Sustainable Transport for an Integrated Africa

FORUM REPORT
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On 26-27 November 2016, the African Development Bank hosted the first AfDB Transport Forum, welcoming more than 250 stakeholders to share best practices and experiences, promote research and development, and stimulate continental business and professional networking.

The Forum brought together, in Abidjan, high-level government representatives, experts, development partners, international organizations, the private sector, academia, NGOs and other selected stakeholders to discuss the theme “Sustainable Transport for an Integrated Africa”.

How do we facilitate the movement of people and goods for increasing producer and consumer markets in Africa? How do we facilitate reliable, safe, sustainable and inclusive travel, both locally and internationally? These questions were at the heart of the two days of debate and discussion, animated by more than 60 high-level speakers.

Through the prism of regional integration and national connectivity, the speakers highlighted the new challenges faced by the continent, through the following five thematic areas:

- Innovative Financing
- Sustainability
- Regional Integration and International Connectivity
- Urban Transport
- Road Safety

These topics have been discussed in the course of five plenary panel discussions and nine parallel sessions. The aim of this report is to document and highlight some of the take away points raised during the various sessions and panels.
2 days forum

6 ministers
250 participants

62 speakers Coming from 31 different countries

6 new AfDB publications launched during the event
“This forum addresses a crucial need for strategic thinking”
Hamadou Hachim Koumare
Ministre de l’Équipement, du Transports et du Déconglavement - Mali

“This forum helped us to identify the priorities at national level, and, the most importantly, contributed to the reflection for a better economic integration at a regional level”.
Gaoussou Touré
Ministre des Transports - Côte d’Ivoire

“The panelists were top class, and it was also good to see the relevant questions from the audience”.
Opuyio Oforiokuma
CEO - ARM Harith Infrastructure Investment Limited – Nigeria

“We are reemphasising our priorities to ensure that transportation continues to provide its catalytic role to promote Africa’s participation in all sectors, facilitate regional integration and provide opportunities for social inclusiveness”
Solomon Asamoah
Vice-President for Infrastructure, Private Sector and Regional Integration - AfDB

“The main challenge is our capacity to organize ourselves as a continent”
Raphael Kuuchi
Vice President Africa - International Air Transport Association (IATA)

“What I get from the ATF2015? We know the problems, we have the solutions, so what is required is to put into effect the solutions and the proposals raised by the experts”.
Asuman Kiyingi
Minister of State for Works (Uganda)

“It’s crucial to address the challenge of capacity building, to train more African experts: let’s have projects for African people conceived, planned and executed by Africans themselves.”
Jean Bosco Nituwendiana
Ministre des transports, des Travaux Publics et de l’Equipement (Burundi)

“I have been very interested by the invitees. It creates a positive energy when people working on complementary issues are meeting.”
Stefanie Holzwarth
UN Habitat

“I’m taking back a lot, and we hope to have more Forums to interact with our colleagues and stockholders”.
Angela Cassell Bush
Ministry of Transport (Liberia)

“The Forum will help the Bank and the regional member countries to build better transportation policies and to face the growing mobility challenge”
Amadou Oumarou
Director Transport and ICT Department - African Development Bank (AfDB)

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The Program
<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
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<tbody>
<tr>
<td>9:00 – 9:30</td>
<td>Innovative Financing to Meet the Growing Transport Demand</td>
<td>Auditorium</td>
<td>Moderated by John P. Séka (Independent consultant)</td>
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<tr>
<td>10:30 – 11:00</td>
<td>Coffee Break</td>
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<td>11:00 – 11:30</td>
<td>Lunch Break</td>
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<td>14:00 – 15:30</td>
<td>Improving Ports - Gateways to Africa</td>
<td>Room 1-G</td>
<td>Moderated by Jean Kizito Kabanguka (AfDB)</td>
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<tr>
<td>16:00 – 17:00</td>
<td>Sector Reform, Governance and Institutional Capacity</td>
<td>Pentenary 5</td>
<td>Moderated by Abayomi Babalola (AfDB)</td>
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<tr>
<td>17:00 – 17:30</td>
<td>Closing Remarks</td>
<td></td>
<td>Solomon Asamoah - Vice President, Infrastructure, Private sector and regional integration, African Development Bank</td>
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</tbody>
</table>
Reports of the sessions
Group Photo at the Opening Ceremony

From the left:

Asuman Kiyingi  
Minister of State for Works - Republic of Uganda

Alexis Nzahabwanimana  
Minister of State in charge of Transport - Republic of Rwanda

Gaoussou Touré  
Ministre des Transports - Republic of Côte d’Ivoire

Solomon Asamoah  
Vice-President for Infrastructure, Private Sector and Regional Integration - AfDB

Mamadou Hachim Koumaré  
Ministre de l’Équipement, du Transports et du Désenclavement - Mali

Amadou Oumarou  
Director Transport and ICT Department - AfDB

Angela Cassell Bush  
Minister of Transport - Republic of Liberia

Jean Bosco Ntuzwenidana  
Ministre des transports, des Travaux Publics et de l’Equipement - Republic of Burundi
The opening panel was made of senior decision-makers from both the public and private sector. The discussion brought together their perspectives on the development of the transport infrastructure as the bottleneck of national and regional development. From the regional standpoint, intermodal connectivity, such as rail and ports to support and promote trade activities and the challenges of the aviation sector in terms of limited regional connectivity were the major topic for the discussions. Ministers in charge of the sectors shared their collaborative experiences and development goals, fully aware of the challenges that exist in implementing regional projects that have common goals for all stakeholders.

The role of governments in ensuring better connectivity in air transport was apparent. IATA and Air Côte d’Ivoire took the opportunity to highlight the obstacles to improving the competitiveness of the sub-sector, in spite of multi-lateral agreements amongst African nations. “In aviation, if you build 3.5km of tarmac, you are then connected to the world” emphasised Raphael Kuuchi, from IATA. This was well received by the audience which reflected in a positive note on better cooperation from the sector ministers. The EU expressed its commitment to support the transport sector, emphasising sustainability of infrastructure through the formulation and, more importantly, implementation of reforms, as a key for development.

The discussion wrapped up with the consensus that facing the development challenges for Africa’s transport infrastructure was not an overwhelming endeavor and was within reach, provided that issues of inter-dependency were adequately addressed. These issues include adequate funding, comprehensive institutional systems, social and gender equities and an integrated approach that leverages the strengths of all stakeholders.
African cities need to push for green, inclusive transport, forum hears

The need for cleaner and more efficient vehicles, public transport and adequate infrastructure for non-motorized transport in Africa has been a key issue at the Transport Forum.

Green and inclusive transport will stimulate sustainable growth on a continent where most cities are grappling with inefficient and inadequate transport systems, especially given the high rate of urbanization. “Green transport means less air pollution, less congestion, and green jobs – public transport can address poverty through affordable transport,” said Jane Akumu, a Programme Officer in the United Nations Environment Programme (UNEP) - Kenya.

Green transport is necessary to address Africa’s aging vehicle fleet, with most vehicle years being 16-20 years old, contributing to emission of dangerous gases, according to UNEP. Air pollution, most of it occurring from the transport sector, is said to be the cause of 176,000 deaths per year in Africa, according to the World Health Organization.

Energy-efficient vehicles came under discussion as an important aspect of clean transport, which could be adopted on the continent. Ecologically friendly transport was described as an easy way to reduce fuel consumption from road transport with less fuel used to travel the same distance. However, clean transport must be backed with appropriate incentives and regulations. Policies and legislations can have a major role to play, notably restrictions and specifications for vehicles and vehicle standards. The South African experience was, to this effect, exhibited as a demonstration of the role that innovations and research can have on the efficiencies of vehicles. “Clean transport policies are a must,” Akumu said as he explained that “they will also ensure health benefits for populations.”

Investing in efficient public transport is key to meeting the demand for transport, particularly in urban areas. “With proper public transport,” Christopher Kost, Africa Program Director at the Institution of Transport Development and Policy, said: “many motorists will not need to use their vehicles, leading to less congestion in our cities, and less air pollution.”

Kost challenged authorities to provide inclusive transport structures, serving as a framework for daily road user: “When designing roads,” he underscored, “it is critical that we not only think of motorists, but also pedestrians, cyclists, and motorcyclists as well”

However, most cities in Africa lack special pedestrian paths and cyclists’ lanes, Kost continued. “Most of the time, you find pedestrians walking on cycle tracks and cyclists are forced to go to the roads, risking...
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However, most cities in Africa lack special pedestrian paths and cyclists’ lanes, Kost continued. "Most of the time, you find pedestrians walking on cycle tracks and cyclists are forced to go to the roads, risking accidents," he observed. He cited, as an example, Nairobi where 500 pedestrians die each year from road accidents, and added: "we can save these lives with proper street and road designs."

A key message at the meeting was the issue of designing climate-resilient infrastructure, and improving maintenance of existing infrastructure. "We must take into consideration the impact of climate change, mapping out the most vulnerable areas and prioritizing the kind of interventions – which roads are most suitable for which areas," stated Aage Jorgensen, Country Program Manager at the Nordic Development Fund.

For building more-resilient transport infrastructure, the main recommendation was to develop policies and design standards that ensure that future climate change impact are well captured in the planning and design processes.
Strategic planning and necessary reforms to mend Africa’s transport sector

The speakers underscored the need to align transport plans and programs with other strategies in order to achieve sustainable growth. “Planning is core. It is important that transport plans and strategies are aligned with development and poverty reduction strategies. This will ensure comprehensive growth on the continent,” Guy Kalisa, Director General of the Rwanda Transport Development Agency, noted.

Current transport strategies are not pro-poor. They provide inadequate and unequal access, said Tesfamichael Nahusenay, Deputy Program Manager with Sub-Saharan Africa Transport Policy program (SSATP). The program estimates that about 60 percent of the rural population in Sub-Saharan Africa lives beyond two kilometers from an all-season road.

A single transport strategy for Africa was proposed as a critical tool that would help countries to harmonize their transport structures, ensuring they serve the needs of all, including rural areas. “It is this one document that all individual countries will ascribe to, so that all unreached areas in all of our countries are reached,” Elias Mwape, the Director for Construction and Rehabilitation in Zambia’s Road Development Agency, observed. He noted further the importance of good governance in improving the transport sector.

“We will only deliver results to our populations if we are able to audit and disclose what we are doing. Lack of good governance has crippled this sector; we need reforms that will promote good governance and transparency,” Mwape continued.

This view was supported by Nahusenay, who described good governance as “sharing our visions and ensuring mutual accountability to the ones we serve.” According to the World Bank, Africa has spent billions of dollars on improving and
rehabilitating transport infrastructure. However, poor governance has been perpetuated by weak policies, legislations and regulations at many levels without any checks on how services are eventually delivered to users of transport, and whether their expectations are being actually met.

Amadou Oumarou, the African Development Bank’s Director of Transport and ICT, outlined the steps taken by the institution to ensure accountability. “Among many other things,” he pointed out, “we assess how a country does its procurement; is there a transparent way of bidding for contracts and for getting value for money?”

“All these steps, from planning to execution, have to be done transparently, in a participatory manner and they must have the approval of the leadership,” added Oumarou.

The meeting called for urgent measures to fix gaps in the transport sector in order to attract much-needed private-sector investment. “We need to be able to embrace the private-sector concept of funding roads. If we stick to the old way of funding through taxes, it is going to be difficult for us as a continent,” Mwape said.

Most African countries are grappling with the challenge of meeting their needs for road construction, maintenance, and rehabilitation through dwindling public financing. Increasingly, the situation cannot be resolved without increased participation from the private sector.
New and adapted financing sources will bolster Africa’s growing transport demand

Opuiyo Oforiokuma of ARM-Harith Infrastructure Investment Limited, Nigeria, covered government policies in his presentation. Building on international experience, he argued that the continent needs public private partnerships with massive involvement of the private sector. For him, “Capital markets, infrastructure bonds, pension funds, risk profile and private equity can effectively drive projects. But, government policies should be clear and the contributions of end users should also count.”

He noted that more challenges remain in providing appropriate transport infrastructure in rural areas. To date, multinationals have done good work in Africa, he said. “If a government raises capital for transport infrastructure, it should use it for the purpose. We need to take new steps and do things differently through joint efforts. Everyone has a role to play; policy-makers, the private sector, as well as civil society organizations,” Oforiokuma said.

Japan International Cooperation Agency (JICA) representative in Côte d’Ivoire, Eiro Yonezaki, presented his organization’s operations in West Africa, with specific examples in Côte d’Ivoire, Ghana, Burkina Faso and Togo, where corridors were developed. He also highlighted JICA’s intervention through the private sector development and capacity building.

Asked to shed light on the African Development Bank Group’s recent innovative financing, Chief Financial Analyst, Richard Ofori-Mante explained that African Development Fund Partial Risk Guarantee (PRG) and Partial Credit Guarantee (PCG) have been introduced under ADF 12th and 13th replenishments, respectively. These instruments are designed to leverage resources from the private sector and other co-financiers for ADF countries, and offer a four-fold leverage factor to a country’s performance based allocation (PBA) utilized to support a guarantee transaction. “They are structured as leveraged instruments that consume only a fraction of a country’s PBA,” he said.

Ofori-Mante said the Bank offers an attractive and diversified menu of financial product options that allows borrowers to tailor their financing requirements to their circumstances. He also noted that the institution’s financial products include loans (those denominated in local currency, and syndicated loans), lines of credit (including for trade finance), guarantees, equity and quasi-equity, trade finance, and risk management products. “In addition, the Bank provides technical assistance to its clients through grant funds. The diversity of the Bank’s financial products allow for innovative ways of structuring transactions to finance the continent’s development needs.”

As for the extent to which the AfDB looks into Islamic finance as innovative source of finance, Ofori-Mante observed that the Bank Group is constantly in discussions with sister institutions,
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Africa’s infrastructure deficit is estimate at US $90 billion yearly for the next decade, including transport which accounts for 41% of its current investments. From the outset, the four panelists concurred that adapting new financing sources will efficiently help bridge Africa’s infrastructure gap.
An African Master Plan is the solution to Africa’s transport challenges

“The Bank is re-emphasizing its priorities to ensure that transport plays a catalytic role to promote Africa’s participation in agribusiness and global manufacturing value chains, facilitate regional integration and provide opportunities for social inclusiveness,” stated Solomon Asamoah, the Bank’s Vice-President for Infrastructure, Private Sector and Regional Integration. He also underlined the need for an integrated approach to the development of transport infrastructure systems within countries.
Angela Cassell-Bush, Liberia’s Minister of Transport, supported the idea and called for an African Master Plan to help build a transport network connecting Africa. “We need to review our various regulatory frameworks and come up with one for the whole continent. It will help to facilitate movement of people and boost trade,” she noted.

The importance of such a strategy in addressing maintenance of road infrastructure was discussed at length. “We spend huge sums of money establishing infrastructure, and run them down without maintaining them. In some places, some roads do not even last for three years. There is need for a cultural paradigm shift in how we manage our infrastructure,” stated Asuman Kiyingi, the State Minister of Works in Uganda.

Investing in public transport was cited as key to tackling congestion in cities. Alexis Nzahabwanimanana, Rwanda’s Minister of State in Charge of Transport, said development of public transport would avoid many vehicles from entering the city and, at the same time, be useful in “increasing mobility of citizens.” This, he added, would reduce vehicle emissions, which are a health hazard.

Liberia’s Cassell-Bush underscored the importance of promoting green transport, saying this would ensure efficiency and use of clean fuel, with health benefits, but warned of a need for policy reforms. “We must renew our policies and see how to prioritize green transport,” she observed.

The damage on Africa’s road infrastructure was mainly attributed to the overloading of heavy commercial vehicles. This, coupled with the high maintenance costs, makes the situation worse, according to Mamadou Diallo, a Chief Inspector of the Ministry of Transport and Infrastructure of Mali. He suggested the proposed transport network master plan could address this problem.

Africa has an aging vehicle fleet, with an average vehicle age of 16 to 20 years, contributing to dangerous gas emissions, according to United Nations Environment Program. Air pollution, most of which occurs from the transport sector, is said to be the cause of 176,000 deaths per year in Africa, states the World Health Organization.
An African Master Plan is the solution to Africa’s transport challenges

A good cross section of stakeholders in the aviation industry participated in this session. Participants included members of international regulatory organizations (IATA, ICAO), as well as representatives from African Airline companies. The discussion started on the historic evolution of the African airlines industry, the strategic challenges it has faced, as compared to international challenges and trends.

“Africa is a great challenge for airlines, with 10 hours flight between Dakar and Djibouti, 11 hours between Alexandrie and Cape Town” started Christian Folly-Kossi, President of the International Consulting & Advisory Services. Africa represents only 5% of passengers and aircrafts in the World. But the market is fast growing with an estimate of “more than 4.4% of passengers per year for the next 20 years,” Rafael Kuuchi from IATA, predicts the passing from 119million passengers in 2014 to 280 millions in 2034. GDP growth, middle class increase and expansion of inter-African trade will boost the traffic.

The discussions addressed both legislative and policy challenges at the regional level. Like the other speakers, Christian Folly-Kossi observed that the 1989 Declaration of Yamoussoukro has been a decisive step in opening up the African sky. But he regrets that many acts of local “micro-nationalism” are still focusing on short-term interest, slowing down the complete operational application of the agreement. “The efficient utilization of infrastructure has been hindered by non-physical barriers, such as cumbersome visa requirement” also pointed out Meshesha Belayneh, from ICAO. A study published by IATA in 2013, predicted a total sky liberalization in 12 African countries, estimating that such liberalization could have a great impact in term of number of passengers, GDP (+0.7%) and create 155,000 additional jobs.

There was then a detailed discussion on some African airlines’ success stories, an illustration of plans to develop upcoming airlines, as well as discussions on failures at the localized levels.

“Africa’s 2015 profits are just $1.59 per passenger,” pointed Raphael Kuuchi. African airlines have to consolidate their position, consolidate their profitability to attract investors. In that way, PPP can be interesting. African Airlines have also to start to compete with non-regional airlines for long-haul flights, in particular in West and Central Africa.
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Girma Wake advanced that liberalization could lead to the disappearance of some carriers but also stimulate the raise of African champions and low cost companies.

The participants formulated several recommendations for the development of African carriers, and made various calls for regional partnerships to strengthen market base, support free-skies policies and develop aviation services industry. Meshesha Belayneh and Girma Wake highlighted, for example, the growing need for qualified personnel. He also emphasized the urgent need to face the gap in training program capacity. Other priorities such as ring-fencing aviation taxations, regulatory burdens reduction and sound governance for airline companies were identified.

AfDB publication launched

« Le Secteur du Transport Aérien en Afrique Centrale et Occidentale » (sector brief)
Transport in Africa viewed through the lens of fragility

Policy-makers and development partners recognize the importance of investments in infrastructure and the use of a fragility-lens when making broad policy decisions. There has been little attempt, however, to systematically integrate the thinking about fragility when it comes to investments in roads. This joint session offered a discussion of the importance of roads in achieving political stability, social cohesion, institution-building, and thereby reducing the fragility of a State. During the discussions, the speakers explored the link between Africa’s road infrastructure and the notion of State fragility, drawing on the examples of Liberia, Mali, Ethiopia and China as a showcase of the strategic use – or lack thereof – of investments in this sector.

Seth Kaplan identified five primary channels through which roads can reduce state fragility. These dimensions need to be considered when deciding on investments in the road sector, both in rebuilding fragile States and in preventing today’s stable States from becoming tomorrow’s fragile States. Applying a fragility-lens to this sector means, therefore, assessing the extent to which a road investment promotes: (i) social cohesion; (ii) effectiveness of State institutions regardless of distance, making them more equitable and inclusive; (iii) multiple growth poles, growth corridors and rural regions, making development less concentrated in the capital city; (iv) the ability of governments to provide equal levels of public services across their territories, making growth more balanced; and (v) connectivity with neighboring countries, addressing cross-border challenges.

Building on these entry points, Jeff Turner emphasized that the traditional notion of “a road, is a road, is a road” needs to be revisited. There are environments, he explained, where the impact on the population depends on the type of roads (highways vs. rural roads) and the process of road construction (labor-intensive vs. capital-intensive). In addition, women tend to suffer most from an unequal access to roads, as maternal mortality increases over distance.
For his part, Jackson Paye illustrated the opportunities and challenges of connecting different regions and groups in post-conflict Liberia through road construction. Building roads was given the highest priority under President Ellen Johnson Sirleaf. The initiative was perceived as necessary to both consolidate peace and foster inclusive economic growth. Road investments are mainly funded by international financial institutions with a focus on development. But, the gap remains huge because the needs are tremendous, as was illustrated during the recent outbreak of Ebola. It shows that even when the policy framework is right, mobilizing the necessary resources for construction and maintenance remains a challenge.

Drawing on the example of Ethiopia, Teferra Mengesha introduced a framework for monitoring and evaluating (M&E) the assessments of impact that need to come along with road investments. The US $1 billion Universal Rural Road Access Project (URRAP) was used as a case study. The project will cover over 70,000 kilometers of roads for over a five-year period.

The discussion highlighted the importance of policy-makers, development finance institutions and regional organizations to work together to ensure that a fragility-lens approach is applied to the sector. This will ensure that investments in roads can contribute to State-building in all countries.

There was a call for international financial institutions with a focus on development to pay a closer attention to the requests of governments for building roads that in the short-term may not yield high economic benefits, but are crucial for State-building. These roads can contribute to advancing the agricultural transformation agenda on the continent. The AfDB, through its Transition Support and Transport Departments, is committed to take this agenda forward to ensure that its investments in this sector systematically take into consideration these dimensions.
A stronger institutional framework, innovative in financing and a better international coordination to boost Rail sector in Africa.

During this joint session, the discussants pointed out four strategic areas of intervention to develop rail sector in Africa: regional coordination, human expertise, regulatory framework and innovation in financing. “Africa contains large areas potentially suitable for new rail projects, mainly the big metropoles, the landlocked countries and the mining zones” noted Joan Miquel Vilardell, from the Advanced Logistics Group. First, regional coordination appears to be a key factor of success. “Because of lack of coordination and the lack of clear responsibilities, we still have the same maintenance methods as 100 years ago, deteriorating the existing infrastructure” Professor Clive E. Chirwa explained. Many participants agreed that Regional economic communities should support governments in implementing regional railway corridor initiatives, and they should, for example, serve as a bridge to the African Union-NEPAD Program for Infrastructure Development in Africa (PIDA) on railways. The Bank should work closely with the RECS and NEPAD to promote and support development of the regional railways. A rail unit should be established at either NEPAD or AfDB level to spearhead railway development in Africa.
Clive E Chinwa defended the implementation of an African Union rail policy based on “regional clusters.” “The master plan under new “African Railway networks” must be drawn by qualified technocrats who deliver based on communal outputs and not on political influence” he insisted. A very top priority is to harmonize infrastructure technical standards, construction rules and maintenance planning.

A better international coordination could also help to improve human capital in the railway sector. To build a true African railway transport expertise, it is crucial to establish Centers of Excellence for training personnel in all areas of rail transport including, but not limited to, train operations; rolling stock; track and bridges; signal and telecommunications; and economics, planning and management. This way a professional community of railways experts can be built in Africa to lead development.

Establishing a clear strategic vision for Africa could also help the countries to build policies, institutions and regulatory frameworks that are strong and clear. The speakers insisted on the importance of having delineation between policy-makers, regulators, railway fund managers, and infrastructure managers. Railway legislations also need updating and alignment to the current Public-Private Partnerships laws, which most African countries have adopted.

PPP and concessions have been a central point of discussion during the session, perceived as the most efficient way of closing the financing gap and building bankable models. “To face the potential need of rail infrastructure, some of the countries might not be able to cope with the financing gap. So, private sector participation should be considered to provide finance, skills and incentives” Joan Miquel Vilardell underlined. The distribution of tasks and responsibilities between governments and private sectors is a crucial debate when comes the time to design financial models. For Rory James Maxwell: “Governments are in a better position to influence and absorb both the risks which, typically, cause cost overruns and the revenue shortfalls which intimidate investors.”

It appeared that vertically integrated rail concessions are only suitable for a railway, which is anchored to natural resources. Where railways are not anchored to natural resources, governments should consider adopting vertically separated concessions where operations are separated from infrastructure. In vertically separated concessions, the private sector can be motivated to invest in rolling stock and operation of trains, this is because the payback period for investments in rolling stock is much shorter than for fixed infrastructure, and in addition to this, unlike fixed infrastructure, rolling stock capacity can easily be tailored to demand. Similarly, in a vertically separated railway, investment and maintenance of fixed infrastructure should be the responsibility of the public sector. In this case, RMCs with the support of the IFIs should innovate on how fixed infrastructure can be financed. One way is to create railway funds to be resourced from fuel levy, capacity charges, and any other suitable levies that can be explored depending on individual RMCs. The fuel levy can in-time, once it grows leverage debt securities.

Rory James Maxwell, insisted in particular on the potential role of pension funds, which financial capacities are larger than the infrastructure gap. “Many jurisdictions limit the proportion of a pension fund that can be held in stocks and shares. Therefore, low risk, stable, long-term assets are in demand, even if the returns are lower than alternative investments” he noted.
Political commitments and information sharing come first in building efficient corridors.

Transport corridors are one of the pillars of regional integration. They facilitate trade and people’s mobility, in particular between landlocked countries and seaports. “Corridors are not only roads connecting a point A to a point B; there are factor of local development,” explained Donat Bagula, speaking about the Northern Corridor, which links landlocked countries of the the Great Lakes (Burundi, DRC, Rwanda, South Sudan and Uganda) to the Kenyan seaport of Mombasa. “In 2007 the revised North Corridor transit and transport agreements shifted the paradigm, passing from a transport corridor to an economic development corridor, which put social development and inclusive transport as core objectives, encouraging poverty reduction,” he explained.

Basing their analysis on various examples in East, South and West Africa regions, the participants made various key recommendations to reinforce the efficiency of corridors, and their impact on development.

First, corridor development needs strong political commitment for success.

Corridor Management Authorities have to be supported by all the countries served by the corridor. “Governance comes first as a key factor of success. We cannot implement integrated management system for corridors without convincing governance at a regional level” said Ibrahima Diagne, independent consultant who works on the implementation of a regional traffic management systems in West Africa. To reinforce political involvement, he suggested the appointment of a champion to coordinate regional corridor development activities. It can also be useful to invest in regular regional forums at least annually to discuss Corridor Development and Performance. Second, corridors have to be more efficient in harmonizing the policies at the outset. Harmonization of transit and customs procedures/systems along the corridors is essential.
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Second, corridors have to be more efficient in harmonizing the policies at the outset. Harmonization of transit and customs procedures/systems along the corridors is essential and needs to be prioritized by all countries served by the Regional Corridors. Many countries on the continent still do not understand the concept of one stop border post (OSBP). This calls for a need to sensitize governments and stakeholders on the usefulness of OSBPs.

Third, corridors have to take advantage of new technologies to make their monitoring processes more efficient. There is a strong need to invest in ICT in order to track the movement of goods along the corridors. Northern corridor is experimenting the integration of systems, with an electronic single window. It includes the implementation of an electronic cargo tracking systems, explained Donat Bagula. Integrated data system can contribute to make the information more reliable and transparent, reducing the risk of traffic and abuses.

The data can be used efficiently with the establishment of Corridor Monitoring Systems that will regularly report on the corridor performance to the corridor coordination Authorities and the governments and stakeholders along the corridors.

Safety and Security is crucial for ensuring seamless transportation of goods across along the corridors. Countries and Regional Economic Communities need to promote security. “But at the same time authorities have to fight against abusive controls, which represent a waste of time and money for the transporters” pointed out Augustin Karanga, Chief Transport Economist at the AfDB, who detailed the number of illicit controls of police, gendarmerie and customs in UEMOA region.

Corridors also need investments in the missing road links and to improve sea ports. “It’s what Namibia is doing, promoting PPP to extend its port capacities and become an important sea interface for the landlocked African countries” explained Johny M. Smith, CEO of the Walvis Bay Corridor Group. The investment has to come from countries and development partners in all Trans-African Highways Corridors as specified under PIDA.
Urban transport: let’s put people’s needs first, promoting public transport

The rate of urbanization in Africa soared from 15% in 1960 to 40% in 2010. African cities currently face an enormous challenge in providing a reliable, safe and affordable urban transport systems. In most cases, cities are experiencing very poor levels of service and accessibility. “Without managing urbanization, growth and poverty cannot be addressed appropriately” emphasized Amitava Basu, President of Intercontinental Consultants and Technocrats Pvt. Ltd.

The type of urbanization and the lack of planning are obstacles to mobility. “Low-density horizontal urban development causes further exclusion of the urban poor,” Amitava Basu pointed out. For him, and for many other speakers, individual cars are not the solution; but they are part of the problem.

“An effective and efficient urban mass transit system is critical to reduce congestion and improve access to jobs, goods and services” said Kayode Khalidson, a promoter of mass transit by bus in Nigeria. It is time to respond to the needs of the majority of the people who walk, use motorcycles or ride on informal mini-buses. “The paradigm has to shift,” Yssoufou Cisse, from African Association of Public Transport (UATP), insisted.

On that topic, Eric Motshwane highlighted the lessons learnt by Piotrans, a company that has helped to formalize the bus and taxi industry in South Africa. The company launched modern buses, hired drivers from the non-formal industry and trained them.

Like the others speakers, Kayode Khalidson pointed out the emergency of adopting an integrated approach, which consists in working at the government level on appropriate policy frameworks, building strategic transport master plans and implementing those in cooperation with the private sector. “Objectives, roles and responsibilities should be clear with no overlap and conflict. Let’s keep the number of government agencies to a minimum” he added.

Investing in public transport is a very high priority that all the speakers pointed out. And many of them explained that we needed to use PPP to leverage funding for urban transport since multiple sources of financing are available. The governments will set and enforce policies, laws and regulations while the private sector will take risks by sharing capital cost with governments and by operating transport systems.
Detailing the experience of a PPP in rail transport in the Pretoria area, William Dachs, from Gautrain Management Agency, highlighted an interesting alternative in funding options: the land value capture. The constructions of high quality public transport systems have positive impacts on land value in the concerned geographic areas. This additional land value, which is essentially beneficial to private actors, can be partly re-captured by public authorities, by financial mechanisms. “This is equitable,” William Dachs justified, “because the increased land value flowing from public investment is then shared by the broader public”.

[Image of people at a meeting]
More resources and determination to make African roads safe

Road crash claims the lives of more than 1.2 million people and injured more than 50 million others worldwide annually (WHO, 2015). Africa faces a rapidly increasing road crash situation that is disproportionate to the level of motorization and road density. Indeed, in Sub-Saharan Africa, reported road crash deaths is about 100,000. But, WHO’s estimate is close to 300,000. The issue is also economical: “Road crash costs each African country 1-5% of their GDP per year” emphasized Girma Bezabeh, Road Safety Specialist at the AfDB.

Governments have to disseminate and embed the road safety manuals into the country systems to ensure that the approaches described in them are used widely across Africa and help to bring substantive difference. AfDB recently published a series of Road Safety Manuals.

To build managerial and technical skills on road safety, capacity has to be conceived also at regional and international levels. An example is the creation of an Africa RAP (African Road Assessment Program) to campaign for road safety policy, identify and share best practices. Africa has to select regional Centres of Excellence for road safety, develop curriculum for road safety training, conduct training of trainers, and support the training of African road safety (RS) specialists.

First, improving policies concerning road safety is identified as a very high priority. Philip Wijers, from the International Road Federation, insisted on the importance of speed limitation, considering that “a 1% reduction in mean average speeds leads to a 2% reduction in injury accidents, a 3% reduction in serious injury accidents and a 4% reduction in deaths.” Security policies concern road rules, but also vehicles control. “Countries have to adopt up-to-date and comprehensive safety standards for vehicles, most of African countries have also to adopt incentive and policies for purchase and use safer vehicles,” noted Girma Bezabeh.

Ben Buntipelly, independent consultant on road safety, detailed the case of Mauritius, where traffic fatality rates stayed low, close to European level, despite the important increase in the number of vehicles.” In the 2000s, the creation of a Special Road Safety Unit helped to have an overview of the sector,” he explained the “Unit now coordinates the activities and elaborates a strategy, pushing for the introduction of new laws, like a penalty point system.”
For all the participants, it is crucial to allocate sufficient financial/human resources to road safety in Africa: scaling-up road safety supports, focusing on interventions that generate and transfer knowledge, strengthen capacity, achieve quick and visible results. Human resources need investment. It concerns various areas related to road safety, such as the creation of reinforced tests for driving licences, training in road safety for school children or efficient emergency telephone, ambulances, and medical services.

Partner can also push to promote systems integration and leverage existing technology to improve enforcement: Mobile phone is a key medium. Vehicle and driver’s license database are to include mobile phone number for immediate or quick violation notification. Paperless processing and settlement are to be encouraged. Mobile, ATM or Internet payment should be options. Fine assignment to be advised upon payment; etc. “Let’s try to avoid cash transactions for violations” suggested Philip Wijers.

Stephen Stacey, from the International Road Assessment Programme, presented a survey of road safety conditions around the world. He insisted on the importance of infrastructure dedicated to protect the most vulnerable road users: bicycles and pedestrian. Footpaths and safety barriers have to be systematically implemented in road projects, he insisted. Pedestrians are also identified as high priority target by the National Road Safety action plan of Ghana, presented by May Obiri – Yeboah.

AfDB publication launched

“Road Safety in Africa - Assessment of Progresses and Challenges in Road Safety”
“Road Safety manuals for Africa - Existing Roads: Proactive Approaches”
“Road Safety manuals for Africa - New Roads and Schemes: Road Safety Audit”
“Road Safety manuals for Africa – Existing Roads: Reactive Approaches”
Having efficient ports is a key factor of economic performance

Having efficient ports is a key factor of economic performance. But the efficiency of African harbors remains well below the worldwide standards. "The cost of maritime transport accounts for 11% of the CIF value of the goods in Africa, as opposed to only 6.5% in developed countries," Amadou Abdourahamane of UCCA, an organization representing 18 countries in West and Central Africa, says to emphasis the issue.

These extra costs are all the more penalizing, as African economies are particularly dependent on their ports. The port of Dakar, for example, is a transiting point for 95% of the foreign trade of Senegal. It also represents 95% of its customs revenue. "The issue is not only crucial for coastal countries", Yacouba Sie Hien, from the Autonomous Port of Abidjan, underscores. “Landlocked countries also depend on the ports from neighboring countries for their trade." Statistics from the World Bank show that goods shipped to landlocked Sub-Saharan countries spend much more time in the ports than they do on the roads.
Sie Hien’s. For him, if the quality of infrastructure is central, the efficacy of the operators (port authorities, private operators, customs) is also an essential area of work. On the groundside, the quality of storage space, road and rail infrastructure connecting the ports, require an integrated approach.

Kerim Salami also proposes to go beyond improving physical infrastructure. His presentation shows the one-stop shop for foreign trade in Togo: Integrating computer system enables the secure exchange of information, automation and simplification of procedures. “The system is a time saver for all operators and it allows the authorities to perform an accurate tracking” Salami justifies.

AfDB has assessed the current state of 66 ports in 38 African countries. The study will be published in the course of the year 2016.
Invest in efficient maintenance system and reinforce vehicles control to ensure the durability of roads.

Road condition is both an economical and a social challenge. Bad roads create costs overruns in vehicle maintenance, time transportation and accidents. The situation affects the quality of urban mobility and speed on the main paved ways, and also access to rural areas, reducing their economic opportunities, generating freight damages and waste. The professor Wynand JvdM Steyn studied for example the different of travel cost between the different countries crossed during a trip between Johannesburg to Lagos, calculating that to improve the riding quality of 25% make you save close to 700US$ and 20 hours travel.

Asset management is particularly strategic: to build efficient road maintenance system there is a need to face the issues of budget, human capacity and political commitments. Road maintenance is an important cost drain for African economies: around 0,8% of the GDP, against only 0,4% in industrialized economies. The speakers agreed that there is a strong need to design more sustainable infrastructure. Therefore there should be a balancing of funding between new roads and maintaining existing ones and keeping track of ideal funding requirements.

Countries need to have appropriate Road Management Systems. The continuous operation of the risk management solution, feedback from different levels of management and the international drive towards total asset management has highlighted specific needs to take the system to the next level. Sophie Tekie, detailed the Road Asset Management system implemented in Namibia, underlining the importance of data monitoring, reporting, optimization strategies.

Overloading is a serious problem affecting the life of infrastructure: 60% of the damage on roads are caused by the 15-20% overloaded trucks explained Amakoe Adolehoume. Taking the example of roads in Mali, he estimated that a road could be used efficiently for 15 years with normal use, against only four years in the current situation. “Billions are spend to repair or re-build the roads and to face traffic accidents caused by trucks which are not respecting the rules. Road authorities have to mobilise on that crucial issue, otherwise
infrastructure cannot be sustainable and would benefit only a few” he denounced, claiming for the implementation of efficient control system.

Human resource building should be taken seriously and local companies need to benefit from know-how on international companies through partnerships.
Transforming Africa’s transport sector through Public Private Partnerships

One of Africa’s biggest financial challenges in infrastructure is the transport sector and the negative economic impacts of the financing deficit cannot be stressed enough. The discussion on this session focused on the priorities of private investors and what type of policy, legal and regulatory frameworks are favorable to public private partnerships (PPPs) for project financing in the transport sector.

In his opening remarks, Abayomi Babalola, Division Manager of the Transport and ICT Department (OITC), set the stage for the discussion in the following terms: “Today, we want to talk about Africa’s experience: What has been done? what were the successful cases and unsuccessful cases of PPPs? what was the intermediary process like? And, do we need do to push for more PPPs?”

For Kodeidja Diallo, Director of the Private Sector Department at AfDB the African Development Bank, PPPs provide balanced solutions for accelerate infrastructure provision in a continent made up of over 50 countries, with low connectivity between them.

Speaking at the event as a panelist, she highlighted the benefits of PPP arrangements: freeing up public resources; on time and on budget project delivery; optimal risk allocation to ensure bankability; accelerating infrastructure development, economic growth and poverty reduction. But, she also pinpointed some of the challenges common to PPPs in the transport sector such as mitigating risks associated with PPP projects, project size and complexity.

The participants at the event benefited from the presentations from PPP experts and practitioners through case studies and lessons learnt from AfDB-funded projects in the transport sector. These
included the SANRAL Road Network in South Africa; the Lekki Port Project in Nigeria and the Dakar-Diamniadio Toll Road in Senegal.

One resounding conclusion of the panel discussion was that for Africa to position itself as the next land of economic opportunity, African Governments need to improve the maintenance of their existing infrastructure as well as invest in climate-resilient infrastructure.
Internal and External coverage
The forum has been covered internally by a team of journalist, a photographer, and a video team: their productions and all the related documents have been published in an unique webportail hosted in the AfDB website, online here:


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"A five minutes aftermoovie giving an overview of the Forum"

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