreed harmonised methodology based on the VOC Model. The parties noted that SATCC-TU has been tasked to prepare

an implementation manual and initiate a review of the charges on the basis of the basic country inputs to the VOC Model.

It was agreed that COMESA and SATCC should jointly carry out these assignments with a view to producing urgently a COMESA/SATCC road user charges implementation manual and, subsequently, the review of the charges.

(b) Assistance Required by SATCC-TU in terms of Information Technology

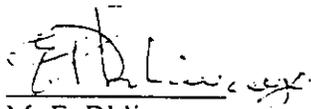
The SATCC-TU requested ECA to provide any possible assistance in the implementation of the Information Technology programme covering the following components:

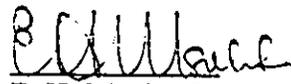
At the SATCC-TU level :

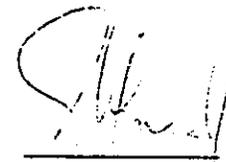
1. Training in using latest software for data and information processing
2. Training in database development and in website expansion
3. Training in data communications and dissemination
4. Training in specialised functions such as transport modelling

At the SADC member State level :

1. Training in using latest software for both public and Private Sector (The various transport and communications associations, transport corridor groups, chambers of commerce etc)
2. Training in database development
3. Training in data communications and data dissemination


M. E. Dhliwayo
ECA/SRDC-SA


E. H. Msolomba
SATCC-TU


G. M. Maeti
COMESA

3 March 2000

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BANQUE AFRICAINE DE DEVELOPPEMENT
AFRICAN DEVELOPMENT BANK

Annex 2

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To: The Director
Southern Africa Transport and
Communications Commission (SATCC)
CP 2677, Maputo, Mozambique
FAX: (258 - 1) 431288/420213

Attention: Mr. E.H. MSOLOMBA

MESSAGE

Subject: TECHNICAL ASSISTANCE TO THE SOUTHERN AFRICA TRANSPORT
AND COMMUNICATIONS COMMISSION (SATCC)

We acknowledge receipt of the concept paper on the proposed Technical Assistance to SATCC, which was sent by email. The Bank recognises the need to provide SATCC with capacity for carrying out its present mandate as explained in the paper. At the same time we are aware of other emerging priorities in the transport sector in the region. These include:

- (i) The need to improve road safety on international transit routes;
- (ii) The facilitation of road transit transport through the establishment of one stop border posts;
- (iii) The need to promote measures to prevent and control HIV/AIDS.

Following the telephone conversation between Mr. A. Rugamba (ADB) and Mr. S. Kaombwe (SATCC) on 31 January 2000, it was agreed that certain elements of the original concept paper would be retained and new components that address the above mentioned priorities included. The paper will also provide information on the institutional set up of SATCC, its mandate and perspectives on integrating regional transport for economic growth in Southern Africa. This should consist in creating a logical linkage between the different project components

As you are aware, the Bank is convinced of the critical importance of regional cooperation and economic integration in Africa and has consequently earmarked resources under ADF-VIII to finance multinational projects and programmes. The proposed Technical Assistance to SATCC will be financed through a Grant from these resources. It is expected that the proposed operation would serve the key objective of deepening economic integration among African countries by helping eliminate physical and non-physical barriers to cross-border trade and transport flows.

The proposed assistance would typically include studies, equipment, training, or short term TA depending on the determined needs. In the case of HIV/AIDS you may wish to consider some low cost interventions for supporting the on-going SADC initiatives including erection of billboards along major transit routes or setting up of information/counselling centres in high risk areas. There are many possible interventions and we consider that you are best placed to make the initial proposals. The road safety component should be prepared in consultation with Mr. E. Dhliwayo of the Economic Commission for Africa (ECA) office in Lusaka, Zambia. As you are aware, ECA are in the process of reviewing an earlier proposal they had made to ADB concerning possible support for a Road Safety Programme in Southern Africa. While it may not be possible to finance the entire programme, we believe that some of the priority actions should be implemented given the deteriorating road safety situation in the region.

For your information, there is a Transport Mission from the Bank currently in Mozambique led by Mr. Nyame-Mensah. The mission will soon be contacting you to arrange a meeting and to further guide you on the preparation and formulation of the proposed project. We look forward to receiving a copy of the revised project document through Mr. Nyame-Mensah. This will enable us to prepare draft Terms of Reference and a Board Memorandum for the project. It is planned to field a Bank mission in April 2000 to discuss and finalise the Terms of Reference, and Memorandum for eventual submission to the Board of Directors in June 2000. You will be advised of the timing and mission composition.

Finally, we would appreciate receiving an official request from the Chairman of SATCC on behalf of the member countries. The submission of such a request for multinational operations financing is a normal Bank requirement.

Best regards,



G. Giorgis
Ag. Director

Country Department South

Mr. Nyame-Mensah, c/o Hotel Cardoso, Maputo (Room 211)

Mr. E. Dhliwayo, Economic Commission for Africa, Lusaka (ECA)

ANNEX III

PROPOSALS TO BE SUBMITTED TO THE AFRICAN DEVELOPMENT BANK FOR POSSIBLE FUNDING

Introduction

It will be noted that SATCC and ECA initially submitted a road safety development programme proposal to ADB in 1999. SATCC, as part of its omnibus regional projects also submitted the Road Traffic Safety Fund project. An assessment of the programme was that the programme focus needed to be reduced to a few priority areas in order to be considered for funding under ADF VIII. As a follow-up SATCC, COMESA and ECA met in Maputo during the period 28 February to 3 March 2000 to discuss on and agree on possible areas of cooperation in the development transport systems in Eastern and Southern Africa with special reference to:

1. High level workshop on regulation of private sector participation in transport infrastructure and services development;
2. Improvement of road safety particularly on international routes;
3. Harmonization of definitions and selection of performance indicators and database development in selected transit corridors;
4. Promotion of measures to prevent and control the spread of HIV/AIDS in transit transport corridors.

The meeting agreed, inter-alia, that the revised road safety programme would focus on the following aspects:

- Strengthening/setting up of national institutional setups for coordinating the planning and implementation of national road safety programmes;
- Implementation of road safety programmes along selected corridors;
- Development of road safety education programmes.

An elaboration of the revised programme development is elaborated on below.

Background and statement of the problem

Despite the fact that the road sector has been and continues to dominate Africa's freight and passenger movements, it still remains by far the most hazardous and accident prone mode of land transport in Africa where efforts to combat the adverse effects are still minimum. The incidence and severity of road accidents continues to be worse than in all other regions in the world.

Comparative global statistics, presented to the Third African Road Safety Congress held in Pretoria, South Africa in April 1997, showed that 500,000 persons die and 10 to 15 million persons are injured every year in road accidents throughout the world. Approximately 70 per cent of these fatalities and injuries experienced in developing countries. Accident occurrence between 1968 and 1990 increased by an order of 350 percent in Africa compared to a reversing

trend in industrialized countries where car ownership per 1000 inhabitants is estimated to be ten times higher on the average, than in Africa. Furthermore, the fatality rate per vehicle registered in African countries ranged from 8 to 50 times higher than in the industrialized world. A recent analysis of the Global Burden of Disease, in assessing changes in the ranking order of disease burden for 15 leading causes in the world, shows that road traffic accidents ranked number 9 in 1990 will be ranked number 3 in the year 2020 if the current intervention level is not increased.

At the regional level, road accidents were commonly the second highest cause of death for the 5 to 44 years age group in Africa when approximately 50 per cent of the African population are below the age of sixteen.

The economic cost to African countries accruing from road accidents is estimated to approach two per cent of GNP, with a high foreign currency component for importing medicines, hospital equipment, vehicle spare parts, etc.

Growth in urbanization in Africa has reached 11 per cent and has resulted in serious implications for road safety. The proportion of accidents occurring in urban areas is very high with figures ranging from 80 to 90 per cent of the national totals.

Objective and scope of the programme

As stated in the previous sub-missions, the global objective of the programme is to assist member States in the development of a safe, affordable, harmonized, efficient and integrated transport system for all users and providers through the implementation of coordinated and harmonized programmes. The implementation of such programmes will contribute to the realization of free movement of persons and the facilitation of intra-African and international trade as called for in the Abuja Treaty on the Establishment of the African Economic Community.

To achieve the above mentioned objective, the following outputs will constitute the first phase of the implementation of the whole programme:

- Strengthening/setting up of national institutional setups for coordinating the planning and implementation of national road safety programmes;
- Implementation of road safety programmes along selected corridors;
- Development of road safety education programmes.

These outputs are further elaborated on below:

OUTPUT 1. Strengthening/setting up of national institutional setups for coordinating the planning and implementation of national road safety programmes;

A recent assessment of the institutional setups in Southern Africa (1997) showed that most countries either had weak institutions with limited responsibilities for planning, implementing and monitoring road safety activities, or had no institutions at all leaving the work to a neo-non

functional department. The role of the user as a stakeholder was never considered in the design of the programmes. Furthermore the need to coordinate activities by the main actors was not considered important.

In order to redress this situation, there is a need to investigate the modalities for setting up effective National Road Safety Councils (NRSC) to plan and design the programmes backed by Traffic Safety Units (TSU) to execute the programme. As a follow-up the setting these institutions, there is a need to assist member States in drawing up a framework for designing priority programmes from which action plans can be drawn to guide the implementation and provide monitoring mechanisms.

Related activities

The setting up and/or strengthening of NRSCs and TSUs will require the following to be undertaken with the related work months required:

- a) Baseline assessment of the current status of the coordination activities; (0.5work month)
- b) Design of a model NRSC and TSU based on existing experience; (1.5 work months)
- c) Assistance to member States in the adoption of customized NRSC and TSU; (2.0 work months)
- d) Drawing up priority programmes for implementation and instituting monitoring and evaluation mechanisms. (1.0work month)

Resource requirements

A total of 4 work months will be required for this output at a total cost of US\$ 80 000.00.

OUTPUT 2. IMPROVEMENT OF ROAD SAFETY PROGRAMMES ALONG SELECTED CORRIDORS

Transport performance along the corridors is hampered by many administrative and non administrative barriers notably, to name a few, non harmonized customs and immigration laws, inadequate infrastructure and the related accessories, different practices in enforcement at the regional level and in adequate designs to cater for safety, insufficient control of overloaded vehicles, inadequately trained commercial vehicle drivers, and traffic mixes which include non-motorized transport.

Related activities

In order to improve the road safety standards at both national and regional levels, the following priority activities will have to be undertaken:

- a) Standardization and harmonization of road design standards, traffic regulations, enforcement procedures, traffic signs and markings throughout the region; (The frameworks for these

have been developed and assistance will be required by member States in implementing them.) (1.5 work months)

- b) Specialized regional training for commercial vehicle drivers, personnel responsible for axle load control and traffic enforcement (1.5 work months)
- c) Introduction of low cost countermeasures to accident black spots along the selected corridors including signs, warnings and actual surveillance by traffic police. (1.5 work months)

Resource requirements

4 work months will be required at a total cost of US\$ 90 000.00. An additional US\$ 50 000.00 will be required for training the personnel and US\$ 30 000.00 for the signs and warnings.

OUTPUT 3. DEVELOPMENT OF ROAD SAFETY EDUCATION PROGRAMMES

As mentioned earlier, road accidents have been identified as the second highest cause of death for the 5 to 44 years age group in Africa when approximately 50 per cent of the African population are below the age of sixteen. The need to protect youth, will constitute the leaders of tomorrow, is undoubtedly one of the highest priorities in the development of road safety programmes. A Programme on road safety development has to be designed resulting in the development of manuals for use in schools for children under 15 years of age.

Related activities

The following programme will have to be put in place in an attempt to reduce the number of accidents affecting this active group:

- a) Assessment of existing programmes in the region; (1.0 work month)
- b) Design of road safety programmes as part of the school curriculum (2.0 work months)
- c) Design of manuals based on existing and other information (2.0 work months)
- d) Selection of pilot countries and undertaking tests on the effectiveness of the programmes and manuals; (3 work months required in intervals of one every three months)

Resource requirements

8 work months will be required at a total cost of US\$160 000.00 with US\$ 50 000.00 for printed material.

Follow-up programmes

A follow-up programme will be drawn to ensure that the recommendations from both the studies and the seminar are implemented on a sustainable basis and in a cost-effective manner. Equipment such as traffic counting devices, signs for demonstration purposes, training aids, computer hardware related software programmes, etc will be purchased and installed where

deemed necessary. COMESA, SATCC and ECA together with selected subregional experts will be responsible for monitoring the follow-up Programme.

Supervision, Monitoring and Evaluation

The Programme implementation will be subject to joint supervision by COMESA, SATCC and ECA who will give technical guidance on the conceptualization of the Programme, and allocate resources. SATCC will play the lead role in as far as financial administration is concerned. Monitoring mechanisms in the form of tripartite reviews will be established. The review panel will consist of COMESA, SATCC, ECA, three Regional Experts (from member States), Representative(s) from the ADB and other donors and will hold meetings at the beginning of the programme, three months before the finalization of the outputs.