

ANNUAL REPORT 2024



**ADVANCING SUSTAINABLE TRANSPORT
IN AFRICA THROUGH IMPROVED
GOVERNANCE AND COLLABORATION**



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SSATP is an international partnership supported by:



The SSATP is an international partnership to facilitate policy development and related capacity building in the transport sector in Africa.

Sound policies lead to safe, reliable, and cost-effective transport, freeing people to lift themselves out of poverty and helping countries to compete internationally.

The SSATP is a partnership of:

42 African countries: Angola, Benin, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Democratic Republic of the Congo, Côte d'Ivoire, Djibouti, Eswatini, Ethiopia, Gabon, The Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Morocco, Mozambique, Namibia, Niger, Nigeria, Rwanda, Senegal, Sierra Leone, South Sudan, Tanzania, Togo, Tunisia, Uganda, Zambia, Zimbabwe;

8 Regional Economic Communities (RECs);

2 African institutions: African Union Commission (AUC) and United Nations Economic Commission for Africa (UNECA);

Financing partners for the Fourth Development Plan:

European Commission (main donor), Swiss State Secretariat for Economic Affairs (SECO), African Development Bank (AfDB), and World Bank (host);

Many public and private national and regional organizations.

The SSATP gratefully acknowledges the contributions and support of member countries and its partners.

More publications on the SSATP website: www.ssatp.org

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ACRONYMS

AARSLA	African Association of Road Safety Lead Agencies
AfDB	African Development Bank
AGM	Annual General Meeting
AMUGA	Greater Abidjan Urban Mobility Authority
AOTU-A	Algiers Urban Transport Authority
AOTUC	Conakry Urban Transport Authority
ARSO	Africa Road Safety Observatory
AUC	African Union Commission
AUMA	African Association of Urban Mobility Authorities
CCTTFA	Central Corridor Transit Transport Facilitation Agency
CMI s	Corridor Management Institutions
CTMS	Corridor Trip Monitoring System
CTO s	Corridor Transport Observatories
DP4	Fourth Development Plan
DT4A	Digital Transport for Africa
EC	European Commission
GNPT	Global Network for Popular Transport
ITF	International Transport Forum
LMS	Logistics Monitoring System
LRSMTF	Leaders in Road Safety Management Training Program
LUTP	Leaders in Urban Transport Planning
MDTF	Multi-Donor Trust Fund
MSW	Maritime Single Window
NARSA	Agence Nationale de Sécurité Routière (Morocco)
NCTTCA	Northern Corridor Transit and Transport Coordination Authority
PCS	Port Community System
PMAWCA	Port Management Association for West and Central Africa
PMT	Program Management Team
PPIAF	Public-Private Infrastructure Advisory Facility
RCEI	Regional Connectivity and Economic Integration
RECs	Regional Economic Communities
RECs-TCC	SSATP Regional Economic Communities Transport Coordination Committee
RRAM	Resilient Road Asset Management
RSPMF	Road Safety Performance Monitoring Framework
RS	Road Safety
SECO	Swiss State Secretariat for Economic Affairs
SSA	Sub-Saharan Africa
SSAC	South-South Academia Cooperation
SSATP	Africa Transport Policy Program
SUMA	Sustainable Urban Mobility and Accessibility
UNECA	United Nations Economic Commission for Africa
VREF	Volvo Research Foundations
WB	World Bank

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MESSAGE FROM THE SSATP EXECUTIVE COMMITTEE CHAIR

As the Director of Infrastructure and Energy at the Africa Union Commission (AUC) and Chair of the SSATP Executive Committee, I am pleased to present this foreword for the 2024 SSATP Annual Report. Throughout 2024, the SSATP Program Management Team made significant progress in implementing its Fourth Development Plan (2022-2026). SSATP has leveraged digital solutions to improve the monitoring and management of transport corridors in Africa while developing and launching road safety training programs to build capacity and empower road safety management in Africa. SSATP has also prepared key knowledge products to improve the efficiency of paratransit services and their integration into a coordinated public transport system.

These initiatives align with the AUC's strategic goals of promoting regional integration, enhancing sustainable urban mobility, improving road safety, and strengthening the resilience of road networks. By leveraging digitalization and advancing decarbonization, we aim to address transport-related challenges and align our policies with broader development goals, framed within the context of the United Nations' Sustainable Development Goals and the African Union's Agenda 2063.



Kamugisha Kazaura

Director,
*AUC Infrastructure
and Energy*

Chair,
*SAATP Executive
Committee*



The year 2024 has also marked an increase in collaboration with the SSATP governance bodies and financing partners through strategic engagements and joint initiatives aimed at increasing DP4's thematic focus areas impact. Notably, SSATP reinforced strengthened its engagement with the African Development Bank (AfDB) and the African Union Commission (AUC) through programmatic alignment and organizing various joint workshops and forums, reflecting its commitment to addressing Africa's transport challenges through a coordinated and participatory approach.

Finally, major efforts are being made to prepare for the next SSATP Annual General Meeting (AGM), scheduled for March 24-27, 2025, in Cotonou. The AGM is the apex of SSATP's governance structure and serves as the principal forum for high-level policy dialogue and a forward-looking platform for transport planners and practitioners. It presents a unique opportunity to re-engage with SSATP's 42 African member countries, regional economic communities (RECs) and partners. Your support is a key factor in SSATP's success, and I look forward to your active participation in making the AGM successful.



FOREWORD FROM THE PROGRAM MANAGER

Throughout 2024, the SSATP Program Management Team made significant strides in three key areas: strengthening collaboration with governance bodies and development partners, preparing for the next Annual General Meeting (AGM), and reinforcing the team by filling key vacancies.

Collaboration remained at the heart of our work. We strengthened partnerships with SSATP governance bodies and financing partners through strategic engagements and joint initiatives. The European Commission (EC) and SSATP deepened their collaboration through SSATP's participation in the EC's Connecting Europe and Africa Days, where we organized a session on the strategic directions and priority activities of the SSATP Fourth Development Plan (DP4), focusing on Regional Connectivity and Economic Integration (RCEI) activities. Additionally, we agreed on co-financing arrangements for the 2025 AGM. We have strengthened the alignment of our urban mobility work program with the Swiss State Secretariat for Economic Affairs (SECO) strategic objectives. Similarly, we reinforced our engagement with the African Development Bank (AfDB) through active participation in the AfDB Transport Forum, underscoring our shared commitment to sustainable transport and logistics connectivity. In addition, our collaboration with the African Union Commission (AUC) included organizing the ports



**Mustapha
Benmaamar**

Program Manager,
SAATP



digitalization validation workshop, contributing to the Africa urban development forum, participating in the Africa Road Safety Observatory (ARSO) workshop, and reinstating the SSATP Regional Economic Communities Transport Coordination Committee (RECs-TCC) with an expanded membership. These efforts reflect our ongoing commitment to addressing Africa's transport challenges through a coordinated, multi-stakeholder approach.

As we reach the mid-term period of the Fourth Development Plan (DP4 2022-2026), SSATP is preparing to convene key partners and stakeholders for the first AGM since the plan's launch. Successful discussions with the Government of Benin have led to an agreement to hold the AGM in Cotonou from March 24-27, 2025. The event will gather key transport sector decision-makers under the theme: "Strengthened Governance for Safe, Sustainable, and Decarbonized Transport in Africa: Enhancing Institutional Capacity through Regional Collaboration."

Finally, we strengthened the SSATP Program Management Team (PMT) with the recruitment of two Pillar Leads for Road Safety (RS) and Regional Connectivity and Economic Integration (RCEI) in September 2024. During the transition period, World Bank staff provided critical support to maintain program momentum, ensuring continuity in SSATP initiatives.



01



INTRODUCTION

The Africa Transport Policy Program (SSATP) is pleased to present the 2024 Annual Report, which provides member countries, development partners, and the executive committee with a progress update. Covering the period from January 1 to December 31, 2024, this report highlights the implementation of program activities and marks the third annual update since the launch of the SSATP Fourth Development Plan (DP4) in June 2022. DP4 is focused on facilitating the digitalization and decarbonization of Africa's transport sector by prioritizing the following thematic areas: (i) Regional Connectivity and Economic Integration (RCEI); (ii) Sustainable Urban Mobility and Accessibility (SUMA); (iii) Road Safety (RS); and (iv) Resilient Road Asset Management (RRAM).

Presenting a comprehensive overview of SSATP activities conducted throughout the year, the annual report allows stakeholders to gain a holistic understanding of the Program's achievements, partnership and communication efforts, financial status, and the overall progress made towards the goals of the SSATP DP4. It is structured as follows: Chapter 2 focuses on the proactive measures taken by the SSATP team to effectively implement the Program and pursue new partnerships and collaborations. Chapter 3 provides a detailed update on the progress made towards implementing thematic area activities, highlighting achievements and next steps. Chapter 4 offers an overview of communication and dissemination efforts aimed at raising awareness of SSATP's work and garnering support for its policy recommendations. Chapter 5 showcases the publications completed during the reporting period. Chapter 6 delves into administrative matters, providing a snapshot of the Program's current financial position and resource utilization. The report concludes with an Appendix which includes additional details on the results framework of the SSATP DP4 thematic areas.

Despite operating with limited staffing and financial resources during the first half of 2024, the SSATP Program Management Team (PMT) made significant progress towards shaping the future of Africa's transport sector. Some notable achievements during the reporting period include:



LAUNCHING THE LEADERS IN ROAD SAFETY MANAGEMENT TRAINING PROGRAM (LRSMTTP)

SSATP launched the LRSMTTP in June 2024 with 24 participants from Zambia, Rwanda, and Malawi, marking a significant milestone in capacity building for road safety leadership in Africa.



FACILITATING SOMALIA'S PATH TO SSATP MEMBERSHIP

On April 24, 2024, the Federal Republic of Somalia formally expressed interest in joining SSATP, with formal endorsement anticipated at the 2025 AGM in Cotonou, Benin.



RE-ESTABLISHING THE SSATP REGIONAL ECONOMIC COMMUNITIES TRANSPORT COORDINATION COMMITTEE (RECS-TCC)

In partnership with the AUC, SSATP re-established the RECS-TCC and finalized its terms of reference (TOR). In July 2024, Mr. Chris Appiah from ECOWAS was elected as Chairperson, enhancing coordination among RECs and regional transport organizations.



SUPPORTING URBAN MOBILITY GOVERNANCE IN GREATER KUMASI

Building on the technical assistance and institutional scenario study delivered in 2023, SSATP continued to support Ghanaian authorities in 2024 with preparing the Kumasi Urban Mobility and Accessibility Project. The study's scenarios informed policy dialogue between the Government of Ghana and the World Bank and now form the basis for creating a metropolitan-scale urban mobility authority in Greater Kumasi.



ADVANCING DIGITALIZATION EFFORTS IN AFRICA

In line with the DP4 strategy to promote regional connectivity and economic integration through digital solutions, SSATP completed two significant activities by mid-2024: an assessment study on Africa's port digitalization with policy recommendations, and an evaluation of transport monitoring systems to support corridor management performance.



SECURING THE 2025 ANNUAL GENERAL MEETING (AGM) IN COTONOU, BENIN

After initial plans to hold the AGM in Cameroon fell through, SSATP reached an agreement with the Government of Benin to host the 2025 AGM from March 24-27, 2025, in Cotonou, under the theme "Strengthened Governance for Safe, Sustainable, and Decarbonized Transport in Africa."





02

OVERVIEW OF PROGRAMMATIC ACTIVITIES



During the 2024 calendar year, significant efforts were made to staff up the SSATP Program Management Team (PMT), develop close relations with SSATP governing bodies and stakeholders, enhance the Program's visibility through major regional and global events, and mobilize additional funding to better leverage SSATP's limited resources.



KEY PROGRAM MANAGEMENT UPDATES

Preparations for the next SSATP Annual General Meeting

Throughout 2024, SSATP and World Bank teams undertook several missions to Cameroon to explore the possibility of hosting the 2025 Annual General Meeting (AGM) in Yaounde and held multiple virtual meetings with the Ministry of Transport to prepare a draft Memorandum of Understanding (MOU). Despite preparatory efforts and several months of waiting, a formal agreement from the Presidency was never obtained. Consequently, to move forward with planning for the next AGM, SSATP shifted its focus and reached out to the Government of Benin, which had previously expressed interest in hosting the 2019 AGM. Following successful discussions with the Ministry in charge of Sustainable Development and Transport (MCVT), an agreement was established to host the 2025 AGM from March 24-27, 2025, in Cotonou, Benin. The main theme of the AGM is "Strengthened Governance for Safe, Sustainable, and Decarbonized Transport in Africa: Enhancing Institutional Capacity through Regional Collaboration." During an October 2024 mission to Benin, SSATP met with local vendors as well as the Minister of Transport and his team to prepare an MOU formalizing the collaboration, including roles and responsibilities for ensuring the successful organization of the event.

Somalia's Path to SSATP Membership

On April 24, 2024, the Minister of Transport and Civil Aviation of the Federal Republic of Somalia formally expressed the country's interest in joining SSATP as a full member. The request, which was reviewed and cleared by the SSATP-Executive Committee, underscores Somalia's recognition of the program's benefits, particularly in terms of collaborative learning and support in the transport sector. On June 10, 2024, SSATP met with the Minister of Transport and Civil Aviation and the Director General of the Ministry to discuss the benefits of membership and outline the next steps. Formal endorsement of Somalia's membership is anticipated at the upcoming SSATP Annual General Assembly scheduled for March 24-27, 2025 in Cotonou, Benin.

Staffing up the SSATP Program Management Team

With the signing of the SSATP administration agreement with the European Commission (EC) and the African Development Bank (AfDB), and the subsequent allocation of their financial installments, SSATP made significant progress in strengthening the Program Management Team (PMT). By mid-2024, SSATP finalized the recruitment of two pivotal Pillar Leads: The Road Safety (RS) Pillar Lead and the Regional Connectivity and Economic Integration (RCEI) Pillar Lead, both of whom started their roles in Abidjan in September 2024. During the transition period, World Bank (WB) Transport Global Practice staff filled in for existing staffing gaps, particularly in the RS pillar, providing critical support to ensure the continued momentum of SSATP initiatives. Notably, WB staff contributed to advancing key activities under the RCEI pillar and supported the implementation of the urban mobility pillar's large work program.

SSATP Strategic Planning & Team Building Retreat

On September 17, 2024, the SSATP Program Management Team (PMT) convened a strategic planning and team-building retreat in Abidjan, Côte d'Ivoire. Leveraging the presence of the entire team in Abidjan and its active participation in the AfDB Transport Forum, the retreat welcomed the new leads for the Regional Connectivity and Economic Integration (RCEI) and Road Safety (RS) pillars. The team focused on refining the FY25 work program for each SSATP pillar, ensuring alignment with the DP4 strategy and the priorities of the African continent. The retreat also featured brainstorming sessions for the upcoming SSATP Annual General Meeting (AGM), which involved preparing the draft agenda and identifying the main theme and priorities of the event, as well as potential partners for technical sessions.



SSATP Executive Committee Meeting

In 2024, the SSATP Executive Committee (SSATP-EC) held two meetings to guide the program's strategic direction and ensure alignment with its objectives. These meetings were instrumental in reviewing progress, discussing financial health, and planning future activities, ensuring that the program remained on track, financially sound, and strategically focused on its goals.

On February 9, 2024, the committee convened virtually to review achievements in regional connectivity, sustainable urban mobility, road safety, and resilient road asset management. Key highlights included studies on port digitalization, support for urban mobility authorities, and road safety training programs. Financial contributions and staffing updates were discussed, with a focus on expanding membership and securing new funding. The committee agreed on improving coordination through a detailed 2024 work plan.

Later in the year, on September 19, 2024, the committee met in a hybrid format in Abidjan on the sidelines of the second AfDB Transport Forum. This meeting reviewed achievements and upcoming activities across pillars. Major initiatives included the establishment of the RECs-TCC, the continued support for the African Association of Urban Mobility Authorities (AUMA), and advocacy for the ratification of the Africa Road Safety Charter. The committee discussed donor contributions, the potential hosting of the Annual General Meeting in Benin and emphasized improving communication with the SSATP-EC and regional economic communities (RECs).



COLLABORATIONS WITH SSATP'S MAIN FINANCING PARTNERS

The SSATP PMT actively engaged with its main donor partners to keep them informed about the program's activities and progress. The team organized various virtual and face-to-face meetings to discuss ongoing initiatives and explore opportunities for enhanced collaboration. Below is an overview of the activities undertaken during the period in review.



European Commission (EC):

In 2024, SSATP strengthened its collaboration with the European Commission (EC) through a series of strategic meetings and joint initiatives. For example, focused on the Global Gateway and the EU-AU Strategic Corridors, in April 2024, SSATP participated in the EC's Connecting Europe and Africa Days by organizing a session on the strategic directions and priority activities of the SSATP Fourth Development Plan (DP4), with a focus on RCEI activities. Furthermore, throughout the year, SSATP met with the EC on several occasions to plan for and discuss the co-financing arrangements for the 2025 SSAGP AGM taking place in Benin. Having agreed to co-finance the AGM in exchange for SSATP's technical oversight of the vendor hired to deliver the "Resilient Road Asset Management" thematic area, the EC committed to covering AGM costs such as economy flight tickets, hotel accommodation, conference venue, catering services, and other vendor services. While on a preparatory mission to Benin in October 2024, SSATP also met with the EU delegation there to discuss the upcoming AGM, highlighting SSATP's commitment to strengthening the partnership with the EC on the ground.



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Swiss Confederation

Federal Department of Economic Affairs,
Education and Research EAER
State Secretariat for Economic Affairs SECO

Swiss State Secretariat for Economic Affairs (SECO)

On September 24, 2024, the SSATP team met with SECO to discuss the SSATP-DP4-SUMA program's progress and work program going forward. The meeting highlighted the commendable progress and relevance of the program's activities to SECO's urban mobility goals. Key focus areas include improving bus paratransit efficiency through donor operations and enhancing urban mobility governance via the Association of African Urban Mobility Authorities (AUMA). The program aligns well with SECO's country engagements, particularly in Governance-Paratransit and Capacity Building, with plans to include Ghana and Tunisia as case studies. Increased communication and regular progress meetings with SECO were also emphasized to ensure ongoing collaboration and impact.



African Union Commission (AUC)

In 2024, SSATP strengthened its partnership with the AUC through a series of collaborative initiatives aimed at advancing transport policy and capacity development in Africa. Key events included working closely with the AUC to organize the validation workshop of the Africa Ports Digitalization Report, held on June 27-28 at the AU headquarters in Addis Ababa, Ethiopia, and convening a virtual meeting on July 4 to elect the chairperson for the SSATP Regional Economic Communities Transport Coordination Committee (SSATP-RECs-TCC). SSATP also actively contributed to the AUC Urban Development Forum on September 5, where the Program Manager facilitated a panel discussion on urban mobility initiatives in Africa, highlighting the importance of governance and paratransit reform. Furthermore, working together with the AUC, UNECA, and Morocco's NARSA, SSATP took the lead in drafting and finalizing the concept note for the African Ministerial Session to be held as part of the 4th Global Ministerial Conference on Road Safety taking place in February 2025 in Marrakech. These collaborations, among others, underscore the importance of unifying efforts in addressing the continent's transport challenges.



African Development Bank (AfDB)

In 2024, SSATP strengthened its partnership with the AfDB by actively contributing to the AfDB Transport Forum in Abidjan. Under the theme "Africa on the Move – Accelerating Sustainable Transport and Logistics Connectivity," SSATP played a key role in three sessions, including moderating discussions on urban mobility and inclusive road safety for youth and women. SSATP also led the Knowledge Day, presenting strategic directions of the SSATP Fourth Development Plan and sharing knowledge products aligned with the forum's themes. This collaboration underscored the growing partnership between SSATP and AfDB to drive sustainable and inclusive transport solutions across Africa.



OPPORTUNITIES FOR PARTNERSHIP AND COLLABORATION

Partnerships and collaborations play a crucial role in advancing SSATP's mission of promoting sustainable and inclusive transport policies and practices in Africa. By working together with various stakeholders, SSATP can leverage their expertise, resources, and networks to achieve greater impact and address complex transport sector challenges on the continent. During the reporting period, SSATP actively engaged with various partners to foster collaboration and support for its activities and mission. Key highlights include the following:

SITRASS



FOUNDATION



These partnership meetings and collaboration opportunities will be pursued during the next DP4 third-year work program with a view to further advancing SSATP's mission and objectives.





SITRASS

SITRASS (Solidarité Internationale sur les Transports et la recherche en Afrique Sub-Saharienne)

In July 2024, the SSATP Program Manager presented at the SITRASS Summer University held in Lyon. The presentation focused on urban transport governance, drawing insights from the SSATP Working Paper titled "[*Institutions in Motion: Learning from the Experience of Urban Mobility Organizing Authorities in Sub-Saharan Africa.*](#)" It highlighted the importance of effective governance structures in urban transport systems and shared best practices from various cities in Sub-Saharan Africa. The session was well-received, with participants expressing keen interest in the topic and requesting further information on the subject.



FIA Foundation

SSATP engaged in discussions with the FIA Foundation to explore collaboration opportunities aimed at enhancing road safety, focusing on two priorities: safe journeys to school (child safety) and motorcyclists' safety. Both parties emphasized the need for secure commuting pathways for children and targeted interventions for motorcyclists. Committed to these initiatives, both parties aim to leverage their expertise and resources to reduce road traffic injuries and fatalities while promoting a safer environment for all road users.



UITP (Union Internationale des Transports Publics)

SSATP continued its engagement with UITP, focusing on collaboration with the African Association of Urban Mobility Authorities (AUMA). In June 2024, UITP was invited to the roundtable of technical and financial partners organized by AUMA with support from SSATP and expressed its commitment to support the Association through technical assistance and training. To formalize the partnership, SSATP and UITP agreed to develop a bilateral Memorandum of Understanding (MoU), which is currently under review by legal specialists. Additionally, SSATP submitted a proposal to present an upcoming working paper on formal-informal transport integration at UITP's next congress in Hamburg in June 2025.



03

THEMATIC AREA IMPLEMENTATION STATUS



RCEI



SUMA



RS



RRAM



THEMATIC AREA I

REGIONAL CONNECTIVITY AND ECONOMIC INTEGRATION (RCEI)

Leveraging logistics platforms and port digitalization and developing guidance and tools to assess and monitor regional transport corridors performance were among the priority activities of the DP4 strategy. These activities aim to promote regional connectivity and economic integration by leveraging digital solutions and improving the monitoring and management of transport corridors in Africa. To this end, two activities were completed under the RCEI pillar during the 2024 calendar year: (i) an assessment study on the state of Africa port digitalization with policy recommendations and (ii) an assessment of the potential of existing transport monitoring systems and the collection of data to support corridor management performance in Africa.

Until the recruitment of the pillar lead in September 2024, the SSATP Program Manager was actively advancing RCEI initiatives, with a particular focus on mainstreaming digitalization in Africa's maritime and shipping industry. This activity was co-financed by the World Bank and the French Development Agency (AFD), who provided funding to SSATP for AUC support. Having completed the onboarding of the pillar lead, implementation of RCEI activities is expected to quickly ramp up in the coming year.

TABLE 1
Synopsis of RCEI
Activities and
Related Outcomes

RCEI Activities	Current Status
Outcome 1: Development of a long-term transport strategy for the continent, aligned with the Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063	
<ul style="list-style-type: none"> Study to carry out a gap analysis and identify policy/regulatory reforms and institutional capacity activities to mainstreaming digitalization in the maritime and shipping industry in Africa. 	<ul style="list-style-type: none"> Study completed, Pan African technical review workshop held in June 2024 and webinar in April 2024 to discuss the study findings and disseminate SSATP working paper. The study was further disseminated in various global and continental events, notably the IAPH World Ports Conference 2024 held in Hamburg in October 2024.
<ul style="list-style-type: none"> SSATP working paper on implementing Maritime Single Window in Africa 	<ul style="list-style-type: none"> In view of the urgency to implement the Maritime Single Windows (MSW) by January 1st, 2024, mandated by the IMO FAL Convention, a working paper on practical guidelines for MSW implementation in Africa is under preparation, with an expected launch during the SSATP AGM 2025.
<ul style="list-style-type: none"> Re-establishment of the SSATP Regional Economic Communities Transport Coordination Committee (RECs-TCC) 	<ul style="list-style-type: none"> On July 2024, the RECs-TCC was re-established and Mr. Chris Appiah, Director of Transport at the ECOWAS Commission, was elected as Chairperson.
<ul style="list-style-type: none"> Update of the World Bank – IRU guidelines for Road Transport Reforms that was published in 2014. The update will be a joint WBG – IRU – SSATP publication. 	<ul style="list-style-type: none"> Drafting of the new sections and revisions of the old chapters ongoing. Launch planned during the ATF Forum in May 2025.
Outcome 2: Consensus achieved on the framework for functionality of an economic corridor development	
<ul style="list-style-type: none"> An assessment of the potential of the existing transport corridor monitoring systems to foster policy dialogue and strengthen corridor management institutions in Africa 	<ul style="list-style-type: none"> Study completed and disseminated in 2024 at the European Commission's Connecting Europe-Africa Day and an SSATP webinar.
<ul style="list-style-type: none"> An assessment of CMI effectiveness to: (i) draw lessons from the experience accumulated by various CMIs across the continent and (ii) identify a set of recommendations 	<ul style="list-style-type: none"> A consultant has been recruited to conduct the study. The members of the RECs-TCC will be instrumental in engaging corridor stakeholders.

01 OUTCOME

Development of a long-term transport strategy for the continent, aligned with the Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063

AI.1

Mainstreaming digitalization in the maritime and shipping industry of Africa

The digitalization of port and logistic platforms is a key focus area of the DP4. African countries and ports have much to gain from the adoption of advanced digital solutions, which will facilitate the flow of cargo through their ports in a more transparent and efficient manner. At both a policy and strategy level, supported by appropriate legislation, the regulatory environment that exists within the country can either drive or hinder this digitalization.

Building on the global findings of an earlier collaboration on “Accelerating Digitalization: Critical Actions to Strengthen the Resilience of the Maritime Supply Chain,” SSATP, in collaboration with the AUC, AFD and the World Bank procured a study to conduct a gap analysis and identify policy and regulatory reforms and institutional capacity building activities to mainstream digitalization in the maritime and shipping industry of Africa.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ The [SSATP working paper on the Status of Digitalization and Policy Impediments in African Ports](#) was disseminated in a well-attended SSATP webinar in April 2024, through SSATP’s participation in the 2024 Africa Ports Forum in Cotonou (May 2024), and through SSATP’s involvement in AUC’s Port Digitalization Report Validation Workshop in Addis Ababa (June 2024).
- ☑ SSATP was represented by a WB port specialist who moderated the session on the “Digitalization of African Ports” at the World Ports Conference, which took place in Hamburg, Germany from October 8-10, 2024. The findings of the SSATP-supported study were actively discussed during the well-received session which was featured multiple times on professional media channels.



FIGURE 1
Group photo of AUC Port Digitalization Report Validation Workshop in Addis Ababa

A1.2

Guidelines on implementing Maritime Single Windows (MSWs) in Africa

The impetus for introducing MSWs across the continent stems from the FAL Convention, which came into effect on January 1, 2024, through Resolution FAL.14(46). Under this global mandate, ports worldwide must establish single-window systems to streamline ship call clearance, reduce administrative burdens, and improve efficiency by standardizing and simplifying documents and procedures. Nearly a year into its enforcement, however, only a handful of African ports have adopted MSWs, and even fewer can process all mandatory declarations digitally. These gaps highlight the critical need for capacity-building and technical support in implementing MSWs. Taking into consideration the urgency for African ports to comply with the International Maritime Organization (IMO) FAL Convention, the SSATP is preparing practical guidelines for the implementation of MSWs. These guidelines are being prepared with the support of the three African port associations, the Africa Harbor Master association and the African Alliance for Electronic Commerce.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ The SSATP working paper on practical guidelines for MSW implementation in Africa is under preparation, with an expected launch during the SSATP AGM 2025.
- ☑ The guidelines will be supplemented by a series of virtual and in-person workshops with port authorities during most of 2025.

A1.3

Re-establishing the SSATP Regional Economic Communities Transport Coordination Committee (RECs-TCC)

On the sidelines of the Port Digitalization Report Validation Workshop, on June 28, 2024, the AUC and SSATP convened representatives from RECs and Specialized Regional Organizations (SROs) to review and finalize the Terms of Reference for the SSATP RECs-TCC. At this meeting, it was agreed that the AUC and SSATP would host a virtual meeting to elect the RECs-TCC Chairperson in July 2024. This decision underscores the commitment to enhancing coordination and cooperation among SSATP, RECs, and organizations engaged in trade facilitation and regional transport integration, including Corridor Management Institutions (CMIs) and African Ports Associations.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ Mr. Chris Appiah, Director of Transport at the ECOWAS Commission, was elected as Chairperson with unanimous support from all participants attending the virtual election meeting, marking a significant step in reestablishing the RECs-TCC and ensuring its effective leadership and coordination.
- ☑ The RCEI Pillar Lead and the RECs-TCC Chair met in October 2024 to agree on the RECs-TCC work plan for FY25, which includes (i) advocating for the port readiness index, preparing for Maritime Single Window (MSW) / Port Community System (PCS) implementation, (ii) developing guidelines for Corridor Monitoring Institutions (CMIs) on sustainability and strategic planning, (iii) developing the Regional Integration Academy with virtual and face-to-face modules on key logistics and trade facilitation challenges, and (iv) collaborating with the SSATP team to develop the annual work program for the RCEI Pillar.
- ☑ As a next step, the RECs-TCC plans to hold a virtual meeting to advance the work program and prepare for the in-person RCEI Pillar Steering Committee Meeting planned for the SSATP Annual General Meeting taking place in Cotonou on March 25, 2025.

A1.4

Update of the World Bank – IRU guidelines on road transport reforms (2014)

Under DP3, SSATP published a working paper on *Trucking Competitiveness in West and Central Africa*, which developed a transport and logistics reforms framework at the same time the World Bank and the International Roads Union (IRU) published their guidelines. After a decade of changes in the road transport sector, the three institutions are joining forces to update the guidelines and prepare stakeholders to address new challenges and opportunities, such as climate change and electric vehicles (EVs).

ACHIEVEMENTS AND NEXT STEPS:

- 🕒 A consultant has been recruited to conduct the study. This update started at the end of 2024, and the launch is scheduled during the ITF Forum in May 2024.
- 🕒 The members of the RECs-TCC will be instrumental in engaging with corridor stakeholders.

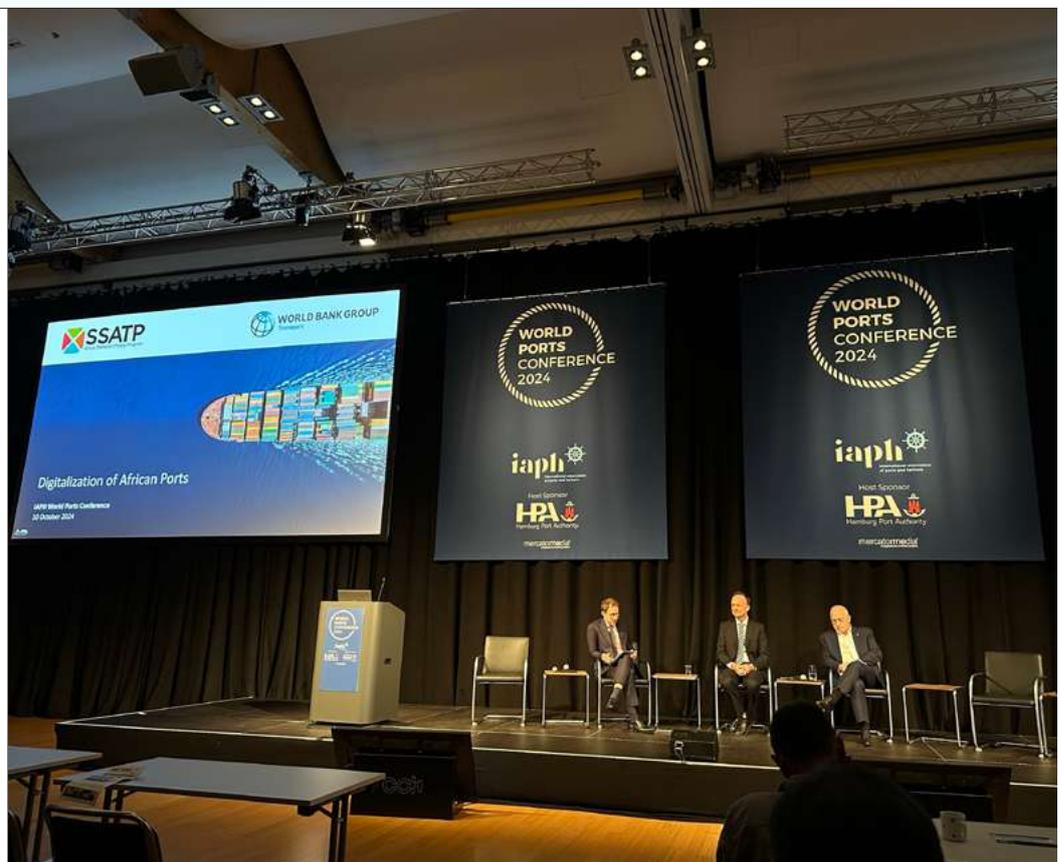


FIGURE 2

SSATP featured during the “Digitalization of African Ports” session at the World Ports Conference 2024 in Hamburg.

02 OUTCOME

Consensus achieved on the framework for functionality of an economic corridor development

A2.1

An assessment of the potential of existing transport corridor monitoring systems and similar region-wide data sources to foster policy dialogue and strengthen corridor management institutions

SSATP undertook a study to examine three transport corridor performance monitoring instruments: (i) the Corridor Transport Observatories (CTOs) of the Northern Corridor Transit and Transport Coordination Authority (NCTTCA) and the Central Corridor Transit Transport Facilitation Agency (CCTTFA); (ii) the Tripartite Transport and Transit Facilitation Programme's Corridor Trip Monitoring System (CTMS); and (iii) the Logistics Monitoring System (LMS). The study sheds light on the benefits and limitations of monitoring instruments used in three corridors. It emphasizes the significance of big data in supporting the operations of Corridor Management Institutions (CMIs) and underscores the potential advantages of integrating data analytics into their activities. By adopting data-driven approaches, CMIs can optimize corridor management and enable more effective decision-making.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ Completed the SSATP discussion paper entitled [Beyond Assumption: Towards a Data Driven Understanding of Trade and Transport Corridors](#), which explores how the establishment of region-wide monitoring systems can impact the operations, efficiency, and sustainability of CMIs.
- ☑ The findings of the paper were disseminated during the European Commission's Connecting Europe-Africa day event held on April 2, 2024 and an SSATP webinar held on June 25, 2024.

A2.2

An assessment of the effectiveness of Corridor Management Institutions (CMIs)

Building on the previous activity, SSATP will assess CMI effectiveness to: (i) draw lessons from the experience accumulated by various CMIs across the continent and (ii) identify a set of recommendations. The members of the RECs-TCC will be instrumental in engaging corridor stakeholders.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ SSATP recruited a consultant at the end of 2024 to draw lessons from the experience of the CMIs in Africa.
- ☑ The study will be conducted throughout 2025.



THEMATIC AREA 2

SUSTAINABLE URBAN MOBILITY AND ACCESSIBILITY (SUMA)

The strategic objective of the Sustainable Urban Mobility & Accessibility (SUMA) thematic area is to support the development of low-carbon and accessible urban mobility systems that serve as foundations for creating livable cities and fostering sustainable economic development. To achieve this objective, SUMA engages in various activities. Firstly, it emphasizes the importance of data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies. This involves conducting studies that enable policymakers to make informed decisions. Secondly, SUMA works towards improving the efficiency and sustainability of the paratransit (“informal” or popular transport”) sector, which plays a significant role in many African cities. Lastly, SUMA focuses on strengthening the capacity of country and city transport planners. Through training, knowledge sharing platforms, and technical assistance, SUMA equips planners with the necessary skills to develop and implement strategies that prioritize low-carbon and accessible modes of transportation.

TABLE 2
Synopsis of SUMA
Activities and
Related Outcomes

SUMA Activities	Current Status
Outcome 1: Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies	
<ul style="list-style-type: none"> Support to the launch and development of the African Association of Urban Mobility Authorities (AUMA) 	<ul style="list-style-type: none"> SSATP supported the consolidation of the Association through the provision of a consultant to handle its Secretariat and a communications firm to develop its website and manage its social media. AUMA presented its business plan (prepared with support from SSATP) to technical and financial partners and received interest from potential co-funders.
<ul style="list-style-type: none"> Support the establishment of metropolitan transport authorities 	<ul style="list-style-type: none"> Technical assistance to the Conakry Metropolitan Transport Authority culminated in the organization of a high-level workshop with Guinean authorities to discuss options to consolidate the nascent institution in June 2024. Continued support to the Ghanaian authorities towards the establishment of a lead institution to organize and regulate urban mobility at the metropolitan scale in Kumasi.
<ul style="list-style-type: none"> Policy paper on the economics of paratransit and financing public transport in Africa 	<ul style="list-style-type: none"> Prepared first draft of the paper by the end of 2024. The next step will consist in strengthening the paper with selected case studies.
<ul style="list-style-type: none"> Case study on the Algiers Urban Mobility Authority (AOTU-A) 	<ul style="list-style-type: none"> Prepared, edited, and designed the English and French versions of the case study.
<ul style="list-style-type: none"> Working paper on African women and vulnerable groups in transport 	<ul style="list-style-type: none"> Technical work on this paper has been completed and the SSATP team is currently reviewing the document internally prior to preparing it for publication.
<ul style="list-style-type: none"> Position paper on urban air pollution in Africa cities 	<ul style="list-style-type: none"> Activity is on hold pending review of recent World Bank studies to avoid redundancies.
<ul style="list-style-type: none"> Guidelines on policies for low-carbon options 	<ul style="list-style-type: none"> Prepared TORs but the team is considering repackaging the activity for delivery through individual consultants instead of a firm.
Outcome 2: Improve the efficiency of the informal bus transport sector	
<ul style="list-style-type: none"> Development of guidelines for paratransit reforms based on best practice 	<ul style="list-style-type: none"> The paper is complete and undergoing the formal publication process with a view to be released before FY25 Q2.
<ul style="list-style-type: none"> Working paper on Fleet Renewal and Professionalization of the Mini-bus Transport Industry: Lessons and a Way Forward 	<ul style="list-style-type: none"> The Senegal fleet renewal case study was published in early 2024. A consolidated report, building on case studies from several African cities, is in preparation and will be published in 2025.
<ul style="list-style-type: none"> Working paper on management models for public transport terminals in African cities 	<ul style="list-style-type: none"> The consultant delivered the first three reports and is in the process of preparing the draft final report.
<ul style="list-style-type: none"> Discussion paper on the professionalization experience of private bus operators in Algiers 	<ul style="list-style-type: none"> Prepared, edited, and designed the English and French versions of the discussion paper.
Outcome 3: Trainings and other capacity-building events strengthen the capacities of country/city transport planners	
<ul style="list-style-type: none"> Fostering scientific cooperation with African universities in research and capacity building in the transport sector 	<ul style="list-style-type: none"> A call for papers was organized and received submissions from over 30 teams from across the continent. Five teams were selected to receive support from SSATP in the preparation of their research papers.
<ul style="list-style-type: none"> Capacity building program for informal private sector operators 	<ul style="list-style-type: none"> Capacity building workshops were organized in Kumasi and Freetown to train both civil servants and transport operators in the fundamentals of paratransit reform.
<ul style="list-style-type: none"> SSATP-LUTP Mentorship Program for Africa 	<ul style="list-style-type: none"> The mentorship program was launched in earnest and four mentors were appointed to work with participants on concrete projects in small groups. The groups are halfway through the mentoring process and will present the result of their work during a final event.

01

OUTCOME

Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies

AI.1

Support to Secretariat of the African Association of Urban Mobility Authorities (AUMA)

Through this activity, SSSATP supports the efforts of African cities to improve the governance of urban mobility at the metropolitan level. AUMA is a platform for knowledge sharing, policy dialogue and capacity building bringing together 15 transport authorities from urban areas on the African continent. Between January and December 2024, SSATP supported the association through the following activities:

ACHIEVEMENTS AND NEXT STEPS:

- ✔ Recruited a consultant, until the end of CY 2024, to support the day-to-day activities of AUMA's Executive Secretariat hosted by the Greater Abidjan Urban Mobility Authority (AMUGA).
- ✔ Procured a communications agency to develop AUMA's digital communication tools, design a communication strategy, and manage online channels to enhance the association's visibility, attract new members, and disseminate technical commission results; this included creating social media accounts on LinkedIn and Facebook, and launching a fully functional bilingual website on December 11, 2024.
- ✔ Hired a consultant to finalize the association's business plan for 2024-2028, detailing technical and corporate activities, costing, and implementation arrangements; the plan was presented to potential partners in June 2024, resulting in interest from donors and NGOs for in-kind contributions or technical partnerships.
- ✔ The AfDB agreed to co-finance the Third General Assembly of AUMA which will be organized on the sidelines of the 2005 SSATP Annual General Meeting taking place in Benin.

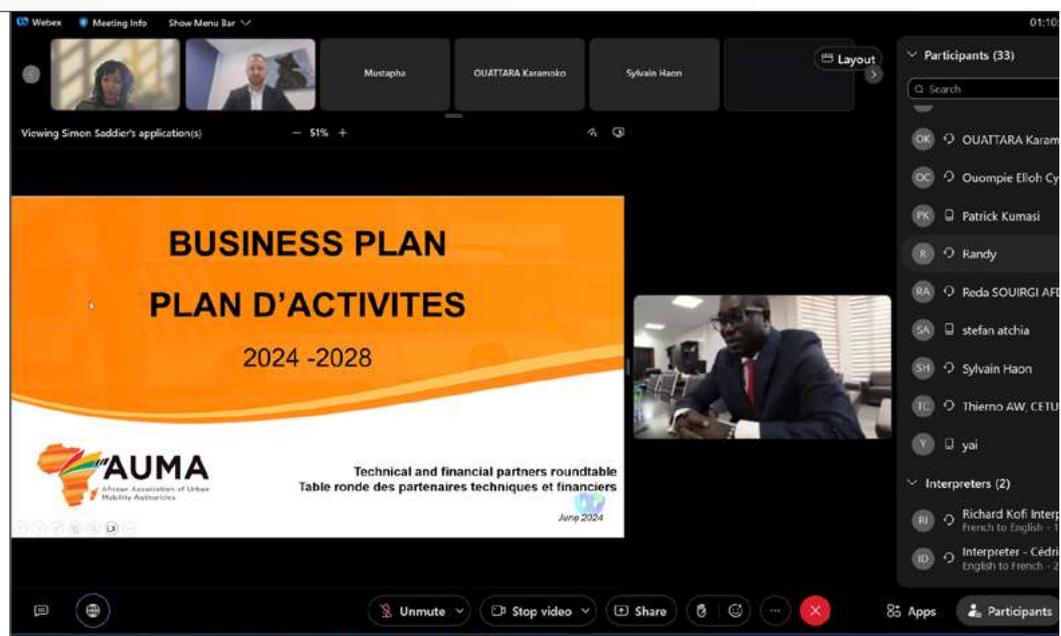


FIGURE 3

Screenshot of AUMA's President presenting the AUMA business plan during the Technical & Financial Partners Meeting held online in June 2024.



A1.2

Support the establishment of metropolitan transport authorities

Technical assistance to the Conakry Urban Transport Authority

SSATP received a request for support from the recently established Conakry Urban Transport Authority (AOTUC) through the African Association of Urban Mobility Authorities and subsequently mobilized a consultant to deliver technical assistance services at the end of 2023. The consultant started by assessing the challenges faced by AOTUC from a legal, financial, and organizational point of view. Based on this initial diagnosis, and in close coordination with Guinean authorities, different scenarios were developed to strengthen AOTUC and allow it to fulfill its intended role.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ These scenarios were presented at a high-level workshop organized in Conakry in June 2024 in the presence of representatives from the main ministries and agencies involved in the urban mobility sector. Following the workshop, discussions were held with the Ministry of Transport to review the feasibility of the proposed scenarios and identify a way forward.
- ☑ At the time of writing, the most likely option is to transform AOTUC into an independent administrative authority (AAI), which would locate it directly under the presidency and secure its role. SSATP will continue to support this transition through technical advice in the coming months.

Support to the design of a lead urban institution for urban mobility in the Greater Kumasi

In the wake of the technical assistance and institutional scenario study delivered by SSATP in 2023, the SSATP team continued its support to Ghanaian authorities in the context of the preparation of the Kumasi Urban Mobility and Accessibility project. The findings of the institutional study were leveraged to feed the policy dialogue between the government of Ghana and the World Bank.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ The scenarios developed in the 2023 study form the basis of current engagements regarding the creation of a new institution to manage urban mobility at the metropolitan scale in the Greater Kumasi Metropolitan Area.

A1.3

Policy paper on the economics of paratransit and financing public transport in Africa

SSATP identified the financing of urban mobility as a key theme to be explored under the first outcome of the SUMA pillar. SSATP will conduct a study aiming to (i) describe the current status in terms of urban mobility financing across the continent, (ii) highlight the main gaps and challenges that cities are facing to finance and fund public transport, and (iii) carry out the economic appraisal of improving paratransit services and explore solutions and innovative financing/funding mechanisms for sustainable public transport that are suitable to the African context.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ Terms of reference (TOR) were developed during the period covered by this report and an individual consultant was appointed in June 2024 to conduct this study.
- ☑ A first draft of the paper outlining the theoretical argument and structure was completed by the end of the year.
- ☑ The next step will consist in strengthening the paper with selected case studies. The cases of Dakar, Cape Town, and Lagos have been pre-identified to be included in the paper.

A1.4

Case study on the experience of the Algiers Urban Transport Authority

The experience of Algiers Urban Transport Authority (AOTU-A) was presented at the Leaders in Urban Transport Planning (LUTP) session organized by SSATP in Tunis in October 2023. Based on the positive feedback and high engagement level of participants, SSATP developed a case study on this topic, to be used as training material for future capacity building workshops. This case study retraces the genesis and challenges encountered to establish this new institution. It covers the legal foundations of AOTU-A, its mandates and their limitations, and its organizational structure.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ SSATP hired a consultant to prepare the initial draft of the 18-page case study for the LUTP training session.
- ☑ English and French versions have been edited and designed to be used as training material for capacity building activities on urban mobility governance.

A1.5

Working paper on African women and vulnerable groups in transport

This paper analyzes data from several African cities to examine the experiences and understand the challenges faced by women and vulnerable users of public transport. The paper will provide a regional understanding of these challenges and identify a series of recommendations to make public transport more inclusive in Africa.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ A working paper drawing on existing data from African cities has been developed.
- ☑ It will be finalized before May 2025.



A1.6

Position paper on air pollution in African cities

This activity aims to develop a position paper that delves into the complexities and challenges posed by transport-related air pollution in urban centers across Africa. Recognizing the significant impact of vehicular emissions on air quality and public health, this document seeks to bridge the gap in the current understanding and documentation of this pressing issue within the African context.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ Given recent publications on the same topic by the ieConnect initiative, the team is reviewing existing work and assessing the relevance of this activity. For the time being, the launch of this study is suspended.

A1.7

Policy Recommendations for the Adoption of Decarbonized Mobility Options in Africa

This initiative seeks to pave the way for sustainable, low-carbon mobility across African nations through the development of comprehensive policy recommendations. The study will evaluate and compare various bus technologies, with a particular focus on e-mobility solutions, to assess the opportunities and challenges for implementing them in the African context. It will also provide a set of guidelines for their adoption and implementation.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ The TOR for this study has been prepared.
- ☑ SSATP is considering a repackaging of this activity to deliver it under a lighter format, potentially mobilizing individual consultants instead of a firm.

02 OUTCOME

Improve the efficiency of the informal bus transport sector

A2.1

Guidelines for paratransit reforms based on international best practice

With the aim of supporting paratransit reforms across the continent, this activity seeks to: (i) analyze the urban transport environment of select African cities, with a specific focus on their public transport operations (formal and informal); institutional and regulatory frameworks; strategic planning and financing capacities; operational and organizational arrangements; existing social and business issues; technology uptake; and political context; (ii) evaluate and compare operations in different cities with a view to identify conditions for creating an enabling environment that supports the viability of the paratransit industry and improves its working conditions; and (iii) prepare a roadmap based on documented lessons learned and experiences to guide the successful development and implementation of organized, cooperative urban transport systems.

ACHIEVEMENTS AND NEXT STEPS:

- ✔ SSATP, in partnership with AFD, conducted a study on informal transport reforms in fourteen African cities, and assessed specific informal transport reforms in eight cities.
- ✔ Based on case study findings, SSATP prepared a draft paper on good practices and lessons learned from paratransit reforms to guide other countries in Africa.
- ✔ The team expects to complete and publish the position paper by March 2025.

A2.2

Study on the management of bus terminals in African cities

SSATP secured a grant from the Public-Private Infrastructure Advisory Facility (PPIAF) to launch a study aiming to understand existing models and current trends in bus terminal development and management in African cities. This includes the review and identification of regulatory gaps or constraints, and the identification of potential means to alleviate the weaknesses in the current rules and procedures to develop and manage urban bus terminals in a representative set of Africa cities – including continental and global best practices. This activity will also identify legal, regulatory, and institutional constraints that would need to be addressed to attract and formalize private sector participation in bus terminal development and management in African cities and formulate recommendations to lift these constraints.

ACHIEVEMENTS AND NEXT STEPS:

- ✔ The study is conducted in close cooperation with AUMA's Paratransit Professionalization commission, which participated in the selection of four case cities (Abidjan, Dakar, Dar es Salam, and Maputo).
- ✔ The first three reports focusing on operational arrangements, governance, and business models have been delivered by the consultant.
- ✔ The final report and dissemination will take place during the first half of 2025.

A2.3

Working paper on Fleet Renewal and Professionalization of the Mini-bus Transport Industry: Lessons and A Way Forward

The objective of this study is to document the opportunities and challenges of harnessing fleet renewal for the professionalization of informal transport in Africa. The study documents the experiences of African cities as relates to all aspects of bus financing and renewal schemes, including business models, financing and operational arrangements, regulations, and institutional context; and assesses the impact of fleet renewal on the professionalization of bus operators (i.e., formation of bus cooperatives and consolidation of vehicle owners' assets). The activity includes the following phases: (i) prepare an overview of the current situation, opportunities and challenges in bus financing for formal and informal public transport sectors in Sub-Saharan African (SSA) cities and lessons learned from their experience; (ii) review the experience of Dakar and other Senegalese cities in bus financing and renewal schemes as well as that of other SSA cities; and (iii) analyze PPP options to attract private sector financing to improve service standards and business with a focus on the SSA context.

ACHIEVEMENTS AND NEXT STEPS:

- ✓ In March 2024, presented the findings of the Senegal Fleet Renewal case during the Paratransit Day side event of the WB's Transforming Transportation conference.
- ✓ Published the report's main case study on the Senegal Fleet Renewal Program in May 2024.
- ✓ Developed two additional case studies on Morocco and Kenya to enhance the consolidated, multi-case study report on fleet renewal in Africa.
- ✓ The team expects to complete the study by June 2025.

A2.4

Discussion paper on the professionalization experience of private bus operators in Algiers

Building on a study commissioned by the European Union in 2017, this paper explores the planning and implementation of an action plan developed by Algerian authorities to reorganize the public transport sector in Algiers. The paper provides an overview of efforts to professionalize the paratransit sector over the last 20 years, with a focus on Greater Algiers. It retraces the emergence and governance of private sector bus operators in Algiers, the nature and evolution of the regulatory framework applying to this sector, the integration (or lack thereof) of the transport services, specific infrastructure used by the bus operators services (bus terminals), the types of vehicles used and their modes of acquisition and financing, the organizational structure of the industry, and attempts made by authorities to reform this type of transport service.

ACHIEVEMENTS AND NEXT STEPS:

- ✓ Hired an individual consultant to prepare the paper in the second quarter of 2024.
- ✓ The paper was originally prepared in French and has subsequently been translated to English.
- ✓ Both versions are completed and will inform SSATP's capacity building training program in the area of paratransit improvement.

03 OUTCOME

Trainings and other capacity-building events strengthen the capacities of country/city transport planners

A3.1

Fostering scientific cooperation with African universities in the field of transport research and capacity building

SSATP, in collaboration with the World Resources Institute (WRI) and the World Conference on Transport Research Society (WCTRS), established a research network of African universities with the aim of facilitating the development of sound transport policies and related capacity-building in Africa. The initiative resulted in the signing of a Memorandum of Understanding (MoU) in 2018 by leading African universities, including the University of Nairobi, the University of Dar es Salaam, the University of Johannesburg, the University of Dakar, and the National Polytechnique Institute of Yamoussoukro. The partnership expanded to include Addis Ababa University (AAU), Kwame Nkrumah University of Science and Technology (KNUST), and the *École Nationale Supérieure des Travaux Publics* (ENSTP). The collaboration focuses on joint research, capacity building exchanges, and training programs to strengthen institutional capacity and unleash the transport research potential of African universities.

ACHIEVEMENTS AND NEXT STEPS:

- SSATP secured \$250K in grant funding from PPIAF to increase transportation capacity in cities and facilitate the creation of a sustainable collaboration model to develop sound policies and strategies that will lead to efficient, safe, and sustainable transport. This will be done by creating a collaborative network among Sub-Saharan African universities and enhancing capacity building capabilities related to private sector participation in urban mobility.
- During the period in review, SSATP developed TORs for hiring an individual consultant who will support the implementation of this activity and further develop its various subcomponents.
- In November 2024, under the South-South Academia Cooperation (SSAC) initiative, which aims to foster knowledge sharing among African universities in the transport sector, SSATP launched a call for research papers inviting early career researchers in Sub-Saharan Africa (SSA) to form research teams investigating technologies that support the improvement and integration of informal public transport (IPT) operations.
- Out of 35 teams that responded to the call for proposals, five teams were selected to receive support from SSATP and PPIAF in preparing their research papers. These teams, comprising 19 early-career researchers, will focus on technologies to improve paratransit services. Each team is made up of members from two universities in different countries and is required to include at least one female participant.
- The SSAC program will support study visits for researchers to meet in person and offer them short-term consultancy contracts to remunerate their work.

A3.2

Developing a capacity building program for informal private sector operators

To address the notable gap in the professional development of Africa's informal transport sector, SSATP aims to create a targeted capacity building for paratransit operators, government officials, and stakeholders. By fostering a shared vision and understanding, this initiative aims to catalyze the professionalization and sustainable reform of paratransit services by promoting and advocating for innovative business/service models and the exchange of good practices, among others. This strategic effort seeks to transform urban mobility by enhancing the efficiency and integration of informal transport systems, marking a significant step towards improved urban transport management across the continent. Building on co-financing opportunities, SSATP plans to implement the capacity building program aimed at initiating paratransit reforms in Kumasi (Ghana) and Freetown (Sierra Leone).

ACHIEVEMENTS AND NEXT STEPS:

- ☑ SSATP designed and implemented a pilot training course on paratransit professionalization in Freetown (Sierra Leone) and Kumasi (Ghana) between January and April 2024.
- ☑ Two international consultants were appointed to design the course, which was jointly delivered with local experts from the academic world. Scoping missions took place in the two cities and the workshops were organized in the month of April, over three days in each city. The first day was dedicated to national and local authorities and focused on strengthening the regulatory framework to support paratransit professionalization in the two cities. The second day was reserved for public transport operator representatives and focused on business model improvement to optimize operations and consolidate their viability. The third day brought the two groups together to discuss the role of paratransit in a future, improved public transport system.
- ☑ Participants highly valued the participatory workshop format, and it was agreed that follow-up meetings would be organized as part of the Bus Rapid Transit (BRT) initiative.





URBAN MOBILITY SUPPORT FOR GHANA AND TUNISIA

Given the special focus on Ghana and Tunisia under the DP4, the SSATP PMT provided substantial technical support to these two countries during the 2024 reporting period.

Ghana



Following the launch of the Leaders in Urban Transport Planning (LUTP) program in Kumasi in October 2023, SSATP advanced its support to Ghana through a series of targeted initiatives, including capacity-building efforts, stakeholder workshops, and a study on urban mobility governance. Key highlights for the year include:



FIGURE 4
Participants of the Authority and Industry Capacity Building Programme in Greater Kumasi Metropolitan Area held on October 23-25, 2024.

Ghana



STUDY ON URBAN MOBILITY GOVERNANCE IN GHANAIAN CITIES

In response to Ghana's ambition to develop a Bus Rapid Transit (BRT) system in Kumasi, SSATP supported the Government of Ghana in reviewing and restructuring the institutional framework for urban mobility governance at the metropolitan scale.

- Conducted over 2023-2024, the study began with a diagnostic report that identified key challenges hampering effective urban mobility governance in Ghanaian cities.
- Following extensive stakeholder engagement, ten institutional scenarios were developed, analyzed, and narrowed down to the most viable option through a multi-criteria analysis.
- The study concluded in June 2024 with the preparation of an implementation roadmap for Ghanaian authorities, providing a clear pathway to overhaul the governance framework in alignment with Kumasi's BRT project. Implementation of the roadmap will continue throughout FY25.

WORKSHOP ON PARATRANSIT IMPROVEMENT WITH GHANAIAN AUTHORITIES

Building on the capacity building workshop on paratransit professionalization (see Activity 3.2), SSATP delivered a two-day workshop on paratransit regulation in Kumasi in October 2024, bringing together representatives from key institutions, including the Ministry of Transport (MoT), Driver and Vehicle Licensing Authority (DVLA), Ghana Police Service, Ashanti Regional Coordinating Council (ARCC), and Greater Kumasi's municipal and metropolitan assemblies.

- The workshop identified weaknesses in the current regulatory regime for paratransit services, such as municipal fragmentation and limited enforcement.
- Participants proposed a "Be Legal" campaign to formalize paratransit services by identifying, registering, and permitting operators across the Greater Kumasi Metropolitan Area (GKMA). The campaign will maintain an open dialogue with the industry to ensure inclusivity and minimize resistance.
- A task team was established to prepare a concept note addressing six key themes, with the first draft expected by mid-November 2024. Implementation of the campaign will be supported through PPIAF funding.

WORKSHOP ON BUSINESS MODEL IMPROVEMENT WITH PARATRANSIT INDUSTRY REPRESENTATIVES

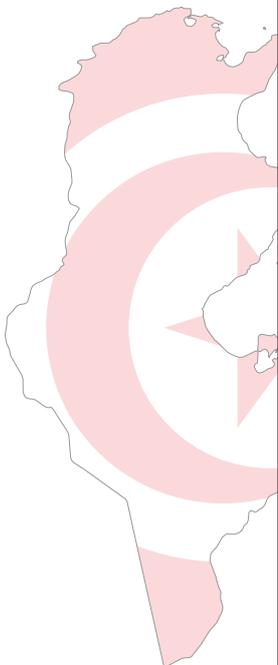
Held on October 2025, SSATP delivered a one-day workshop with paratransit industry leaders focused on enhancing business models to prepare operators for their role in Kumasi's evolving transport system.

- Discussions emphasized the need to professionalize operations to enable participation in the future BRT system, whether on trunk corridors or as feeder services.
- Participants conducted a financial assessment exercise, revealing significant financial flows in the paratransit sector, which remain fragmented and scattered across stakeholders.
- To address this, participants agreed to explore joint financial management to improve efficiency through economies of scale. Two pilot routes—one for minibuses and one for shared taxis—were identified to test these principles as part of KUMAP preparation, with initial phases funded by PPIAF.

These activities reflect SSATP's continued commitment to improving urban mobility governance, paratransit regulation, and business model efficiency in Ghana, with tangible outcomes that align with the country's broader goals for sustainable and inclusive urban transport.



Tunisia



IMPLEMENTATION OF A MENTORSHIP PROGRAM

Building on the 2023 LUTP training program delivered by SSATP in Gammarth, a mentorship program was developed to capitalize on the momentum generated by the in-person training. This program gives participants the opportunity to work in small groups with seasoned experts on concrete challenges faced by their city. Four thematic areas are covered by the program:

- 📌 Developing the cycling infrastructure in Tunisian cities
- 📌 Improving pedestrian safety for vulnerable users near large trip generators
- 📌 Promoting multimodal transport around mass transit stations
- 📌 Preparing sustainable urban mobility plans adapted to the needs of Tunisian urban areas

Each theme is covered by a mentor who meets remotely with participants once a month. After agreeing on the project scope and work plan, the mentees carry out their technical study in phases, receiving ongoing guidance from their mentor. At the end of the project, each team will present its findings to peers during an online event.

To deliver this activity, SSATP partnered with the French Centre for Studies and Expertise on Risks, the Environment, Mobility and Planning (CEREMA).

TECHNICAL ASSISTANCE TO SUPPORT THE IMPLEMENTATION OF THE NATIONAL URBAN MOBILITY

The World Bank and SSATP received a request for technical assistance from the Ministry of Transport of Tunisia to support the implementation of the national urban mobility policy (NUMP). Discussions are ongoing to determine how best SSATP could provide support that is well aligned with its mandate and complementary to the World Bank engagement in the transport sector in Tunisia.



THEMATIC AREA 3

ROAD SAFETY (RS)

Under SSATP's Fourth Development Plan (DP4), the main objective of the RS thematic area is to improve road safety at the continental, national and local levels with the aim of reducing deaths and serious injuries resulting from road traffic crashes. To achieve this, the following activities are prioritized: (i) securing member country ownership of road safety strategies and plans that align with the goals of the Africa Road Safety Charter and the targets set forth by the United Nations (UN) Sustainable Development Goals (SDGs); (ii) strengthening road safety institutional arrangements and leadership in road safety management; and (iii) harmonizing road safety data collection and analysis to facilitate regional comparisons.

TABLE 3
Synopsis of RS
Activities and
Related Outcomes

RS Activities	Current Status
Outcome 1: Ownership by member states of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans	
<ul style="list-style-type: none"> Advocacy for better road safety management in Africa and alignment with the UN Decade of Action. 	<ul style="list-style-type: none"> Organized and delivered a plenary session on "Inclusive Transport: Road Usage/Safety, Youth and Women" at the African Development Bank (AfDB) African Transport Forum (Abidjan, September 18-19). Presenting on key aspects necessary for achieving Road Safety Through Multisectoral-Coordinated Efforts. Participation at the Global Forum for Road Traffic Safety at the UN HQ Geneva on September 23-27, 2024 to align efforts and share SSATP progress and contributions. Showcase of SSATP and advocacy efforts towards the improvement of road safety management and implementation of the Safe System approach at the 1st International Forum on Road Safety in Angola. Close involvement at the FIA Foundation Safe African Helmets Initiative Inaugural Workshop; contributing to discussions with East African countries on the social and economic impact of improving helmet standards and the importance of helmet coalitions for achieving reductions in motorcyclist related injuries. SSATP is serving as a technical partner whose involvement and contributions will facilitate an African focus at the 4th Global Ministerial Conference on Road Safety.
Outcome 2: Effective road safety institutional arrangements and leadership in road safety management	
<ul style="list-style-type: none"> Establishing the African Association of Road Safety Lead Agencies (AARSLA). 	<ul style="list-style-type: none"> Brainstorming sessions and consultations were held with selected lead road safety agencies on the objectives of the Associations; and all confirmed their support to its establishment. Based on the Concept Note, draft statutes for AARSLA are ready for discussion with interested countries, as to evaluate host countries' postulations. Virtual consultation meetings were held with countries interested in hosting or joining AARSLA. The constituent assembly of the AARSLA is planned for the first quarter of 2025.
<ul style="list-style-type: none"> Capacity building in road safety management 	<ul style="list-style-type: none"> The flagship leaders in road safety management training program (LRSMTMP) was launched in June 2024 with 24 participants from Zambia, Rwanda, and Malawi. The launch was organized in collaboration with the World Bank team in Zambia and the Zambia Road Transport and Safety Agency (RTSA). The program will further be expanded to cover more countries both in English and French speaking countries. To this effect, the French version of the program is now ready for launch in the first quarter of 2025.
Outcome 3: Harmonized road safety data collection and analysis to facilitate regional comparisons	
<ul style="list-style-type: none"> Technical support to the AUC and ARSO Secretariat 	<ul style="list-style-type: none"> SSATP provided support for ARSO's daily operations during the first six months of 2024 by assigning a dedicated consultant. This support was then handed over to the EU as part of their broader road safety assistance to the AUC. SSATP participated in and technically supported the ARSO workshop held in Marrakech on October 8-10, 2024. The workshop was attended by representatives from 14 African Member States.
<ul style="list-style-type: none"> Developing a framework to monitor road safety performance 	<ul style="list-style-type: none"> The Road Safety Performance Monitoring Framework has been completed and is ready for dissemination and stakeholder feedback. The dissemination event is scheduled for February 2025.

01 OUTCOME

Ownership by member States of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans

AI.1

Advocacy for better road safety management in Africa and alignment with the UN Decade of Action

In 2024, SSATP continued its leadership in advocating for improved road safety management in Africa, aligning its initiatives with the UN Decade of Action for Road Safety. Building on insights gained from discussions with member states and key partners, including outcomes from the consultative road safety workshop held in Marrakech in October 2024 (organized by AUC), SSATP committed to spearheading strategic activities and collaborations to advance the road safety agenda across the continent.

Central to this effort is the promotion of the Safe System approach, encouraging member countries to adopt comprehensive and proactive road safety strategies. SSATP has also strengthened its collaboration with various partners to address priority areas, such as motorcyclist safety and inclusive road usage.



FIGURE 5
African Leaders at the African Road Safety Observatory Meeting held in Marrakech, Morocco from October 8-10, 2024



FIGURE 6
FIA Foundation Safe African Helmets Initiative Inaugural Workshop

ACHIEVEMENTS AND NEXT STEPS:

- ✔ Organized and delivered a plenary session on “Inclusive Transport: Road Usage/Safety, Youth, and Women” at the African Development Bank (AfDB) African Transport Forum (Abidjan, September 18-19, 2024). This session emphasized the importance of multisectoral and coordinated efforts in achieving road safety and highlighted key strategies for inclusive road safety management.
- ✔ Participated in the Global Forum for Road Traffic Safety at the UN Headquarters in Geneva (September 23-27, 2024), aligning its efforts with global road safety standards and sharing information on SSATP’s recently launched Leaders in Road Safety Management Training Program (LRSMTTP). This engagement strengthened international collaboration and reinforced SSATP’s leadership role in road safety advocacy.
- ✔ Showcased SSATP’s advocacy efforts and strategic approach to road safety management at the 1st International Forum on Road Safety in Angola, highlighting contributions to implementing the Safe System approach and its impact on road safety governance in Africa.
- ✔ Played a key role at the FIA Foundation Safe African Helmets Initiative Inaugural Workshop, actively contributing to discussions with East African countries. These discussions focused on the social and economic benefits of improved helmet standards and emphasized the importance of forming helmet coalitions to reduce motorcyclist-related injuries.
- ✔ In partnership with AUC, ARSO, and UNECA, SSATP is coordinating the harmonization of road safety legal and regulatory frameworks. This initiative incorporates international best practices, UN norms and standards, and aligns with ongoing regional efforts within the Tripartite (EAC, COMESA, SADC) and other Regional Economic Communities (RECs).
- ✔ SSATP, in collaboration with AUC and UNECA, is supporting the Africa CDC in enhancing post-crash management systems and preventing road traffic injuries. This initiative is aligned with Target 12 and associated key activities under the African Road Safety Action Plan for the Decade 2021-2030.
- ✔ To ensure a strong African focus at the upcoming Global Road Safety Ministerial Conference, SSATP, in partnership with AUC, UNECA, and the Morocco Agence Nationale de Sécurité Routière (NARSA), will organize an African Ministerial Session a day before the main event. SSATP is leading the development of a concept note for this session, which will be refined through virtual consultations with AUC, UNECA, and NARSA.

02

OUTCOME

Effective road safety institutional arrangements and leadership in road safety management

A2.1

Establishing the African Association of Road Safety Lead Agencies

With the goal of strengthening Road Safety Lead Agencies (RSLAs) and creating a platform for networking and knowledge and experience sharing, SSATP is currently supporting the establishment of an African Association of Road Safety Lead Agencies (AARSLA). The ARSO Transitional Steering Committee and the AUC support and are committed to this initiative. The proposed AARSLA will be linked with ARSO, and its charter will clarify how ARSO will help strengthen AARSLAs.

ACHIEVEMENTS AND NEXT STEPS:

- SSATP has hired a consultant to facilitate consultations and guide the establishment process of AARSLA.
- Brainstorming sessions and consultations were conducted with key road safety agencies to discuss the objectives of AARSLA. All participating agencies expressed strong support and interest in its formation.
- Based on the prepared Concept Note, a draft of the AARSLA Statutes is ready for discussion with interested countries to evaluate their hosting proposals.
- Virtual consultation meetings were held with countries that expressed interest in hosting or joining AARSLA.
- SSATP is set to organize the Constituent Assembly for AARSLA in the first quarter of 2025. It will ensure that the objectives of the Association support the accelerated implementation of the African road safety action plan for the Decade 2021-2030.



FIGURE 7
Group photo of the Leaders in Road Safety Management Training Program in Zambia



A2.2

Capacity building in road safety management - Developing the Leaders in Road Safety Management Training Program (LRSMTM)

SSATP developed a road safety leadership training program. Similar to the LUTP program, it aims to build capacity in road safety advocacy and management in Africa. The LRSM program is structured around the pillars of the Safe System approach, which is also the basis for the African Road Safety Action Plan. The training program covers various priority areas such as road safety management, safer roads and mobility, safer vehicles, safer road users, post-crash response, and safer speeds. Case studies and exercises of the LRSM training program are adapted to the African context to reflect the challenges the continent is facing. The target audience for this program includes senior government officials and policymakers such as ministers and parliamentarians. Additionally, influencers and mid-level management personnel of transport and health agencies at all levels of government (national, provincial/state, and municipal) will also be included.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ Successfully launched the flagship Leaders in Road Safety Management Training Program (LRSMTM) in June 2024 with 24 participants from Zambia, Rwanda, and Malawi. The launch was organized in collaboration with the World Bank team in Zambia and the Zambia Road Transport and Safety Agency (RTSA), marking a significant milestone in capacity building for road safety leadership.
- ☑ Plans are underway to expand the program to more countries, including both English and French-speaking nations. The French adaptation of the program is complete and scheduled for launch in the first quarter of 2025, broadening the reach and impact of the initiative.

03

OUTCOME

Harmonized road safety data collection and analysis to facilitate regional comparisons

A3.1

Technical support to the AUC and ARSO Secretariat

During the first half of 2024, SSATP provided technical assistance to the ARSO Interim Secretariat and the African Union Commission (AUC) on road safety related issues. To ensure effective support, SSATP engaged a dedicated consultant based in Addis Ababa, who offered day-to-day support and guidance. Overall, SSATP support was closely aligned with the strategic objectives of ARSO/AUC, enhancing coordination and advancing road safety initiatives across Africa.

ACHIEVEMENTS AND NEXT STEPS:

- ✔ The technical support provided to the ARSO Secretariat has been handed over to the EU as part of its broader road safety assistance to the AUC.
- ✔ SSATP participated and technically supported the ARSO workshop held in Marrakech on October 8-10, 2024. The workshop was attended by representatives from 14 African Member States and served as a strategic platform to discuss road safety priorities and foster collaboration among member states and key partners.
- ✔ In collaboration with WHO and the AUC, SSATP is finalizing the development of the Africa Status Report on Road Safety. It is set to be launched at the upcoming 4th Global Ministerial Conference on Road Safety to be hosted by the Kingdom of Morocco in February 2025.

A3.2

Developing a Framework to Monitor Road Safety Performance

To systematically track and improve road safety management across Africa, SSATP developed the Road Safety Performance Monitoring Framework (RSPMF). This framework is designed to help countries periodically assess their road safety status, enabling them to make data-driven decisions and implement targeted corrective actions. Aligned with the African Road Safety Action Plan for the Decade 2021-2030, the RSPMF supports countries in monitoring their progress towards achieving the goals of the UN's Second Decade of Action for Road Safety.

ACHIEVEMENTS AND NEXT STEPS:

- ✔ The Road Safety Performance Monitoring Framework report has been completed. It emphasizes the importance of data-driven decision-making, encouraging countries to collect high-quality, standardized data to accurately reflect their road safety status. This approach helps guide strategic actions and policy interventions.
- ✔ The RSPMF is ready for dissemination and stakeholder feedback, with a launch event scheduled for February 2025. This event will introduce road safety agencies and practitioners to the new tool and provide a platform to discuss its potential applications in monitoring progress towards the Decade of Action for Road Safety.
- ✔ Following the launch, SSATP will provide technical assistance and capacity-building programs to support countries in improving data quality and ensuring consistent and effective application of the framework.



THEMATIC AREA 4

RESILIENT ROAD ASSET MANAGEMENT (RRAM)

This pillar has now entered its implementation phase. In December 2024, the European Commission (EC) signed a three-year contract with a consultant firm to support its rollout. Since then, SSATP has held several coordination meetings with the EC and the consultants to clarify the assignment's objectives and scope of work. SSATP has appointed a Pillar Leader to provide technical oversight, and implementation arrangements have also been discussed with the EC and the consultant firm.

ACHIEVEMENTS AND NEXT STEPS:

- ☑ Pillar 4 will be officially launched at the upcoming SSATP AGM in Cotonou.
- ☑ A one-day breakout session will be dedicated to discussing the inception report, firming up the priority activities, and re-engaging with the Pillar practice community.





04



COMMUNICATION AND DISSEMINATION ACTIVITIES

Building upon the visibility gained in previous years, the SSATP Program Management Team (PMT) successfully increased awareness of the program and its policy recommendations. This was achieved by leveraging prominent global and continental events, dissemination webinars, and digital communication channels, including through web updates, social media campaigns, and e-newsletters. Through these strategic communications initiatives, SSATP effectively expanded its reach and engaged a broader range of stakeholders.



DISSEMINATION EVENTS

The SSATP PMT actively engaged with its main donor partners to keep them informed about the program's activities and progress. The team organized various virtual and face-to-face meetings to discuss ongoing initiatives and explore opportunities for enhanced collaboration. Below is an overview of the activities undertaken during the period in review.



MARCH 21, 2024



WORLD BANK HQ,
WASHINGTON, D.C.

Paratransit / Popular Transportation Day at Transforming Transportation 2024

SSATP organized the second edition of Paratransit Day on the sidelines of Transforming Transportation on March 21, 2024 in collaboration with partner organizations active in the paratransit reform space. The idea of bringing together various side events dedicated to paratransit was born in 2023, when SSATP, the Global Network for Popular Transport (GNPT), the World Resources Institute (WRI), Volvo Research Foundations (VREF), and the Digital Transport for Africa initiative (DT4A), came together to organize the first edition. The 2024 Paratransit Day started with a roundtable gathering approximately 20 participants to discuss the opportunities and challenges of using public and private investments and assistance to mobilize the privately provided, publicly serving local transportation services and systems to decarbonize transportation and achieve a just transition. Roundtable participants included representatives from development banks, multilateral finance institutions, private philanthropies, global NGOs, and transportation researchers. This was followed by a session on paratransit fleet renewal case studies based on the experiences from India, Mexico, and Dakar. The session allowed participants to share experiences across continents and identify enabling factors towards paratransit modernization. Finally, the last session focused on the role of data as a foundation for paratransit reform. Paratransit Day has now become a regular fixture of Transforming Transportation and partners are planning to organize the next edition in March 2025.



FIGURE 8
Connecting Europe Days' session on the "State-of-Play of the SSATP" DP4"



APRIL 2-5, 2024



BRUSSELS

Global Gateway & Connecting Europe Days 2024

SSATP participated in the European Commission's Connecting Europe Days, held from April 2 to April 5, 2024, in Brussels. This event focused on the Global Gateway and the EU-AU Strategic Corridors, featured a range of sessions designed to foster collaboration and enhance transport connectivity between Europe and Africa. SSATP's engagement in the event included a dedicated session on April 2, titled "State-of-Play of the SSATP Fourth Development Plan [SSATP/DP4-2022-2026]." This session was chaired by Mr. Kamugisha Kazaura, Director of Infrastructure and Energy at the African Union Commission and Chair of the SSATP Executive Committee, and moderated by Mr. Ibou Diouf, Transport Practice Manager at the World Bank. The session highlighted the strategic direction and priority activities of SSATP's Fourth Development Plan, with a focus on regional connectivity and economic integration. Key topics discussed included leveraging logistics platforms, port digitalization, and tools to monitor the performance of regional transport corridors. The session also highlighted findings from recent studies on port digitalization in Africa and the potential of existing transport monitoring systems. High-level participants included representatives from the AUC, UNECA, SADC, COMESA, ECOWAS, Trans Kalahari Corridor Secretariat, SSATP, World Bank, and AFDB. SSATP's involvement underscored its commitment to advancing sustainable transport policies, fostering economic growth, and enhancing regional integration in Africa.



APRIL 17, 2024



ONLINE

Webinar on the African Port Digitalization Study

On April 17, 2024, SSATP hosted a webinar titled "Leveraging Digitalization for African Ports: Insights and Pathways." The event provided a platform to delve into the findings of the comprehensive World Bank study/SSATP working paper on the *Status of Digitalization and Policy Impediments in African Ports*. The webinar also featured compelling case studies on the digitalization journeys of the Ports of Banjul and Djibouti and gave the port associations of East and West Africa an opportunity to share their insights and perspectives on port digitalization. Attracting a total of 165 participants, the webinar served as a platform for stakeholders to converge on and chart a collective path forward towards advancing digitalization in African ports. Overall, the event underscored the imperative of harnessing the power of digitalization to enhance the operations and boost the competitiveness of African ports.

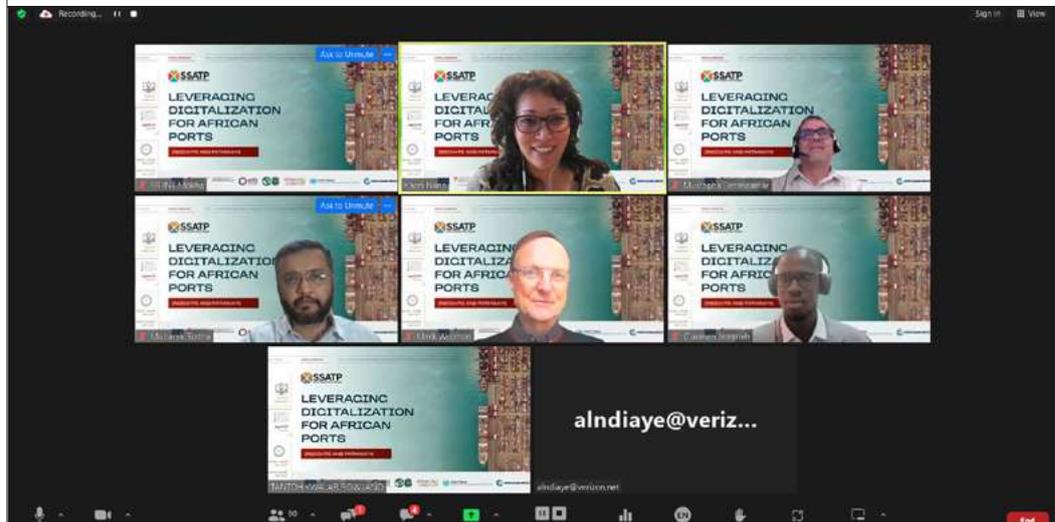


FIGURE 9

Screenshot from the African port digitalization report launch webinar



MAY 2, 2024



ONLINE

IsDB-SLOCAT Event: Accelerating the Transition to Sustainable E-Mobility: Opportunities and Challenges for IsDB Member Countries

On May 2, 2024, the SSATP Program Manager participated in the side event "[Accelerating the Transition to Sustainable E-Mobility](#)" co-hosted by SLOCAT and the Islamic Development Bank (IsDB) as part of the IsDB's 50-Year Jubilee celebrations. The online event highlighted the critical role of transport in achieving IsDB's goals on climate action and sustainable development. The event provided a platform for stakeholders to explore the potential of sustainable e-mobility solutions in IsDB member countries and to discuss the opportunities and challenges associated with this transition. Mr. Benmaamar emphasized SSATP's commitment to advancing sustainable mobility in Africa through its strategic focus on key areas such as regional connectivity, sustainable urban mobility, and road safety. He highlighted the importance of professionalizing informal transport sectors, enhancing digital solutions, and integrating climate resilience into transport policies. Additionally, Mr. Benmaamar underscored the necessity of partnerships, capacity building, and knowledge-sharing to effectively overcome barriers to e-mobility adoption and to support Africa's broader transport policy goals.

SLOCAT Partnership on Sustainable, Low Carbon Transport

ISDB البنك الإسلامي للتنمية
Islamic Development Bank

Accelerating the Transition to Sustainable E-Mobility: Opportunities and Challenges for IsDB Member Countries

Thursday, 2 May - 14:00 to 15:30 CEST
Webinar by IsDB and SLOCAT
Register: bit.ly/3xImgYN

Opening remarks:

- Idrissa Dia**, Director, Economic & Social Infrastructure Global Practices, ISDB

1st Segment on Future Outlook:

- Mustapha Benmaamar**, Program Manager, Africa Transport Policy Program
- Chris Kost**, Africa Director, Institute for Transportation and Development Policy
- Carolina Monsalve**, Coordinator, Sustainable Mobility for All

2nd Segment on E-Mobility:

- Rohan Shailesh Modi**, Advisor, Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
- Joo Hyun Ha**, Sustainability Strategy & International Partnerships Senior Advisor, UIC - International union of railways
- Wenxin Qiao**, Senior Transport Specialist, World Bank
- Atiq Ahmad**, Lead Global Transport Specialist/Economist, ISDB

FIGURE 10
Announcement for the ISDB-SLOCAT Event featuring SSATP's participation



MAY 29, 2024



COTONOU / ONLINE

Africa Ports Forum 2024

On May 29, 2024, the SSATP Program Manager delivered an [online keynote presentation](#) on the findings of the SSATP working paper entitled Status of digitalization and policy impediments in African ports at the 2024 Africa Ports Forum. Held in Cotonou, Benin from May 28-30, the event brought together over 200 high-level participants representing all stakeholders involved in the port ecosystem to discuss concrete proposals and realistic solutions to the challenges facing African ports. The findings and recommendations of the SSATP working paper were well received and considered essential for accelerating the digital maturity of African ports and incentivizing governments to put in place national policies and flagship legislation for advancing the digitalization of port and corridor ecosystems.



FIGURE 11
SSATP Program Manager delivering online keynote presentation at the Africa Ports Forum 2024.



JUNE 25, 2024



ONLINE

Webinar on Corridor Performance Monitoring Systems

On June 25, 2024, SSATP hosted a webinar to explore the transformative potential of data-driven solutions for enhancing trade and transport corridors across Africa. Chaired by the SSATP Program Manager, the event brought together over 85 participants to discuss the findings of the latest SSATP working paper, *Toward a Data-Driven Understanding of Trade and Transport Corridors*, which presents the advantages and limitations of three corridor monitoring instruments: the corridor transport observatories (CTOs), the Corridor Trip Monitoring System (CTMS), and the Logistics Monitoring System (LMS). Key insights included the critical role of reliable data in shaping transport policies, the impact of digital data collection on accuracy and timeliness, and the advantages of leveraging real-time data for corridor management. The discussions also highlighted the necessity of integrating systems for enhanced functionality and the importance of robust institutional frameworks for data sharing and policy enforcement. Panelists underscored that having strong institutions in place is essential for the effective implementation and operation of corridor monitoring systems, and the need for a harmonized continental-level system to foster smoother operations and bolster regional connectivity, paving the way for improved trade and economic integration across Africa.

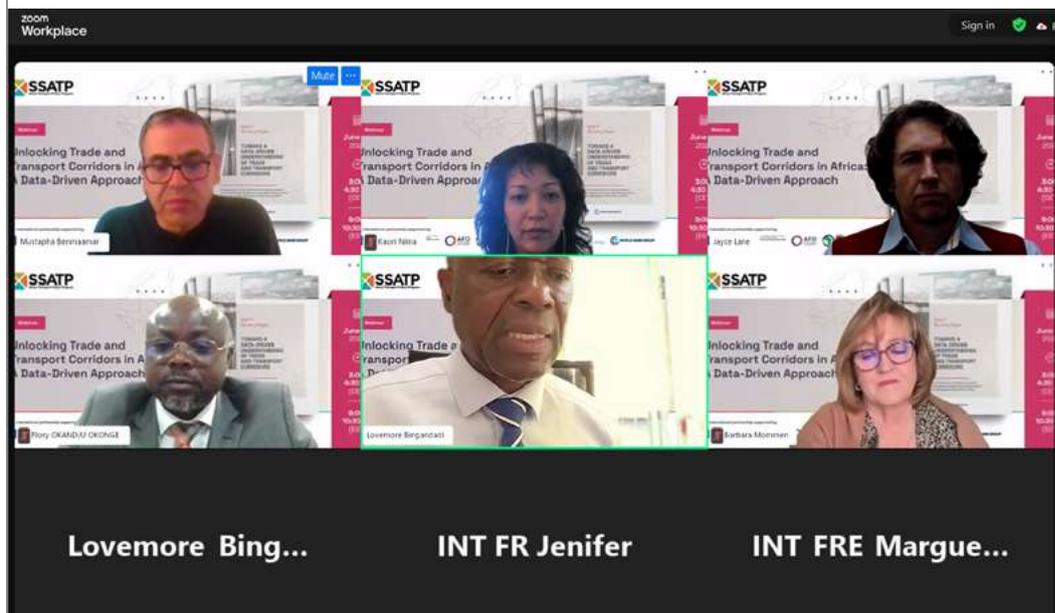


FIGURE 12
Screenshot from the Corridor Performance Monitoring Systems (CPMS) report launch webinar



SEPTEMBER 5, 2024

ADDIS ABABA /
ONLINE

AUC Urban Development Forum

On September 5, 2024, SSATP contributed to the Urban Mobility Forum of the African Union Commission, participating both in-person and online. The Program Manager facilitated a panel discussion on "Urban Mobility Initiatives in Africa" and the SUMA Pillar Lead delivered a framing presentation highlighting the importance of DP4 themes, in particular governance and paratransit reform. The panel discussed the need to develop multimodal transport systems that integrate mass transit solutions, such as Bus Rapid Transit (BRT), with improved paratransit services. They also highlighted the urgency of addressing the needs of pedestrians and cyclists by providing safe and comfortable infrastructure. Participants urged the AUC to play a coordinating role in shaping and implementing an urban mobility improvement agenda across the continent.



SEPTEMBER 18-20,
2024



ABIDJAN

AfDB Transport Forum 2024

The SSATP PMT played a pivotal role in the AfDB Transport Forum 2024, held from September 18-20 in Abidjan, Côte d'Ivoire. Themed "Africa on the Move – Accelerating Sustainable Transport and Logistics Connectivity," SSATP actively contributed to several key sessions, underscoring its strong partnership with the African Development Bank (AfDB). In the session "Cities: Switching to Low Carbon Mobility to Make African Cities More Resilient – Moving Vehicles vs. Moving People?," SSATP emphasized the importance of integrated public transport systems that prioritize people over vehicles and advocated for strong urban mobility authorities. During the session "Inclusive Transport: Road Usage and Safety: Youth and Women," SSATP's Road Safety Pillar Lead highlighted the need for smarter regulations and enforcement to improve road safety, particularly for vulnerable groups. On "Knowledge Day," SSATP's Program Manager presented the strategic directions of the SSATP Fourth Development Plan, its governance structure, and recent achievements, including the findings of the SSATP report "[Institutions in Motion: Learning from the Experience of Urban Mobility Organizing Authorities in Sub-Saharan Africa](#)." SSATP's active involvement throughout the Forum underscored its commitment to shaping sustainable transport policies in Africa and reinforced its strategic partnership with the AfDB.



FIGURE 13
SSATP Pillar Lead
for Urban Mobility
participating in the AfDB
Transport Forum



SEPTEMBER 23-27,
2024



GENEVA

UNECE Global Road Safety Forum

SSATP actively participated in the 89th edition of the United Nations Economic Commission for Europe (UNECE) Global Road Safety Forum held in Geneva from September 23-27, 2024. The forum provided a platform for SSATP to showcase its ongoing efforts and initiatives in road safety management across Africa to a global audience of policymakers. During the forum, SSATP presented its comprehensive training program on road safety management, highlighting the successful implementation of the Leaders in Road Safety Management training in Zambia, which aims to enhance the capacity of road safety professionals and improve road safety outcomes in the region. The presentation also included an overview of SSATP's key achievements and future plans, emphasizing the importance of collaboration and knowledge sharing in achieving road safety goals. Ultimately, SSATP's participation in the forum underscored its commitment to improving road safety in Africa and its dedication to working with global partners to achieve sustainable and impactful results.



COMMUNICATION ACTIVITIES

SSATP LinkedIn Community

In 2024, LinkedIn continued to be a key channel for SSATP to connect with policymakers, researchers, and transport professionals across Africa and beyond. The platform was instrumental for sharing SSATP’s publications, event announcements, program updates, and professional opportunities.

SSATP’s LinkedIn presence grew significantly during the year in review. The program’s content received 69,744 impressions, marking a 61.4% increase from 43,213 impressions the previous year. Engagement also rose sharply, with 1,283 total engagements—an 81% increase from 709 in the previous year. This included 1,195 reactions, 51 comments, and 37 reposts, demonstrating stronger interaction and interest from the community. Additionally, SSATP reached 16,843 members, reflecting a substantial expansion of its audience.

A standout post that contributed to this growth was the “Exciting Opportunity for Early-Career Researchers in Africa!” This post announced a call for research proposals focused on improving and integrating informal public transport (IPT) in African cities. In partnership with the Public-Private Infrastructure Advisory Facility (PPIAF), SSATP invited early-career researchers to submit proposals on key topics such as decarbonization, safety technologies, and operations management systems. The post resonated strongly with SSATP’s audience, generating 7,744 impressions, 101 reactions, 7 comments, and 31 reposts. This high level of engagement highlighted both the relevance of the topic and the demand for opportunities that support research and innovation in the African transport sector.



FIGURE 14
SSATP LinkedIn Post announcing the SSAC Call for Papers generates significant audience engagement



Africa Transport Policy Program (SSATP) · Following

Africa's leading transport policy development forum

5mo · Edited · 🌐

🚀 Exciting Opportunity for Early-Career Researchers in Africa! 🌍

The **Africa Transport Policy Program (SSATP)**, in partnership with **Public-Private Infrastructure Advisory Facility – Global Infrastructure Hub (#PPIAF)**, is calling for research proposals on technologies that support the improvement and integration of informal public transport (IPT) in African cities. Through the South-South Academia Cooperation (**#SSAC**) initiative, selected teams will receive funding to develop research papers in English, French, or Portuguese and showcase their findings on a global stage.

📄 Topics:

- 1 Decarbonization
- 2 Safety Technologies
- 3 Operations Management Systems

📅 Deadline: December 2, 2024

💡 More information: <https://lnkd.in/eiVyNB3g>

Don't miss this chance to shape the future of African transport and connect with researchers across the continent!

[#UrbanMobility](#) [#InformalTransport](#) [#ResearchOpportunity](#) [#ResearchFunding](#)

South-South Academia Cooperation (SSAC)

SSATP Africa Transport Policy Program

PPIAF Public-Private Infrastructure Advisory Facility

📣 Call for Comparative Research Papers from Early-Career Researchers

THEME

TECHNOLOGIES FOR THE INFORMAL PUBLIC TRANSPORT SECTOR IN AFRICAN CITIES

Submission deadline: with Philippe Neves and 6 others

👍👎🗨️ 101

7 comments · 31 reposts

Reactions



SSATP Stories and Highlights from 2024

In 2024, SSATP continued to employ a systematic approach to disseminate and raise awareness of the main policy recommendations, findings, and takeaways from major SSATP events, reports, and related webinars. Through the publication of online feature stories, news updates, and blogs, SSATP successfully reached a wider audience and ensured that the valuable insights shared during SSATP events extended beyond the immediate participants. For each significant event and report launch webinar, the narratives provided a concise summary of the main takeaways, enabling readers to quickly grasp the key points discussed. Beyond mere news reports and event summaries, the narratives served as a platform to share event recordings, presentations, and related materials. This ensured that the information remained accessible to the audience even after an event had concluded. This approach also enabled individuals who could not participate to stay informed.

During the year in review, SSATP published the following stories:

- [*Charting a Digital Future for African Ports: SSATP's Role at the 44th PMAWCA Annual Council Meeting*](#) (November 18, 2024): Highlighted SSATP's partnership with the Port Management Association for West and Central Africa (PMAWCA) to advance innovations in port statistical systems.
- [*South-South Academia Cooperation \(SSAC\): Call for Comparative Research Papers*](#) (November 04, 2024): Invited research papers to foster comparative studies in the South-South academic community.
- [*SSATP and AfDB: Building a Sustainable and Inclusive Transport Future in Africa Together*](#) (September 18, 2024): Showcased SSATP's commitment to sustainable transport at the Africa Development Bank (AfDB) Transport Forum 2024.
- [*Main Takeaways from the SSATP Webinar on Unlocking Trade & Transport Corridors in Africa*](#) (July 09, 2024): Discussed the challenges and solutions for improving trade and transport corridors in Africa.
- [*SSATP RECs-TCC Re-Established: A Milestone for Regional Connectivity and Economic Integration*](#) (July 04, 2024): Highlighted the re-establishment of SSATP RECs-TCC to enhance regional connectivity and economic integration.
- [*About the SSATP Leaders in Road Safety Management Training Program*](#) (June 03, 2024): Announced the launch of the Leaders in Road Safety Management (LRSM) Training Program.
- [*Zambia's Road Transport & Safety Agency Hosts Inaugural SSATP Leaders in Road Safety Management Training Program*](#) (June 03, 2024): Covered the launch of the inaugural LRSM Training Program in collaboration with Zambia's Road Transport & Safety Agency.
- [*Key Insights from the SSATP Webinar on Leveraging Digitalization for African Ports: Insights and Pathways*](#) (May 16, 2024): Focused on leveraging digital solutions to enhance performance along regional transport corridors.
- [*Building a Strong Foundation for Urban Mobility in Africa: Lessons from Urban Transport Authorities*](#) (February 29, 2024): Discussed the importance of urban mobility and lessons from Urban Transport Authorities in Africa.

These stories collectively highlight SSATP's leadership and commitment to addressing a diverse range of critical issues in the transport sector. From digital innovations in African ports and fostering academic cooperation to sustainable transport initiatives, unlocking trade and transport corridors, enhancing regional connectivity, promoting road safety management, and improving urban mobility, SSATP has demonstrated its dedication to driving progress and fostering development across the African continent.

SSATP Insider Newsletter & Email Marketing Campaigns

In 2024, SSATP increased its visibility and stakeholder engagement through a series of strategic email marketing campaigns. These efforts consistently outperformed industry benchmarks, highlighting the effectiveness of SSATP's communication strategies. While MailChimp's industry averages report an open rate of 21.33% and a click-through rate of 2.62%, SSATP's campaigns achieved open rates between 35.9% and 54.4% and click-through rates ranging from 3.9% to 8.4%—more than doubling industry standards in many instances.

Over the course of the year, SSATP launched tailored email campaigns designed to promote key initiatives and reports. One of the standout campaigns, "New SSATP Report: Toward a Data-Driven Understanding of Trade and Transport Corridors," achieved an impressive 51.5% open rate and 7.5% click-through rate. Similarly, the "Announcing SSATP Leaders in Road Safety Management Training Program" campaign demonstrated strong audience engagement, recording a 50.3% open rate. Notably, the "HOT OFF THE PRESS: 2023 Annual Report for SSATP" campaign garnered the highest click-through rate at 8.4%, reflecting significant stakeholder interest in SSATP's annual work program.

A key component of SSATP's communication strategy is the SSATP Insider newsletter, which plays a pivotal role in keeping stakeholders informed of the program's latest developments. The March 2024 (eighth) edition achieved the highest open rate of the year at 54.4%, more than double the industry standard, while the September 2024 (ninth) edition maintained strong engagement with a 35.9% open rate.

SSATP Website

The SSATP website remained the primary digital hub for disseminating critical information and engaging with transport policy stakeholders, practitioners, and researchers. It facilitated access to a wide range of knowledge products, program updates, and event announcements, supporting SSATP's mission to advance transport policy reforms across Africa. In 2024, the website recorded significant growth in engagement. Publications generated 11,000 PDF downloads, marking a 42.9% increase from the 7,700 downloads recorded the previous year. This growth highlights the rising demand for SSATP's data-driven insights and policy resources. The website attracted a total of 38,031 users, reflecting sustained interest from stakeholders across the transport sector. The strongest engagement came from African countries, which accounted for 36.4% of the total audience. High levels of activity were recorded in Côte d'Ivoire, Cameroon, South Africa, Nigeria, and Kenya, underscoring the relevance of SSATP's work in addressing the continent's transport challenges. This regional focus aligns with SSATP's mandate to promote evidence-based policies and foster sustainable transport reforms in Africa. The high engagement from African stakeholders demonstrates the program's effectiveness in delivering content that resonates with policymakers and practitioners on the ground.



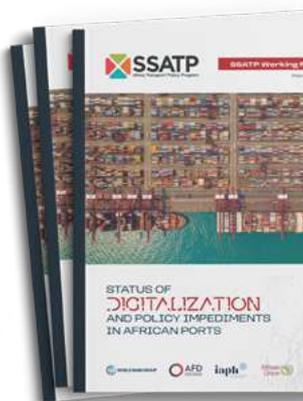
05



PUBLICATIONS

In 2024, SSATP demonstrated its commitment to knowledge sharing and research by publishing a range of reports. These included the SSATP Annual Report for 2023, which provided a comprehensive overview of the program's initiatives and achievements. Additionally, under the RCEI thematic area, SSATP released working papers focused on the digitalization of the African transport sector. Other publications included a case study on the Senegalese bus renewal program and a report introducing the SSATP Leaders in Road Safety Management Training Program.

The publication of these reports underscores SSATP's dedication to evidence-based decision-making and its role as a thought leader in the transport policy arena. By disseminating research findings and best practices, SSATP continues to contribute to the development of safe, efficient, and decarbonized transport systems in Africa.



- African ports
- Maritime Policy
- Maritime Sector
- International Shipping

 [Full report](#)

Status of Digitalization and Policy Impediments in African Ports

This SSATP working paper explores the challenges and opportunities related to digitalization in African ports and the maritime supply chain. It provides an overview of the status of digitalization in African ports, including insights into digital maturity, policy impediments, and key drivers of port digitalization. The paper offers a series of recommendations formulated to inform ongoing policy dialogues on enhancing transport and facilitating trade along key economic corridors in Africa. With this aim, the report gives readers access to two essential resources: (i) *National Fact Files for Maritime Digital Maturity*, which consolidate various components of the African Ports Digitalization study into a cohesive, standardized format for each country, incorporating results from port-level surveys to provide a comprehensive overview of policy and development metrics in relation to the digitalization themes explored; and (ii) *Maritime Sector Digitalization Policy Matrix*, which outlines pertinent policies, legislation, and regulations concerning digitalization in the maritime sector, presented in a structured and visual format to elucidate the complex interconnections of these policies.



Regional Integration

Transport Observatories

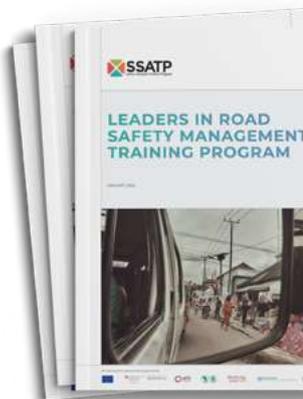
 [Full report](#)

Corridors Management

Digitalization (cross-cutting)

Toward a Data-Driven Understanding of Trade and Transport Corridors

This SSATP working paper is an evaluative exploration into the utilization of transport corridor monitoring systems to enhance corridor management across Africa. The report provides a comparative analysis of three monitoring instruments: the Corridor Transport Observatories (CTOs), the Corridor Trip Monitoring System (CTMS), and the Logistics Monitoring System (LMS). The report assesses the potential of corridor performance monitoring systems to streamline operations, reduce trade costs, and improve the competitiveness of trade and transport corridors.



Capacity-building

Training Programs

 [Full report](#)

Road Safety Management

Improving Road Safety

SSATP Leaders in Road Safety Management (LRSM) Training Program: Final Report

The final report of the SSATP Leaders in Road Safety Management (LRSM) Training Program details the comprehensive approach utilized to develop the capacity building program based on the Safe System approach. Designed to build capacity in road safety advocacy and management across Africa, the development process involved engaging with stakeholders from African countries, conducting thorough needs assessments, and reviewing existing training programs to build a robust and effective training framework that addresses existing gaps and needs in road safety capacity building.



- Fleet Renewal
- Bus Fleet
- Informal Transport

[Full report](#)

The Senegal Bus Renewal Program: From 2005 until 2023

The report details the Senegal Bus Renewal Program from 2005 to 2023. This publication documents the program's efforts to modernize informal transport in Dakar and secondary cities by renewing the bus fleet, establishing sustainable financing mechanisms, and professionalizing operators. The program's significant achievements include introducing 2,636 new vehicles, mobilizing 62.9 billion FCFA in funding, and creating innovative financial structures, despite challenges such as declining operating conditions and competition from unauthorized operators.



- Annual Report
- Program Management
- Program implementation

[Full report](#)

2023 Annual Report

The 2023 Annual Report provides a comprehensive overview of SSATP's main activities and achievements from January 1 to December 31, 2023, focusing on the second year of implementation of the Fourth Development Plan (DP4) spanning 2022-2026. The report highlights the progress made in the thematic areas of Regional Connectivity and Economic Integration (RCEI), Sustainable Urban Mobility and Accessibility (SUMA), Road Safety (RS), and Resilient Road Asset Management (RRAM), and provides updates into key program management activities, partnerships and collaborations, and the program's financial status. Overall, the annual report for 2023 reflects SSATP's ongoing efforts to forge an enabling environment for safe, sustainable and inclusive transport systems in Africa.



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FINANCIAL STATUS

The third since the launch of the Fourth Development Plan (DP4), this financial report covers the period up to December 31, 2024.

Financing Partners

SSATP's DP4 is financed by the contributions of three donors: the Economic Commission (EC) of the European Union, the Swiss State Secretariat for Economic Affairs (SECO) and the African Development Bank (AfDB). The Agence Française de Développement (AFD) made a small contribution of 250K euros to the African Union Commission (AUC) through SSATP.

Contributions and Receipts

TABLE 4
Statement of Contributions and Receipts to the Multi-Donor Trust Fund

Multi-Donor Trust Fund

Like previous development plans, DP4 is administered by the World Bank, and funds from the current financing partners are channeled through a Multi-Donor Trust Fund (MDTF), which follows World Bank policies and procedures and its accounting and control systems.¹

FINANCING PARTNER	AMOUNT IN CONTR. CURRENCY	AMOUNT IN USD	PAID IN USD	UNPAID IN CONTR. CURRENCY	UNPAID IN USD
AfDB	\$1,062,382.00	1,062,382.00	1,062,382.00	-	-
SECO	\$4,000,000.00	4,000,000.00	3,500,000.00	\$500,000.00	500,000.00
AFD	€250,000.00	243,075.00	243,075.00	-	-
EC	€7,000,000.00	7,730,450.00	3,933,300.00	€3,500,000.00	3,797,150.00
Total		13,035,907.00	8,738,757.00	-	4,297,150.00

1. The World Bank fiscal year starts on July 1st and ends on June 30th. Therefore, some of the tables provided in this report refer to the World Bank fiscal year period.

As of December 31, 2024, the contributions of SSATP's DP4 financing partners amounted to US\$13,035,907, of which US\$8,738,757 were received. SECO paid its pledged contribution in four installments: US\$750,000 each in December 2021, November 2022, and December 2023, and a fourth installment of US\$500,000 in October 2024. AfDB paid its contributions in four installments: US\$186,734 in January 2022, US\$293,805 in December 2022, US\$283,032 in October 2023, and US\$298,811 in November 2024, totaling US\$1,062,382. AfDB has announced a new pledged contribution of approximately US\$300,000 for 2025. Following the signature of the Administration Agreement with the EC, the first tranche of €3,500,000 (equivalent to US\$3,933,300) was received in July 2023. In September 2022, AFD/Expertise France provided a contribution of €250,000 (US\$243,075) to the AUC through SSATP. This contribution was allocated to two activities: (i) supporting the ARSO secretariat for 2022 and (ii) conducting a study on the digitalization of African ports.

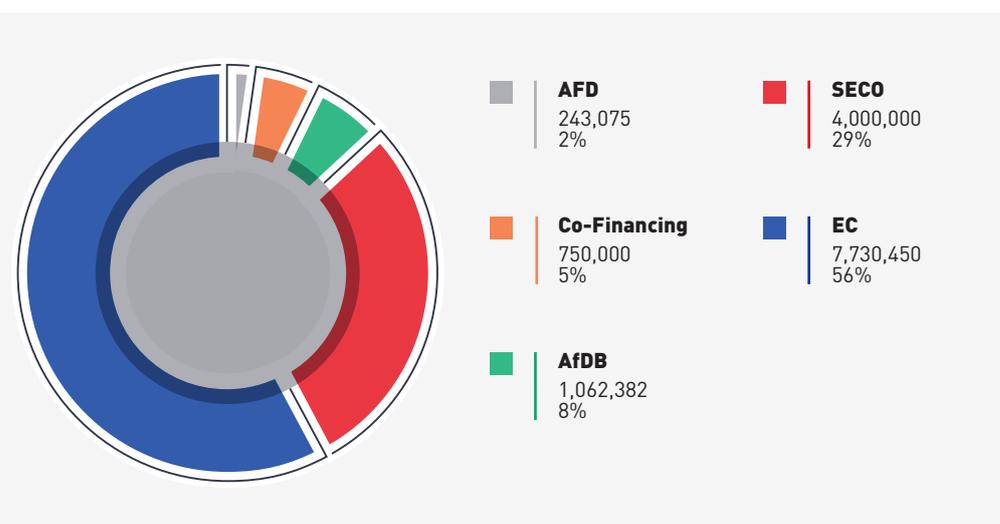


FIGURE 15
Co-Financing and Contributions in USD by Donor Partner as of December 31, 2024



Co-financing leveraged by SSATP and In-kind contributions

To better leverage SSATP's limited resources, the Program Management Team mobilized approximately \$750K co-financing from key partners for activities where priority areas aligned. For the Regional Connectivity and Economic Integration (RCEI) thematic area, the team secured additional financing from the World Bank's Global Facility to Decarbonize Transport (GFDT) to conduct the port digitalization study. Similarly, for the Sustainable Urban Mobility and Accessibility (SUMA) thematic area, SSATP mobilized co-financing from the Public Private Infrastructure Advisory Facility (PPIAF) to (i) develop the working paper on fleet renewal and the professionalization of the minibus transport industry and (ii) launch a call for research papers under the South-South Academia Cooperation (SSAC) initiative; SSATP will provide funding for selected teams to undertake their research on technologies that can support the improvement and integration of informal public transport (IPT) operations. These activities capitalize on the synergies between the professionalization of public transport (a core objective of the SUMA pillar) and the enhancement of the private sector (a core objective of PPIAF). The team also mobilized co-financing from the Mobility and Logistics Trust Fund (MOLO) to develop guidelines for paratransit reform and from SDG Partnership Trust Fund to carry out the urban mobility mentorship program. The EC also made an "in-kind" contribution of approximately \$150,000 covering participant and logistics expenses for the UITP summit in Barcelona, Spain in June 2023.

Investment income

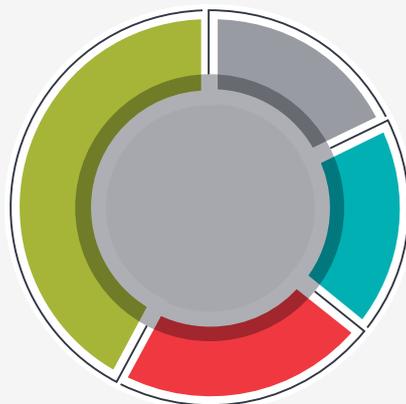
Another source of income and receipts for the DP4 MDTF is investment income. The World Bank invests the undisbursed amounts of the cash contributions received from SSATP's financing partners. By December 31, 2024, the total receipts from investment income amounted to US\$ 469,734, and the total receipts in the DP4 MDTF amounted to US\$8,738,757.



Statement of disbursements

Administration Fee

The total disbursement of the DP4 MDTF included a twelve percent administration fee of US\$498,434. The administration fee is stipulated in the financing partners' administration agreement with the World Bank, and it is applied on all cash disbursed from the four financing partners. It represents the cost recovery of the World Bank applicable at the time the DP4 MDTF was established.



PMA	RCEI	RS	SUMA
747,651	752,000	930,967	1,723,000
18%	18%	22%	42%

Total Disbursement

The DP4 total disbursement position as of December 31, 2024, stood at US\$ 4,153,618. Allocations were made by the MDTF to finance all pillar activities as well as the program management and administration (PMA) function. From September 2021 till December 2024, disbursement per activity stood as follows: RCEI pillar - US\$752,000 (18%), SUMA pillar - US\$1,723,000 (42%), RS pillar - US\$930,967 (22%), and PMA US\$747,651 (18%).



FIGURE 16
Disbursement per pillar
and cost category



ANNEX

RESULTS

FRAMEWORK

Thematic Area: Regional Connectivity and Economic Integration (RCEI)

OBJECTIVE/OUTCOME/OUTPUTS	INDICATORS	MEANS OF VERIFICATION
Facilitate the development of a more efficient, low carbon, multi-modal, connected continental transport network to enhance Africa’s economic activity and trade competitiveness.	<ul style="list-style-type: none"> Improved transit performance of 2 selected economic transport corridors’ efficiencies. 	<ul style="list-style-type: none"> Reports from RECs and Observatories. SSATP publications and progress reports.
OUTCOME 1		
<ul style="list-style-type: none"> Development of a long-term transport strategy for the continent, aligned with The Continental Transport Policy Paper (CTPP) to respond to the transport challenges of Agenda 2063. 	<ul style="list-style-type: none"> AUC long-term Strategy has been finalized and prepared by end of CY2024 	<ul style="list-style-type: none"> AUC documents. SSATP publications and progress reports.
Outputs		
<ol style="list-style-type: none"> Support to AUC on policy initiatives geared towards promotion of completion of the missing links on the Trans-African Highway and Trans African rail networks. Support to AUC for common norms and standards for the African railway network defined. Support to developing the Dar es Salaam Action Plan on Trans-African Highways. Support to address the challenges, safety, access infrastructure, regulations. of the inland water transport. Develop a revised African Maritime Charter, promote its implementation. 	<ul style="list-style-type: none"> Policy initiatives prepared and supported by AUC. AUC prepared common specifications and standards (e.g., such as axle loads and signaling) for African railway network by end of CY2025. Implementation of the Dar es Salaam Action Plan makes progress. Recommendations published by end of CY2023 for the safety, infrastructure and regulations of the inland water transport. Final draft by end of 2024 of a revised African Maritime Charter. 	<ul style="list-style-type: none"> AUC documents. SSATP publications and progress reports.

OBJECTIVE/OUTCOME/OUTPUTS	INDICATORS	MEANS OF VERIFICATION
OUTCOME 2		
<ul style="list-style-type: none"> Consensus achieved on the framework for functionality of an economic corridor development. 	<ul style="list-style-type: none"> Framework for economic corridors finalized and submitted to RECs/countries by 2023. 	<ul style="list-style-type: none"> RECs, countries and corridors decisions taken. SSATP publications and progress reports.
Outputs		
<ol style="list-style-type: none"> Implementation Guidelines for the Corridor Management Institutions. Development of a strategic framework for performance-based corridor development plans. Transformation of the existing transport corridor into a SMART economic corridor. Improved transit times and progress made towards more efficient trade facilitation at three key corridors Standardization of procedures and processes, such as border controls, vehicle standards and inspections, conformity to UN conventions and resolutions prepared by member States to deliver SMART corridor principles to enable an African Free Trade Area. Through REC TCC, strengthen the capacity of Institutions to work alongside SSATP and key stakeholders to implement policy and deliver governance for successful operating corridors. 	<ul style="list-style-type: none"> Guidelines completed and promoted by end of 2023. RECs/countries having prepared by MTR, strategies to establish performance-based corridor development. RECs/countries having achieved by MTR, transformation of a transport corridor into a SMART economic corridor. Benchmarking on an annual basis of three key corridors (Northern Corridor, CEMAC Corridor, Maputo Corridor) to monitor the progress towards improving transit times on corridors. Recommendations by end of 2023 on more efficient working and influencing change for vehicle standards and inspections to conform to international conventions and recommendations taken forward. Structured participation at higher level transport and corridor meetings on economic and SMART corridors. 	<ul style="list-style-type: none"> SSATP publications and progress reports. AUC, RECs, countries and corridors decisions. SSATP publications and progress reports.
OUTCOME 3		
<ul style="list-style-type: none"> Single African Air Transport market (SAATM) regulatory framework effective. 	<ul style="list-style-type: none"> Level of implementation of concrete measures by end of CY2022 (at least 2/3 of member states and an average level of implementation of 80%). 	<ul style="list-style-type: none"> AUC and/or AFCAC documents. SSATP publications and progress reports.
Outputs		
<p>Air Transport</p> <ol style="list-style-type: none"> Support to AFCAC in implementing the Single African Air Transport Market. Support to AFCAC to assist member States, RS00s, NCAAs to meet Abuja safety targets and or Windhoek security targets. 	<ul style="list-style-type: none"> Appropriate policy documents and regulations for the oversight of SAATM are available by end of CY2022. All SAATM member-countries meet the Abuja safety target (EI>=60%). 	<ul style="list-style-type: none"> AFCAC reports of Stakeholders platform meeting. SSATP publications and progress reports.

Thematic Area:
Sustainable Urban
Mobility and
Accessibility (SUMA)

OVERALL GOAL	OVERALL GOAL INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS (only for outcomes and outputs)
Support the development of low-carbon and accessible urban mobility systems to create livable cities and foster sustainable economic development	<ul style="list-style-type: none"> Progress measured under the Framework for Sustainable Urban Mobility Assessment (FSUMA), see outcome 1 below 	<ul style="list-style-type: none"> Report against the FSUMA monitoring tool 	
OUTCOME 1			
<ul style="list-style-type: none"> Component 1: Foster data collection and evidence-based analysis to inform the development of sustainable and low-carbon mobility policies 	<ul style="list-style-type: none"> 12 additional cities, including 5 secondary cities, apply a gender informed low-carbon transport policy framework for sustainable mobility and accessibility by MTR (linked to SI 1) At least 12 countries adopted the framework for financial and fiscal sustainability of BRTs by CY2025 (linked to SI 1) 	<ul style="list-style-type: none"> National and local policy documents 	<ul style="list-style-type: none"> Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support
Outputs			
<ol style="list-style-type: none"> Development of FSUMA framework for assessing urban mobility systems and countries' progress and guidelines on key priority topics for sustainable urban mobility and management 12 city urban mobility assessments on outputs 1.3 -1.10, in collaboration with MYC Working paper on African women in transport Position paper on urban air pollution and transport in Africa cities. Position paper on pedestrianization in Africa cities. Guidelines on policies for low carbon options. Policy note/ guidelines to adopt smart mobility activities Technical note on fare collection for mass transit Guidance and assessment tool for financial and fiscal sustainability of BRTs in Africa Preparation of guidelines to develop integrated last mile transport services 	<ul style="list-style-type: none"> Framework published and disseminated by end of CY2023 and guidelines developed and disseminated by MTR Inputs and city recommendations on outputs 1.3-1.10 Working paper published and disseminated by MTR Position paper published and disseminated by MTR Position paper published and disseminated by MTR Guidelines published and disseminated by MTR Guidelines published and disseminated by MTR Technical note published and disseminated by end of CY2024 Guidance and assessment developed and disseminated Guidelines on reforms promoting sustainable last mile transport published and disseminated by CY2025 	<ul style="list-style-type: none"> SSATP publications and progress reports 	<ul style="list-style-type: none"> SSATP diagnostics respond to the needs of member countries and cities in content and format

OVERALL GOAL	OVERALL GOAL INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS (only for outcomes and outputs)
OUTCOME 2			
<ul style="list-style-type: none"> Component 2: Improve the efficiency of the informal bus transport sector 	<ul style="list-style-type: none"> 12 cities initiate the implementation of reforms of the informal bus transport sector for sustainable mobility and accessibility (linked to SI 7) 12 urban transport projects designed and implemented based on SSATP knowledge products and policy support by 2025 (linked to SI 1 and SI 7) 	<ul style="list-style-type: none"> SSATP publications and progress reports 	<ul style="list-style-type: none"> Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support
Outputs			
<ol style="list-style-type: none"> Development of guidelines for paratransit reforms based on best practice Working paper on business models for bus terminals management Working paper on leveraging bus owners and drivers' associations influence to undertake informal sector reforms Working paper on fleet renewal and professionalization of the minibus transport industry: lessons and a way forward Position paper on formal-informal bus transport network integration: challenges and opportunities 	<ul style="list-style-type: none"> Guidelines developed and disseminated by MTR Working paper developed and disseminated by MTR Working paper developed and disseminated by MTR Working paper developed and disseminated by 2024 Position paper developed and disseminated by 2024 	<ul style="list-style-type: none"> SSATP publications and progress reports 	<ul style="list-style-type: none"> SSATP diagnostics respond to the needs of member countries and cities in content and format
OUTCOME 3			
<ul style="list-style-type: none"> Component 3: Trainings and other capacity-building events strengthen the capacities of country/city transport planners 	<ul style="list-style-type: none"> 200 decision makers, out of which 25% are women, in urban mobility planning attended SSATP capacity-building events by end of CY2025 (linked to SI 4) 	<ul style="list-style-type: none"> SSATP publications and progress reports 	<ul style="list-style-type: none"> Selected countries/cities are committed to reform their mobility systems, development partners coordinate to provide downstream support
Outputs			
<ol style="list-style-type: none"> Organizing annually Leaders in Urban Transport Planning (LUTP) courses for anglophone & francophone countries Leveraging the use of digital platforms, to develop an online version of LUTP Revising current LUTP curriculum and initiating new trainings on urban mobility in collaboration with SSATP development partner, African institutions and local partners Organizing a set of webinars and workshops on urban mobility Developing capacity building program for informal private sector operators 	<ul style="list-style-type: none"> One LUTP session is organized for each group of countries (francophone and anglophone) every year (linked to SI 4). 25% of the beneficiaries will be women. An on-line version developed in collaboration with the World Bank New curricula designed (including LUTP 2.0) in partnership with other development partners African institutions and local partners (linked to SI 4) SSATP knowledge products discussed and disseminated with a wider audience and a set of relevant participatory workshop organized Training program developed and implemented in at least 2 countries (linked to SI 4) 	<ul style="list-style-type: none"> SSATP publications and progress reports 	<ul style="list-style-type: none"> SSATP diagnostics respond to the needs of member countries and cities in content and format

OVERALL GOAL	OVERALL GOAL INDICATORS	MEANS OF VERIFICATION	ASSUMPTIONS (only for outcomes and outputs)
Cross-cutting themes			
<ul style="list-style-type: none"> Low carbon: Developing an understanding of the benefits of mitigation and the appropriate levels of funding for adaptation in the transport sector 	<ul style="list-style-type: none"> Disseminated good practice for low carbon transport supporting climate change mitigation and adaptation with uptake into policy from member States 	<ul style="list-style-type: none"> SSATP publications and progress reports 	<ul style="list-style-type: none"> SSATP diagnostics respond to the needs of member countries and cities in content and format
<ul style="list-style-type: none"> Gender: Promoting policies and plans that empower women in transport 	<ul style="list-style-type: none"> A least 2 advocacy events organized or support by SSATP to ensure women's transport needs are considered in transport policies' design 		
<ul style="list-style-type: none"> Digital solutions: Support use of digital technologies that are advancing the efficiency of transport 	<ul style="list-style-type: none"> Report on reform of paratransit transport systems using digital solutions is completed and disseminated 		
<ul style="list-style-type: none"> Inclusiveness: Promoting enhanced access of vulnerable groups to transport infrastructure and services. 	<ul style="list-style-type: none"> Good practices policies on urban mobility that consider vulnerable groups' needs are disseminated 		
<ul style="list-style-type: none"> COVID-19 response: support the continuity of lifeline transport and develop protocols with a focus on the "new normal" 	<ul style="list-style-type: none"> Report outlining measures to keep essential transportation running safely Dissemination of good practices focusing on the situation post-crisis 		

Activities in Ghana and Tunisia

In Ghana, the tentative focus is on advising the city of Kumasi in creating an executive body to regulate public transport across multiple municipalities and on providing the city of Tamale with a policy to guide the modal shift from bicycles to two-wheelers it currently experiences. These interventions will supplement at policy level the public transport investments planned by the World Bank and the French Development Agency (AFD). In Tunisia, the tentative focus area is on supporting the implementation of the urban mobility plans in Sousse and Sfax by strengthening the capacities of the transport entities that have the mandate to implement those plans. This support shall be coordinated with SECO's bilateral project in Sousse as well as with the activities of the World Bank and MobiliseYourCity, an initiative led by the German GIZ and AFD. Additional studies shall be conducted to improve the quality of non-motorized modes of transport and to guide the introduction of digital fare collection systems in Tunisia's public transport.

Thematic Area:
Road Safety (RS)

OBJECTIVE/OUTCOME	INDICATORS	MEANS OF VERIFICATION
Increased ownership of the Safe System Approach to improve road safety management in Africa.	<ul style="list-style-type: none"> 8 number of member- countries that have prepared policies and strategies and design interventions based on the Safe system approach. 	<ul style="list-style-type: none"> Documents on national policies and strategies.
OUTCOME 1		
<ul style="list-style-type: none"> Ownership by member States of road safety strategies and plans that are aligned to the goals and targets under UN Global and African Action Plans. 	<ul style="list-style-type: none"> 8 number of countries that have adopted strategies that include safe system principles. 	<ul style="list-style-type: none"> SSATP publications and progress reports. Country documents. Review of existing strategies
Outputs		
<ol style="list-style-type: none"> Develop framework for road safety strategies and plans building on the safe system approach. Promote effective road safety policy and strategy formulation and implementation. Disseminate and publicize good practices in Road Safety Management aligned with the Africa Plan of Action. Disseminate and publicize the development of national frameworks for monitoring the implementation of the African Road Safety Action Plan. 	<ul style="list-style-type: none"> Framework developed, disseminated, and implemented. 3 regional workshops/ events organized by MTR to disseminate and promote implementation of road safety policies and strategies that are aligned to the safe systems approach UN targets and African Action Plan goals 2 regional and sub regional events organized by MTR to promote good practices in road safety management. 4 countries by MTR are monitoring and reporting on the implementation of the African Road safety Action Plan. 	<ul style="list-style-type: none"> SSATP publications and progress reports. Country documents.
OUTCOME 2		
<ul style="list-style-type: none"> Effective road safety institutional arrangements and leadership in road safety management. 	<ul style="list-style-type: none"> 2 member- countries by end of CY 2025 equipped with well-functioning road safety lead entities/institutions. 	<ul style="list-style-type: none"> SSATP publications and progress reports. Country documents.
Outputs		
<ol style="list-style-type: none"> Strengthening the capacity of lead road safety entities/institutions in Road Safety management. Building a critical mass of skilled road safety experts in Africa. Create the conditions for civil society organizations, and the private sector, particularly insurance companies and companies connected to road transport to be actively involved in Road Safety Activities. 	<ul style="list-style-type: none"> 10 number of heads of road safety lead entities that have attended leadership courses in road-safety by MTR. A standardized curriculum is developed and implemented by MTR, in collaboration with a university in Africa. Inclusion of private sector and civil society organizations in 3 road safety entities by end of CY2024. 	<ul style="list-style-type: none"> SSATP publications and progress reports. Participating university reports. Country documents.
OUTCOME 3		
<ul style="list-style-type: none"> Harmonized road safety data collection and analysis to facilitate regional comparisons. 	<ul style="list-style-type: none"> Guidelines/Framework on minimum data collection and analysis completed and disseminated by MTR. Curriculum developed and training undertaken on data management by MTR. 	<ul style="list-style-type: none"> SSATP publications and progress reports.
Outputs		
<ol style="list-style-type: none"> Establishing the African Road Safety Observatory (ARSO) as the platform for monitoring road safety performance in road safety in Africa. Harmonized road crash data collected, analyzed and shared. Collaborate with universities/research institutes on Road Safety research, training and disseminating the knowledge on benefits and incentives for achieving a safer road network. 	<ul style="list-style-type: none"> ARSO is established under AUC umbrella and SSATP coordinating role is formalized by end of 2022. ARSO website established by end of CY 2022 as a source of information for monitoring Africa's progress. 10 countries reporting on and sharing data based on the harmonized scheme system in-line with international good practice data systems. Knowledge products generated by universities/ research institutes and disseminated. 	<ul style="list-style-type: none"> SSATP publications and progress reports.

Thematic Area:
Resilient Road
Asset Management
(RRAM)

OBJECTIVE/OUTCOME	INDICATORS	MEANS OF VERIFICATION
Sustainable road asset management through more effective road agencies, road funds and road management initiatives.	<ul style="list-style-type: none"> ➤ Evidence of improvement in road agencies efficiencies (based on staff cots vs maintenance budget). ➤ Evidence on increased viability of Road Funds (increased maintenance coverage funds). 	<ul style="list-style-type: none"> ➤ Country reports. ➤ ARMFA (road funds) reports. ➤ AGEPAR (road agencies) reports.
OUTCOME 1		
<ul style="list-style-type: none"> ➤ Strengthening the 'Road Asset Management Initiative' in Africa. 	<ul style="list-style-type: none"> ➤ An MoU to relaunch the 'Road Management Initiative' is signed between SSATP and Road Funds Association (ARMFA) and Road Agencies Association (AGEPAR) by MTR. 	<ul style="list-style-type: none"> ➤ SSATP publications and progress reports. ➤ ARMFA reports. ➤ AGEPAR reports.
Outputs		
1.1. Review of road management in Africa completed that reports on the alignment of current practice of road agencies, road funds and road management initiatives with current SSATP policy guidelines.	<ul style="list-style-type: none"> ➤ Review completed and disseminated to ARMFA and AGEPAR by mid-CY2022. 	<ul style="list-style-type: none"> ➤ SSATP publication and progress reports. ➤ ARMFA reports. ➤ AGEPAR reports.
OUTCOME 2		
<ul style="list-style-type: none"> ➤ More sustainable and resilient road assets through the use of life cycle costs and improved maintenance practices. 	<ul style="list-style-type: none"> ➤ 4 Road agencies which have prepared Resilient Road asset management plans. 	<ul style="list-style-type: none"> ➤ SSATP publication and progress reports. ➤ ARMFA reports. ➤ AGEPAR reports.
Outputs		
2.1. Use of more evidenced-based practices to improve the durability and serviceability of assets.	<ul style="list-style-type: none"> ➤ Good practice on enhancing sustainability and resilience of road assets developed and disseminated to 20 number of Governments and sector agencies. 	<ul style="list-style-type: none"> ➤ SSATP publications and progress reports.
OUTCOME 3		
<ul style="list-style-type: none"> ➤ Enhanced durability and serviceability of road infrastructure assets through the putting in place of 3rd generation road funds. 	<ul style="list-style-type: none"> ➤ Use of principles of 3rd generation road funds in a form of a declaration signed by ARMFA and AGEPAR. 	<ul style="list-style-type: none"> ➤ SSATP publications and progress reports. ➤ ARMFA reports. ➤ AGEPAR reports.
Outputs		
3.1. Development of a framework and principles for a 3rd generation road fund.	<ul style="list-style-type: none"> ➤ Report on a 3rd generation road fund prepared by end of CY 2023. 	<ul style="list-style-type: none"> ➤ SSATP publications and progress reports.

Cross-Cutting Themes

CROSS-CUTTING THEMES	INDICATORS	MEANS OF VERIFICATION
Cross Cutting Theme 1 - Human Capital Development		
<ul style="list-style-type: none"> Association with the African University Association is formalized. Promoting transport sector research in the African Universities network. Developing capacity for young transport sector professionals. 	<ul style="list-style-type: none"> MOU is signed by end of CY2022. At least 2 research-papers are completed every year under one or more of the SSATP thematic area/topics. 5 interns from African universities with engineering or economic profile are hosted by SSATP every year. 	<ul style="list-style-type: none"> SSATP publication and progress reports. Universities reports.
Cross Cutting Theme 2 - Low Carbon Transport		
<ul style="list-style-type: none"> Developing an understanding of the benefits of mitigation and the appropriate levels of funding for adaptation in the transport sector leading to successful climate reliance policy and implementation for member States. 	<ul style="list-style-type: none"> Disseminated good practice for low carbon transport supporting climate change mitigation and adaptation with uptake into policy from member States. 	<ul style="list-style-type: none"> SSATP publications and progress reports.
Cross Cutting Theme 3 - Women in Transport		
<ul style="list-style-type: none"> Promoting policies and plans that empower women in transport. 	<ul style="list-style-type: none"> At least 2 advocacy events organized or support by SSATP to ensure women's transport needs are considered in transport policies' design. 	<ul style="list-style-type: none"> SSATP publications and progress reports.
Cross Cutting Theme 4 - Digital Solutions and Disruptive Technologies		
<ul style="list-style-type: none"> Support use of digital solutions/technologies that are advancing the efficiency of transport. Monitor and disseminate the use of technologies in the transport sector in the African context and disseminate. 	<ul style="list-style-type: none"> Report on reform of paratransit transport systems using digital solutions is completed and disseminated. A repository is kept and disseminated on examples of the use of technologies, i.e.: real time tracking and control of vehicles; autonomous vehicles; fare collection systems and policies' development 	<ul style="list-style-type: none"> SSATP publications and progress reports.
Cross Cutting Theme 5 - Inclusiveness		
<ul style="list-style-type: none"> Promoting enhanced access of vulnerable groups to transport infrastructure and services. 	<ul style="list-style-type: none"> Good practices policies on urban mobility that consider vulnerable groups' needs are disseminated. 	<ul style="list-style-type: none"> SSATP publications and progress reports.
Cross Cutting Theme 6 - COVID19 Response and pandemic preparedness		
<ul style="list-style-type: none"> Support the continuity of lifeline transport to ensure urgent mobility needs during the health crisis. Address the financial sustainability in the short and long term. Develop protocols with a focus on the new normal. Early attention will be given to monitoring systems to track the spread of diseases and awareness campaigns along highly exposed corridors. 	<ul style="list-style-type: none"> Report outlining measures to keep essential transportation running safely. New financial plans considering the new normal have been prepared. Dissemination of good practices focusing on the situation post-crisis 	<ul style="list-style-type: none"> SSATP publications and progress reports.
Cross Cutting Theme 7 - Donor Outreach		
<ul style="list-style-type: none"> Prospect for new development partners 	<ul style="list-style-type: none"> 5 development partners reached out by MTR 	<ul style="list-style-type: none"> SSATP publications and progress reports.



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