



**UNITED NATIONS
ECONOMIC AND SOCIAL COUNCIL**

ECONOMIC COMMISSION FOR AFRICA

Sixth Session of the Committee on Food Security and Sustainable
Development Regional Implementation Meeting for the

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Distr.: LIMITED

E/ECA/CFSSD/6/6
29 September 2009

Original: ENGLISH

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I. Introduction

Acronyms

CAI-SSA	Clean Air Initiative in Sub-Saharan African Cities
CDM	Clean Development Mechanism
CEMAC	Central African Economic and Monetary Community
CNG	Compressed Natural Gas
CO	Carbon monoxide
CO ₂	Carbon dioxide
COMESA	Common Market for Eastern and Southern Africa
COSCAP	Cooperative Operational Safety and Continuing Airworthiness Development Programmes
EC	European Commission
ECA	United Nations Economic Commission for Africa
ECOWAS	Economic Community of West African States
EIA	Environmental Impact Assessment
ERTTP	Ethiopian Rural Travel and Transport programme
EU	European Union
FCB	Fuel Cell Bus
FCFA	French <i>Communauté financière africaine</i> "African financial community"
FESARTA	Federation of East and Southern Africa Transporters Association
GDP	Gross Domestic Product
GEF-SGP	Global Environmental Facility- Small Grant Programme
GHG	Greenhouse Gas
IATA	International Air Transport Association
ICA	Infrastructure Consortium for Africa
ICAC	International Civil Aviation Commission
ICAO	International Civil Aviation Organization
ICT	Information and Communication Technology
IEE	Initial Environmental Examination
ILO	International Labour Organization
IMO	International Maritime Organization
IMT	Intermediate Means of Transport

REC	Regional Economic Community
RIT	Regional Integration and Transport
RMF	Road Management and Financing
RTFP	Regional Trade Facilitation Programme
RTTP	Rural Travel and Transport Programme
SADC	Southern Africa Development Community
SARPs	Standards and Recommended Practices
SIDA	Swedish International Development Cooperation Agency
SME	Small and Medium Enterprise
SO ₂	Sulfur dioxide
PIDA	Programme for Infrastructure Development in Africa
SQ. KM	Square kilometre
SSA	Sub-Saharan Africa
SSATP	Sub-Saharan Africa Transport Policy Programme
TCC	Transport Coordination Committee
TRB	Transport Research Board
UATP	<i>Union Africain des Transports Publics</i> (African Association of Public Transport)
UEMOA	West African Economic and Monetary Union
µg	Micro gram
UNCTAD	United Nations Conference on Trade and Development
USAID	United States Agency for International Development
USOAP	Universal Safety Oversight Audit Programme
WB	World Bank

I. Introduction

1. United Nations General Assembly (UNGA) Resolution 58/218 mandates Regional Commissions in collaboration with the Secretariat of the United Nations Commission on Sustainable Development (CSD), regional and subregional organizations and bodies, as well as regional offices of funds, programmes, international finance and trade institutions and other organizations of the United Nations system, to organize multi-stakeholder Regional Implementation Meetings (RIMs) and to provide regional inputs into CSD work. In this context, the United Nations Economic Commission for Africa (ECA) has been organizing RIMs in collaboration with partner organizations since 2003.

2. The 2009 RIM held in October 2009 under the auspices of the Sixth Session of the Committee on Food Security and Sustainable Development (CFSSD-6), is being organized in collaboration with the United Nations Department of Economic and Social Affairs (UN-DESA), the United Nations Environment Programme (UNEP), the United Nations Industrial Development Organization (UNIDO) and other partners. It will deliberate on regional inputs into the eighteenth session (CSD-18) and review progress on implementation of Agenda 21 (A21), the Programme for Further Implementation of Agenda 21 (PFIA21) and the Johannesburg Plan of Implementation (JPOI) commitments relative to the thematic areas of Transport, Chemicals, Waste Management, Mining, and a Ten-year Framework of Programmes on Sustainable Consumption and Production (SCP).

Scope of the report

3. This summary report on transport was drawn from the main report that was jointly commissioned by ECA and its partners and which provides an overview of the significance of the transport sector in advancing Africa's sustainable development agenda. It also raises important emerging issues in the transport sector in Africa, outlines measures taken and progress made towards implementing the transport-related commitments and goals contained in A21, PFIA21 and JPOI, identifies implementation challenges and constraints, and

II. The transport sector in Africa: significance, trends and emerging issues

5. Sustainable economic growth and poverty reduction address a complex set of issues that call for the development of all sectors of the economy to meet the needs of the current generation without compromising the long-term need

21. In recent years, African governments have allocated 6-8 per cent of their GDP annually to infrastructure development. This amounts to \$16-20 billion, which is a significant improvement in annual government allocation compared to the \$US8-8.5 billion allocated to infrastructure in the 1990s. It is, however, clear from the above that government allocation for infrastructure falls far short of the requirement.

22. The investment requirements for new transport infrastructure and maintenance in Africa are conservatively estimated to be \$14.2 billion annually. The 2007 financing requirements for transport infrastructure for 13 sub-Saharan Africa (SSA) countries alone was estimated to be \$6.4 billion.

III. Actions taken and progress made

23. African countries have taken a number of concrete actions and made some progress towards implementation of transport-related commitments and goals contained in A21,

26. A number of programmes have been developed to improve transport in Africa. These include the United Nations Transport and Communications Decade in Africa (UNTACDA-I), which was launched in 1978. The second decade programme, UNTACDA-II was launched in 1991 with the long-term objective of establishing an efficient and integrated transport and communications system as the basis for the physical integration of Africa. Out of the 708

interconnection and interoperability of continental railway networks and made recommendations on harmonization of standards for infrastructure, equipment, practices and procedures.

33. With regard to Africa's maritime transport, the first AU Conference of Ministers responsible for maritime transport held its meeting in Abuja, Nigeria, in February 2007 on the theme "*The role of maritime transport in the development of Africa.*" The meeting adopted the "*Abuja Declaration for effective revitalization of maritime transport in Africa*", as a key component of an African socio-economic development policy and the associated Plan of Action on Maritime Transport for Africa.

34. Measures have been taken to liberalize air transport in the region. These include actions taken by African countries to implement the Yamoussoukro Declaration and subsequent decisions of African governments, with the objective of promoting cooperation and solidarity in protecting and developing international air transport services in Africa. Member States of the Central African Economic and Monetary Community (CEMAC), six countries in East Africa and eight in Western Africa have complied with the Yamoussoukro Decision. Other African countries have not yet fully complied with the Decision.

35. Human and institutional capacity-building is being undertaken with the support of development partners. Through SSATP, counties have established and are restructuring road agencies, and are enhancing the capacity of local governments to coordinate rural transport infrastructure and services effectively. Other capacity-building initiatives are also underway as part of the cooperation agreements with AfDB, ECA, EU, Infrastructure Consortium for Africa (ICA), World Bank and bilateral donors.

36. ***Improving rural transport:***

conventions and protocols have been adopted, many of which are being implemented. These include: transportation of miscellaneous goods by road; multi-modal transport; regulation of transport of dangerous goods, highway and civi

52. With regard to the development of cleaner fuels, demonstration projects in a number

58. As part of the regional effort to minimize the role that the transport system plays as a vehicle for HIV/AIDS, the SSATP programme has included a component to address HIV/AIDS problems in Africa. Under this component, the following have been accomplished: HIV/AIDS policies have been developed in 10 countries; HIV/AIDS transport strategy has been developed with support from the International Labour Organization (ILO); and the Poverty Reduction Transport Strategy (PRTSR) reviews have included actions and recommendations to limit the spread of HIV/AIDS.

59. *Investments, funding and technical support in the transport sector:*

facilitating cross-border movement of goods and

processing, storing, retrieving, transferring over long distances, the transport sector has not taken full advantage of the technology due mainly to lack of a proper policy for ICT development and limited financial and human capacity.

70. **Limited financial resources:** Despite efforts by African governments and their international and domestic development partners to mobilize financial resources for investment in transport infrastructure and maintenance of existing facilities, huge gaps remain between the demand and available resources. Sustainable transport development requires huge financial outlays to build infrastructure, and provide energy-efficient and environment-friendly transport equipment, among others.

V. Lessons learnt and the way forward

71. Transport infrastructure and services are critical to Africa's sustainable development. Effective mobility and timely access to goods and services require well-developed, safe,

(b) Strengthen existing and establish new entities responsible for the planning, regulating and implementing activities that will support the development of sustainable transport;

(c) Strengthen and expand national and regional institutes and centres of learning and specialized training;

(d) Eliminate physical and non-physical barriers to the movement of goods and passengers at ports, border crossings and inland terminals, including cumbersome clearance procedures and road checks along the corridors serving landlocked countries, among other reasons, to prevent transport sector workers from being exposed to HIV/AIDS;

(e) Develop and implement capacity-building programmes to upgrade the knowledge and skills of staff involved in policy formulation, planning and implementation as well as those engaged in regulatory and enforcement functions; and

(f) Raise public awareness and participation of key stakeholders in all phases of policy- making and implementation.

76. ***Transport and the environment:*** The development of sustainable transport which

(d) Removing obstacles and disincentives to the development of cleaner energy sources;

(e) Developing properly planned infrastructure and upgrading existing ones to acceptable standards;

(f) Improving traffic management to reduce congestion and delays and their associated emissions;

(g) Strengthening measures to minimize the number of vehicles in operation, particularly aging fleets, and other transport equipment with high emissions;

(h) Integrating transport infrastructure planning into land use planning to ensure sustainable transport, which meets accessibility, mobility and environment needs and requirements;

(i) Involving all stakeholders, including local authorities, ministries, airport authorities and representatives of residents in the neighbourhoods of prospective airport locations to have their say about land use and airport planning;

(j) Taking into account the ICAO work on aviation and environmental protection when developing air transport and environmental policy;

(k) Ensuring that wastes arising during the construction of transport infrastructure and operations, including oil spills and scraps are kept to the minimum; and

(l) Encouraging reduction of travel through such mechanisms as the use of teleconferencing and other electronic modes of message transfer as ge eptge p3uege e(s)-5(s)-5(9ey)-5.4(04{ane)2(E e

- (c) Developing and utilizing energy-efficient modes and means of transport;
- (d) Improving the management of enterprises by upgrading the capacity of managerial and technical staff as well as streamlining operations and administrative functions;
- (e) Carrying out institutional reforms, including liberalization and privatization;
- (f) Improving and properly maintaining infrastructure and transport machinery and equipment;
- (g) Ensuring full implementation of transport facilitation initiatives; and
- (h) Promoting intra-modal and inter-modal transport competition to improve efficiency.

83. ***Transport safety and security:*** The loss of human life and property caused by traffic accidents has assumed alarming proportions in all modes of transport in Africa, but more so in road transport. The Road Safety Initiative underway in Africa under the auspices of SSATP has contributed to improving awareness of the impact of road accidents on human life and the economy. African countries need to build on such initiatives to improve safety in all modes of transport by taking the following measures:

- (a) Establishing effective institutional framework and strengthening existing ones to manage traffic and ensure safety;
- (b) Allocating adequate funds for safety programmes in line with the call made by the Commission for Global Road Safety for the allocation of at least 10 per cent of the total road infrastructure investment for safety related activities;
- (c) Ensuring compliance with safety and security regulations and standards established by the relevant international and regional bodies in all modes of transport; and
- (d) Addressing maritime security problems, particularly in relation to escalation of maritime piracy in recent years, in a holistic manner, including through an in-depth look at the root causes of piracy.

84. As a short-term measure to combat the recent escalation of piracy and armed robbery against ships passing through the Gulf of Aden and off Somalia, the naval powers of the world, in close collaboration with transnational corporations, continue patrolling the waters in the area and ensure the safety and security of ships. States across the western Indian Ocean, the Gulf of Aden and Red Sea areas should contribute to the safety and security of their ships and cargo by complying with and implementing the code of conduct on the repression of piracy and armu -vps

road vehicles, railways and airc

VI. Conclusion

89. Transport is among the key sectors that play crucial roles in the effort to achieve sustainable economic growth and poverty reduction thereby bringing about sustainable development in Africa. In order for the transport sector to play its rightful role, it has to be developed in a coordinated manner, with the ultimate aim of bringing about a reliable, efficient, safe and environmentally sound system of moving passengers and goods.