

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

MISSION REPORT

Staff Member on Mission: M.E. Dhliwayo, EAO, Transport Programme

Purpose of Mission: To participate in

- (a) The Second Special Steering Committee Meeting on the Regional Transport and Communications Study in Southern Africa.
- (b) The Subsectoral Committee Meeting on Road Infrastructure, Road Transport and Road Traffic

Dates and Venue:

- (a) 20 - 21 April, 1998  
Maputo, Mozambique
- (b) 22 - 24 April, 1998  
Maseru, Lesotho

Programme Element: International Cooperation

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## INTRODUCTION AND OBJECTIVE

ECA, at the invitation of the SATCC participated in the Second Special Steering Committee Meeting on the Regional Transport and communications integration study for Southern Africa in Maputo, Mozambique from 20 - 21 April, 1998. The resolution of the Committee is attached as Annex I.

ECA as part of its advisory services participated in the second meeting of the SATCC Subsectoral Committee on Road Infrastructure, Road Transport and Road Traffic in Maseru, Lesotho from 22 - 24 April, 1998. The detailed reports of the meetings in plenary and separate sessions are attached to the report as Annex II. A document entitled "A Proposal for Road Safety Development in Southern Africa" was presented to the meeting and is attached as Annex III.

### Summary of Proceedings

#### (a) Second Special Steering Committee Meeting

The terms of reference of the Committee required the following to be undertaken:

- (i) assess and approve the Review Final Report (RFR) inclusive of the policy programme and the regional investment programme;
- (ii) achieve consensus on the immediate action programme;
- (iii) ascertain continued commitment by member States towards implementation of the accepted recommendations on policy action and investment and its effective linking on going protocol implementation process.

The Steering Committee in general accepted that the RFR was considerably improved although the need to focus more on the corridor development programmes to reflect integration nature of the study. Member States were also urged to provide more information for the projects included in the study so that an exhaustive economic analysis could be undertaken as the Multi-Criteria Analysis (MCA) only gave an indicative programme. In any case there was need to include risk and sustainability analysis in the MCA model.

The Steering Committee recommended that the study be finalised through the inclusion of the detailed points listed in the resolution and be ready for tabling during the meeting of the Committee of Ministers of Transport and Communications to be held in Ezulwini Valley in Swaziland from 22 - 26 June, 1998.

**(b) Meeting of the Subsectoral Committee on Road Infrastructure, Road Transport and Road Traffic**

The meeting considered the three subsectors for the road sector both in plenary and in separate sessions. The ECA at the request of the SATCC presented a proposal on the African Road Safety Initiative designed for SADC countries. The meeting agreed to have the programme implemented subject to approval by the Committee of Ministers of Transport and Communications. The in depth studies are expected to commence during the fourth quarter of 1998.

The meeting also considered issues pertaining to border post operations and was informed that a fourth meeting of this Group was planned for mid July 1998, to finalise the drafting of the Memorandum of Understanding.

It was reported that most member States were at varying levels of restructuring the road sector. There was commonality in the approaches taken in setting up the road fund which was expected to draw funds from fuel levies, licence fees, permits and other road user charges.

On the SADC model driving licence, some member States notably South Africa and Zambia had already commenced the issuing of drivers' licences. It is expected that full implementation of this programme will be achieved by mid next year.

**RECOMMENDATIONS TO ECA**

ECA, in its role as lead agency to UNTACDA II and associate agency in RMI, should continue to support and give advisory services to the subregion. With regard to the integration study ECA should assist SATCC/TU in adapting existing models for use in project selection for the study.

The Road Safety Programme Development in SATCC should be fully supported as it is the initial step towards road safety programme development for the whole of Africa. In this regard it is

recommended that funds arising from the accrued interest of the Norwegian and Finnish funds deposited with ECA in 1989 be used as seed money for finalising the preparation of the project document for submission to potential donors.

## ANNEX I

### Regional Transport and Communications Integration Study for Southern Africa

#### Resolution of the Second Special Steering Committee Meeting

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#### I

Based on

- the Resolution of the Fourth Steering Committee Meeting, held in Cape Town, December 8, 1997, which endorsed the Summary of Workshop Conclusions and Recommendations of the Fifth Regional Workshop, held in the same location, December 1 to 3, 1997, and which had, in turn, benefited from the remarks provided by the European Commission on November 24, 1997, and from other comments received;
- the comments subsequently provided by Member States, in particular on the Policy Action and Investment Programme;
- the agreements reached at the weekend meeting held in Maputo February 21/22, 1998, followed by discussions up to February 27, 1998, with participation of SATCC-TU, EC, and the Consultant, and preceded by discussions in Brussels on January 22, 1998, with the same parties represented;

the Consultant has developed the Draft Final Report (DFR) into a Review Version of the Final Report (RFR), dated 31 March 1998.

In its Fourth Meeting, the Steering Committee had directed the SATCC-TU to "explore the possibilities for the Steering Committee, after completion of the (Review) Final Re-

port. to reconvene" in order to ascertain that the Final Report would have been brought into a format which satisfies the "necessity to effectively market the agreed policy action and investment programmes which will result from the Study, in order to attract regional and foreign investors to the region's transport and communications sector".

Consequently, the Steering Committee recognises as the tasks for this Special Meeting

- to reach approval of the RFR, inclusive of the Policy Action Programme (PAP) and the Regional Investment Programme (RIP);
- to achieve consensus on the elements of the Immediate Action Programme (IAP);
- to ascertain continued commitment by Member States, toward implementation of the accepted recommendations on policy action and investment, and its effective linking with the ongoing Protocol implementation process.

## II

The Steering Committee appreciates, and shares the view expressed by His Excellency, the Vice Minister of Transport and Communications of the Republic of Mozambique, in his opening speech to this meeting, that the SADC is "a region looking forward", and that the task of restructuring the transport and communications sector has to be recognised in the broader view of contributing to, and providing a precondition for the region's socio-economic development.

## III

The Steering Committee recognises that

- the RFR is considerably improved over the DFR;
- a number of the instructions which the Committee had set forward in the Resolution of its Fourth meeting have been incorporated in the Main Report (Volume 1), while
- others have been met in supportive documents, in particular in
  - Volumes 2A, B, and C, which contain the Project Briefs of the PAP and the RIP, and in
  - Volume 3, Technical Appendix T12: Multi-criteria Analysis, or are still in the process of finalisation.

#### IV

Consequently, after carefully reviewing, discussing and commenting upon the documents submitted and presented by the Consultant, the Steering Committee accepts the RFR as basis for the Final Report of the Study, provided that the set of Technical Annexes will be fully completed in due course, and that, in preparing the FR, the comments forwarded

- by the European Commission, dated 17 April, 1998,
  - by the SATCC-TU, dated 18 April 1998, and
  - in this Special Steering Committee Meeting, including the results of group discussions as attached,
- are appropriately considered and accommodated by the Consultant.

#### V

In particular, the Steering Committee stresses the importance of the following items:

- The "Summary" as currently included in the Main Report is to be developed into an "Executive Summary" that clearly and succinctly projects the principal outputs of the Study, apart from eliminating any factual errors.
- With respect to the transport and communications sector, the areas of overlap and discrepancy between COMESA and SADC/SATCC, should be clearly identified in order to facilitate consultation and coordination.
- The possibilities and merits of steps toward supranationalisation in developing the political framework for transport and communications, as they have been, e. g., experienced in the EU in the distinction between regulations and directives, are to be analysed and evaluated for possible relevance and application in the SADC region.
- The relationship between policy issues and the consequent recommendations for action is to be strongly stated; this can be achieved by clearly outlining the PAP as a joint effort toward creating a comprehensive, regionally integrated policy framework, where no individual action should be evaluated for its singular merits only, but predominantly as an element of this new system of rules.
- Human resources development as an aspect-critical to programme implementation, in particular the ways to remove the skills gaps and deficiencies that have been identified, and the social dimensions of restructuring the transport and communications sector in the region, must be adequately reflected in the report.
- In general, the contribution which the steps recommended in the Study toward restructuring of the transport and communications sector will make to the socio-economic development of the region, is to be stressed.
- In the resolution of its fourth meeting, the Steering Committee had requested that the "recommended strategy paths for the different sub-sectors, and the different countries" appropriately reflect "the status of restructuring already achieved"; consequently, the Committee expects that the sub-sector by country matrix with regard to the status of implementation of policy actions which is under

preparation as part of the PAP, will be fully completed.

- The Steering Committee generally endorses the structure of the multi-criteria analysis (MCA) which the Consultant has developed for prioritising the projects included in the RIP; however, the Committee requests the Consultant, based on the discussions and comments provided in this meeting, to review the criteria, the weighting, and the scoring systems employed, and to make recommendations with regard to improved data inputs as based on the ongoing transport and communications modelling efforts.
- The results of the MCA-based prioritisation of investment projects is to be clearly labeled as an indicative basis for planning and financing decisions, and for future programme reconsideration and updating.
- The Steering Committee expects the Consultant to provide the final format of the MCA as a system ready for implementation in the SATCC computer base and, thus, for stability testing, future updating and continuing review.

## VI

The Steering Committee repeats its acknowledgement of the initiative of the incoming Austrian Presidency of the European Union, to focus the 1998 EU-SADC Conference, to be held in Maputo, Mozambique, September 29 to October 1, 1998, on the improvement of the transport system in the SADC region. Since in this conference, the FR is to be introduced as a major input, completion of the FR at the agreed date, May 31, 1998, is of essential importance for the impacts that can be expected from the Study results.

## VII

The Steering Committee

## GROUP 1

The group expressed several concerns about the criteria used as well as the points allocation thereof.

1. It was clarified that this is only a screening phase and there was as urgent request to the Countries to bring all input/information forward.
2. Therefore MCA is only a pre- selection method because of incomplete information to do a proper analysis. There was a suggestion to do a stability test to evaluate the outcomes of the MCA which in turn may force to review the criteria plus weighting again.
3. Additional criteria that can be added are e.g socio-economic benefits.
4. P1 + P4 (Economic Feasibility and Project sustainability): therefore have to carefully define Risk and sustainability. Risk is to be brought in.
5. Explanations given by SATCC-TU to be incorporated into the final report e.g. related to the final regional indicative programme for the sector.
6. Regional priority should be reflected as a national priority; thus national involvement is necessary to support the region.
7. Corridor approach: insufficient focus on corridor development (R1 to get a higher a score) because of the absence of regionality which came out in CT as well.
8. Political acceptability not to take into consideration now, because this is a method to assist the politicians.

## GROUP 2

1. It is accepted that the evaluation of the projects against the criteria was done with the availability of limited information and data.
2. It is thus further accepted that the outcome of the MCA exercise is only an indication of the relative relevance of each project as a regional project. This relative relevance is based on available information. If the information is 80% correct, then the evaluation would thus be in the order of 80% correct.
3. It is also understood and accepted that this assessment and resultant relative prioritisation of the various projects is will not be set in stone, but that this prioritisation will be reviewed on a regular basis, preferably on an annual basis, at which time member countries will be given the opportunity to present additional data and information to enhance acceptability of the various projects .
4. Comments of the group on the criteria, given the above, are as follows:

R1 : Accepted

R2 : Proxies should relate capacity to demand (existing and potential) e.g.

- Scope of project does not meet existing demand
- Scope of project meets existing demand
- Scope of project meets potential demand

R3 : Reword to "efficiency and effectiveness of ..." Accepted as is but the table should be improved and refined with time as more accurate information becomes available to reflect the common proxies of generalised costs such as reduction in distance or time.

R4 : Accepted, the table should however be revised with time such that the regional traffic bands relate more closely to the existing and potential regional traffic.

R5 : Accepted

P1 : Accepted

P2 : Accepted

P3 : Accepted. There should be a separate list of those projects that may be potentially funded by the private sector.

P4 Accepted

P5 Accepted

ANNEX II

**RECORD OF THE SECOND MEETING OF THE SUB-SECTORAL  
COMMITTEE ON ROAD INFRASTRUCTURE, ROAD TRANSPORT AND ROAD  
TRAFFIC MASERU 22<sup>ND</sup> - 24<sup>TH</sup> APRIL 1998**

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**JOINT SESSION**

**1. PRELIMINARIES**

**1.1 Opening**

The meeting was officially opened by, Mr Mathibeli the Principal Secretary of the Ministry of Transport, Posts and Telecommunications.

**1.2 Chairmanship of the Meeting**

Lesotho was elected Chairman and Rappourteur of the joint session.

**2. RECORD OF THE FIRST SUB-SECTORAL MEETING**

SATCC -TU advised that record of the first Sub-Sectoral meeting was adopted in Swaziland in May 1997.

**3. MATTERS ARISING FROM THE RECORD OF THE 1<sup>ST</sup> JOINT MEETING**

**3.1 Roads Planning Task Force**

SATCCC-TU briefed the meeting that during the meeting of the Sub-Sectoral Committee held in Swaziland, the Task Force was set up comprising of Botswana, Malawi, South Africa and TU Roads expert.

It was noted that:

There is no programme of Action defining clearly the steps to be followed on implementation of road infrastructure, Road Traffic and Road transport activities.

The Task Force is to come up with prioritization of projects and activities in the

Roads Sector to be undertaken by SATCC. The Terms of Reference (TOR) for the Task force were discussed and some member states observed that they were not comprehensive enough. Fanzania undertook to provide some input to the TOR.

*member States*

*by 31 May 1998*

**DECISION 2/1:**

**The task force to be instructed to commence their task once the TOR have been finalised.**

**3.2 PIARC/WRA**

SATCC TU informed that the Memorandum of Understanding was signed by, SATCC and WRA/PIARC in December, 1997. Copies of the Memorandum will be sent to the Member States soon after the meeting.

SATCC-TU has produced the invoices to Member States in order to facilitate for their payment of the reduced subscription fees. These were distributed to Member States during the course of the meeting.

**4. DECISION OF THE COMMITTEE OF MINISTERS**

The meeting was informed that, annexes 5.1 and 5.2 entitled "Model Memorandum Of Understanding of the Regulation of Cross Border Road Freight Transport" and the "Model Memorandum of Understanding on Cross-Border Road Passenger Transport" were not approved by the Committee of Ministers in June 1997 because the majority of the member states had not ratified the Protocol and there was corrections to be made to the Portuguese version of the MOUs.

Member States were urged to finalise ratification of the Protocol at the earliest possible before the Committee of Ministers meeting in June 1998.

**DECISION 2/2:**

**Angola and Mozambique should assist SATCC-TU to correct the Portuguese versions of the MOUs.**

## **5. SATCC ACTIVITIES**

### **5.1 Border Posts Operation**

The delegates were briefed of three workshops by the Border Post Operations working Group (BPOWG) and the recommendations made by the working group.

A fourth BPOWG meeting is planned for mid-July 1998 to finalize the drafting of the Memorandum of Understanding.

The meeting took note of the progress achieved on this activity.

### **5.2 HARMONIZATION OF ROAD TRAFFIC SIGNS**

**A presentation of the up-date of harmonization of Road Traffic Signs was given by the Consultant.**

**The meeting was informed that Volume I on Uniform Traffic Control devices was almost ready for handover and Volume IV on Traffic Signs Design is almost complete.**

*Portuguese translation is required*

### **5.3. ROAD TRANSIT CHARGES**

The progress report on Road Transit Charges was presented by SATCC-TU and the meeting took note of South Africa and Zimbabwe's reservations on the methodology used in calculations of the road transit charges. However SATCC -TU Reminded the member states that the methodology was approved by the Committee of Ministers in 1995 and there is no room for revisiting the same issue now.

### **DECISION 3/3**

**It was agreed that the proposed harmonised road transit charges be adopted, with the reservations of South Africa and Zimbabwe.**

**Further more the Member States instructed the SATCC-TU to discuss the pending issues with Zimbabwe and South Africa to finalise the matter.**

### **5.4 PROTOCOL IMPLEMENTATION**

The SATCC-TU informed the meeting progress on implementation of the Protocol.

It was reported that Sub-Sectoral Coordinators and National Coordinators have been appointed by all Member States.

It was also reported that Angola and Mauritius held their National Protocol Implementation workshops and Botswana informed the meeting that their workshop was planned for the second week of May 1998.

Member States were urged to speed up the ratification of the Protocol and the Protocol Implementation process.

## **6. ROAD INFORMATION HANDBOOK**

It was noted with concern that this issue has been discussed for too long without notable progress. Some member states observed that some of the information which was presented by them for the Handbook is now out-dated and should therefore be up-dated.

### **DECISION 4/3**

**SATCC – TU should send a copy of the ‘Final Draft’ of the handbook to each Member State for correction by mid May 1998.**

**The comments and up-dated information should be submitted to the TU two weeks after the handbook has been sent to Member States.**

## **7. OVERLOAD CONTROL AND WEIGHBRIDES**

The delegates were informed of the workshop on overload control held in Maputo on February 24<sup>th</sup> to 26<sup>th</sup> 1998. All Member States attended the workshop, and presented to that meeting the status and perspective on overload control in their respective countries.

The report of the vehicle overload control workshop is annexed to the main report of the second Sub-Sectoral Committee Meeting.

The meeting endorsed the Resolutions and Recommendations of the Workshop.

## **8. INTEGRATION STUDY**

The TU Consultant gave an overview of issues relating to the Regional Transport and Communications Integration study for Southern Africa.

It was reported that the study is now coming to an end and a Donor’s Conference is being planned to take place in October 1998.

**Member States were informed of the Special Steering Committee meeting which took place in Mozambique on 21<sup>st</sup> April 1998.**

**The resolutions from the above referred meeting are annexed to these minutes.**

9. ROAD SAFETY

The ECA representative briefed the meeting on Road Safety Initiative being designed for SADC countries. It was emphasized that the referred initiative is subsequent to the 3<sup>rd</sup> African Road Safety Congress held in Pretoria in 1997. Further more the meeting took note of the fact that road safety is included in the SATCC program and is being considered by the Integration Study for financing purposes.

The proposal for Road Safety Programme Development for Southern African Countries is annexed to this report.

**DECISION 5/2**

**SATCC-TU should follow up the ECA Initiative on Road Safety.**

*report back*

*TU to*

# RECORD OF THE SEPARATE SESSION ON ROAD TRANSPORT AND ROAD TRAFFIC HELD ON 22 -23 APRIL 1998

## 1. PRELIMINARIES

Mr. Molefe welcomed all the delegates on behalf of the host country.

### 1.1 Chairmanship and rapporteur

Lesotho was elected chair and rapporteur of the meeting.

### 1.2 Adoption of the agenda

The agenda was adopted.

## 2. MODEL SADC DRIVING LICENCE AND MODEL MEMORANDUM OF UNDERSTANDING FOR FREIGHT AND PASSENGER TRANSPORT

The above subjects were combined and referred to as annexes.

SATCC-TU distributed the main document containing the protocol annexes. Reference was made to annexes 5.1, 5.2 and 6.1 for minor changes proposed by Namibia on some articles. These model agreements will be annexed to the protocol for the Committee of Ministers to sign in June 1998.

MEMBER STATES NOTED THE CHANGES MADE ON ANNEXES 5.1 AND 5.2 BY NAMIBIA. THE PROPOSALS MADE BY MAURITIUS ON ANNEX 6.1 ON THE DRIVING LICENCE CODES AND FORMAT WERE NOT ACCEPTED AS MOST OF THE MEMBER STATES ARE FAR AHEAD WITH THE IMPLEMENTATION OF THE PROJECT.

## 3. HARMONIZATION OF VEHICLE STANDARDS

The presenter, Swaziland apologized for late arrival.

Swaziland indicated that the working group on the above subject met in Pretoria in 1997 and came up with recommendations for member states' comments. The recommendations will be sent to member states by SATCC-TU.

MEMBER STATES WERE REQUESTED TO SEND THEIR COMMENTS TO  
SATCC. *by 31 May 1998*

**4. HARMONIZATION OF REGULATIONS AND PROCEDURES FOR  
CONVEYANCE OF ABNORMAL LOADS**

SATCC-TU briefed the meeting that the Nordic Trust Fund for the above study terminated in March 1998. As a result SATCC-TU is looking for possible sources of financing the study.

MEMBER STATES TOOK NOTE OF THE SITUATION

**5. BORDER CROSSINGS AND ROAD TRANSPORT FACILITATION**

SATCC-TU informed member states that a meeting was convened in 1997 on the above subject and came up with three main resolutions:

- principles on border post operations
- harmonization of border crossings documents
- simplification of transit issues aimed at overcoming delays experienced at the border posts

SATCC-TU indicated that the draft Memorandum Of Understanding (MOU) on border crossings would be finalized and annexed to the Protocol.

THE MEETING TOOK NOTE OF THE SITUATION

**6. HUMAN RESOURCE DEVELOPMENT (HRD)**

The presentation on HRD covered two subjects :

- report contained in the main agenda document
- report on the harmonization of driving manuals

*operations and harmonization and simplification of documents*

### 6.1 Report in the main agenda document

Zambia, as

Mr. Mbangi-chairman of the Human Resources Development Committee (HRDC) introduced the report contained in the main agenda document which highlighted the following activities:

- harmonization of training and testing of drivers
- SADC/ESAMI road transport managers training programme
- human resources development committee
- private sector initiative
- human resources development study
- training fellowships
- Belgian Agency For Development Cooperation (BADC) Fellowships

**BOTSWANA, NAMIBIA AND ZIMBABWE INDICATED THAT THEY GOT INVITATIONS FOR THE BADC FELLOWSHIP.**

### 6.2 Harmonization of training manuals

SATCC-TU informed the meeting that the three manuals for learner drivers, driver instructors and driver examiners have been compiled and are ready but could not be available at the meeting due to some logistical problems. However they will be distributed to member states before the third week of May 1998.

Chapters contained in the theme document-The Manual For Learner Drivers were highlighted.

Member states were urged to start developing administrative procedures that will give direction to the implementation of the manuals.

SATCC-TU raised concern over the shortage of funds and facilities for printing the manuals. A request was made to member states to assist.

**MEMBER STATES ADVISED SATCC-TU TO MAKE FORMAL WRITTEN REQUESTS TO MEMBER STATES REQUESTING FOR ASSISTANCE.**

**7. PROJECT BRIEFS UPDATES AND COUNTRY REPORTS**

A consensus was reached to combine the two items as member states projects are contained in their reports.

Member states presented country reports. Written submissions would be included in the final report.

**8. ANY OTHER BUSINESS**

Concern that some working groups cannot always sponsor themselves as they have to meet several times a year.

SATCC-TU informed the meeting that they are not allowed to sponsor the meetings. However SATCC-TU do appreciate the concern.

## **RECORD OF THE SEPARATE SESSION ON ROAD INFRASTRUCTURE HELD ON THE 23rd APRIL 1998**

### **2.1 PRELIMINARIES**

#### **2.1.1 CHAIRMANSHIP AND RAPPORTEUR**

Lesotho was elected Chairman and Rapporteur of this session, of Road Infrastructure.

#### **2.1.2 ADOPTION OF AGENDA**

The agenda was already adopted in the Joint Sub-Sectoral Committee Meeting. Member States decided that the titles of item 5 and item 16 be changed to reflect the actual content. Item 5 was changed to **Progress of SATCC Activities** and Item 16 was changed to **Planned SATCC activities**.

### **2.2 RESTRUCTURING OF ROADS SECTOR**

#### **BOTSWANA**

Botswana indicated that, they are currently carrying out studies to restructure their road sector. The study is at phase 2 on the restructuring and establishment of Road Fund and Road Board. The Mechanisms of the Road Fund is included as part of the study, but it is believed that most of the money will come from Road User Charges and Fuel Levy.

#### **LESOTHO**

Both Roads Board and Road Fund are fully operational since January 1998 it is hoped that the Road Authority will be formed in 2 to 3 years. The Road Board is busy sorting out the criteria for allocations of funds to Civil Works as there are more than one Road Agencies in this country. The money collected will be used for routine maintenance of roads with the first funding due this financial year.

The contributions into road fund come from:

- Fuel Levy
- Vehicle and Drivers Licence Fees
- Short Term Permits etc

The fuel levy goes directly into the road fund while the others go into the consolidated fund which is still managed and manned by Treasury.

## MOZAMBIQUE

The recommendation to create a National Board a Semi Autonomous National Road Institute is the progress of being approved by the Cabinet. The Road Fund is fully operational meeting 100% of routine road maintenance and 20% - 50% rehabilitation. Contributions for Road Funds come from fuel levy and road transit charges.

## NAMIBIA

Namibia is currently restructuring the Ministry of Works, Transport and Communications, under the project called MOWTC 2000. The institutional requirements are still to be put in place to collect Road user charges.

Road Authority will include Road Fund Administration, and it is believed that the money will come from Road user charges and fuel levy.

Contributions into road fund will come from:

- Fuel Levy
- Licence Fees
- Permits
- Road User Charges

## TANZANIA

The Road Fund is in place and fully operational but the consideration for a legislation to make the Road Fund dedicated to road maintenance is being discussed. The Cabinet Paper is being finalised for establishment of Roads Agency and the Road Board. Once the legislation has been implemented, it is envisaged that the fund will be run by the Road Board.

## ZIMBABWE

In 1996 the Ministry of Transport and Energy's (MoTE) Department of Roads (DoR) identified the need for a co-ordinated approach in formulating a national policy on roads as well as in charting institutional reforms in the sector. In the process a Steering Committee was comprising representatives of all stakeholders was formed to produce report and make recommendations.

Three studies are being carried out in order to implement the changes and suggestions by the Roads Sector Reform Steering Committee. Those are listed below:

- Creation of a dedicated Road Fund
- Classification of Roads
- Re-writing of the Roads Act

## **SOUTH AFRICA**

The Road Agency and the Road Fund, with contributions from only the fuel levy, started operation on the 1st of April 1998.

## **SWAZILAND**

The Cabinet has approved restructuring of the road sector. The study to last for 3 months has been commissioned. A national Stakeholders Workshop has been scheduled for May 1998.

**The meeting took note of the developments in these other countries and urged member states to move faster towards restructuring.**

## **2.3 ROAD MANAGEMENT SYSTEMS**

The Sub-working Group on Road Management Systems which is chaired by Botswana has decided to take advantage of the forthcoming Pavement Managing Conference to be held in Durban to allocate a specific day to discuss the SADC experience on the issue. SATCC - TU informed the member states that the conference runs from the 18th to 21st May 1998 and the organisers have dedicated one full day to deal with SATCC experience. Full participation is required from all members.

The SATCC- TU informed member states that the letters to Member States will be distributed.

SATCC-TU presented a paper on essential data collection on Road Infrastructure, Transport and Traffic Data. Data will be required on annual basis for a report which goes to the Committee of Ministers.

## **DECISION 2/1**

**Transport and traffic data should be made available to the SATCC-TU before the 1st March every year. This should be the data for the proceeding year.**

## 2.4 REGIONAL TRUNK ROAD NETWORK

In recent months, following the signing of the Protocol, the SATCC-TU has been working with members states to finalise the RTRN with the objective of including detailed maps, a schedule and criteria for adoption of future links, into annex to the Protocol.

The Consultant presented to the member states annex 4.1 which has Explanatory Notes and the Description of SADC Regional Trunk Routes and Route Numbers. During this session Mozambique indicated that they would like to change the link on route 35 from Caia (Zambezi River ) through Inchope. The route via Dondo is to be replaced by this new link which will reduce the length of the road by 80 km.

Other members introduced the following corrections to the routes:

<b>Route No.</b>	<b>Changes</b>
10	Rusumo instead of Mamuno
15	Mutukula instead of Bunazi
18	Ramatlabama instead of Botswana
34	Mohembo instead of route 30
35	Delete Seteki on this one
301	Kasane, Kazungula instead of present
302	Pandamatenga instead of Mpandamatenga
304	Francistown, Ramokgwebana
423	See the attached copy of the fax

### DECISION 2/2

**SATCC-TU should send member states the revised RTRN, for checking, before annexing it to the Protocol.**

The SATCC/TU presented criteria and Procedures for amendment of the RTRN. The Meeting, however, decided to amend the Criteria and Procedures to read as follows:

- 2.1 Each member State may request the amendment of the RTRN, either inclusion of a new route or withdraw of a road from the RTRN.
- 2.2 The request shall be on a written form including justification (traffic, type of road, geometric characteristics, road conditions, etc.) and a map showing the proposed route to be changed. The "Integration Study" will come up with the required technical parameters for a road to be part of the RTRN under the development of the SADC RTRN study.

- 2.3 Priority will be given to roads, which should be submitted by the National Roads Board or Roads Department, in the corridors or serving corridors.
- 2.4 In the case of a new route, it shall serve at least two member states.
- 2.5 Whenever possible, continuity of the RTRN should be ensured.
- 2.6 Upon request for amendment from a member state the proposal shall be analysed by the Sub-Sectoral Committee on Road Infrastructure, Road Transport and Road Traffic which will recommend to the Committee of Senior Officers accordingly.

## 2.5 ROAD DESIGN STANDARDS

### 2.5.1 INTRODUCTION

The Steering Committee was asked to report progress. The Steering Committee indicated that after the meeting documents were sent to all member states for them to give their comments regarding the standards. Botswana indicated that they have not received the documents, so they won't be able to give comments. It was also announced that there is a proposed workshop to discuss the Design Standards schedule for 25th, 26th May 1998. This gives member states exactly 1 month to read Standards and bring their comments with them to the Workshop.

The meeting was notified that there is a scheduled meeting on Road Traffic Signs Manual from the 26th to 27th May 1998. The floor asked TU to talk to the Consultant to reschedule the meeting between the 28th and 29th May 1998

#### Steering Committee Meeting

On the 28th to 29th January 1998, the Steering Committee met in Pretoria to evaluate the work which has been done by the Consultant so far.

The documents which were discussed during the meeting are as follows:

- SATCC Standard Specifications for Road and Bridge Works.
- SATCC Code of Practice for the Design of Roads, Bridges and Culverts.
- SATCC Code of Practice for the Design of Pavements
- SATCC Code of Practice for the Geometric Design of Trunk Roads
- SATCC Code of Practice for Pavement Rehabilitation

## 2.6 MEMBERSHIP TO PIARC/WRA

SATCC -TU informed the meeting that they signed the Memorandum of Agreement and a copy will be made available to all members as soon as he arrives in Maputo. SATCC -TU circulated invoices to member states which should be given to Ministry of Roads in charge of roads in member countries.

The floor pointed out to the SATCC-TU that invoices are addressed to Ministry of Transport instead of Ministry of Works. TU responded by promising to change the invoices. Members were warned that the registration should be budgeted for every year.

### DECISION 2/3

**Member states should make every effort to pay registration fees to SATCC-TU by the end of October, 1998. After this date the SATCC-TU will proceed to process the applications of member states that have paid.**

## 2.7 SATCC PLAN OF ACTION

SATCC -TU presented to member states on going projects with the addition of Protocol Implementation which SATCC-TU feels should be included. The meeting felt that the heading is inappropriate for the listed activities and the heading was changed as explained earlier.

## 2.8 COUNTRY REPORTS AND PROJECT BRIEFS UPDATES

A consensus was reached to combine the two items as member states projects are contained in their reports.

Member states presented country reports. Written submissions would be included in the final report.

## 2.9 ANY OTHER BUSINESS

The meeting was informed of :

Model Legislation : Investment in Transport Act  
Model Legislation : Roads Act

A brief background was provided on legislation and interaction between the two acts. Member states were urged to participate in the stakeholders meeting to be held in Pretoria from the 28th to the 30th April 1998.

ANNEX III

A PROPOSAL FOR ROAD SAFETY PROGRAMME  
DEVELOPMENT FOR SOUTHERN  
AFRICAN COUNTRIES

Subregional Development Centre for Southern Africa  
Economic Commission for Africa  
P.O. BOX 30647, Lusaka, Zambia

## Introduction

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 is 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 with 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 per cent 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.

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 is 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.;

In order to redress the appalling situation presented above, there is need to revisit the road safety problem in Africa and identify solutions for reducing the carnage on African roads.

## Objective

The objective of the programme is to assist member States improve road safety in the subregion through the development of action plans (guidelines) for the implementation of short, medium and long-term targeted programmes in an integrated and coordinated manner.

## Methodology and Scope

Indepth studies followed by a dissemination seminar for the subregion will be undertaken. A country by country baseline assessment will be undertaken to identify the strengths and weaknesses in existing programmes. action plans will be drawn for country and subregional level programmes therefrom. Identification of which country programmes and experiences are developed enough to be disseminated to other countries will also be done.

The proposed studies will cover the following areas:

- Objective assessment of existing policies guiding the development of the transport sector in general and road safety in particular;
- Development of adequate methodologies for systematic application;
- Analysis of the current accident situation/trends, as well as of accident causation processes, accident factors and their main determinants on which to base the design of safety measures;
- Identification of strengths and weaknesses in road safety, in terms of content and effect of road safety programmes at all levels and of the organization for road safety management;
- Improvement of the institutional set up for implementing road safety programmes at all levels: national, subregional and regional;
- Identification of actors concerned, network building, improvement of inter-sectoral communication and coordination, encouragement of a dual approach "top-to-bottom" and "bottom-up";
- The human resource dimension; need for background training in road safety, for promoting road safety work professional image, added value for participants, etc....;

The studies will also address the progress achieved in implementing the following priority areas: adoption of sustainable transport policies; integration of road safety measures; financing of road safety activities; training, education, and information dissemination; institutional settings; accident data collection and treatment; traffic regulations and enforcement; rural and urban traffic safety requirements; vehicle safety aspects; infrastructure provision maintenance; development and safety measures; low cost physical counter-measures; vulnerable road users; cooperation, technology transfer and research; monitoring and evaluation.

The indepth studies will constitute part of the presentations of the dissemination seminar which will cover the following topics:

- (a) The road safety problem in Africa with special reference to SADC countries;
- (b) Country presentations of the indepth studies ECA/SATCC;
- (c) Ongoing programmes by SATCC
- (d) Selected successful initiatives and experiences worldwide;

Participants will thereafter form groups to address the following:

- (a) Design of a framework for initiating and managing a national programme;
- (b) Identification of priority areas for address at subregional level;

Participants from each member State will then identify their priority areas and develop a programme for implementing them.

The outcome of the above will constitute the basis for developing medium to long term programmes for the initiative for the SADC community.

### **Participation in the seminar**

The seminar is designed to target key stakeholders from the public and private sectors and from the academic field with a view to:

- (a) sensitize all relevant stake holders involved in the evolution and implementation of rationalised and effective design and management of national road safety programmes;
- (b) develop consensus among member States and a culture of sharing experience and knowledge in the development of subregional road safety programmes; and
- (c) ensure that academic institutions are aware of the fundamental elements of the African Road safety Initiative message so that they can incorporate them in the teaching syllabus.

Each country is expected to select six participants for the seminar. The selection will take into account the multidisciplinary nature of road safety activities.

### **Resource requirements**

The in depth studies will be jointly undertaken by ECA and SATCC using extra-budgetary resources. The prodoc for funding will be prepared jointly with SATCC. Consultancy services will be required for the studies at both country and subregional levels. The estimated cost for the studies is US\$600,000 and US\$200,000 for the seminar. Subject to availability of funds, it is proposed that the studies commence in September 1998 and be completed in June 1999 and the seminar be held in September 1999.

### **Expected Impact**

The programme developed will form the basis for implementing the critical areas identified in the African Road Safety Initiative. It is expected that the programme will assist African member States in substantially improving the road safety situation through the development and implementation of appropriate and harmonized action plans, and also promote the implementation of the proposed long-term actions in a coordinated manner.