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**EXECUTIVE COUNCIL
TWELFTH ORDINARY SESSION
25 – 29 JANUARY 2008
ADDIS ABABA, ETHIOPIA**

EX.CL/389 (XII)

**REPORT OF THE COMMISSION ON THE FIRST AFRICAN
UNION CONFERENCE OF MINISTERS RESPONSIBLE FOR
ROAD TRANSPORT**

REPORT OF THE COMMISSION ON THE FIRST AFRICAN UNION CONFERENCE OF MINISTERS RESPONSIBLE FOR ROAD TRANSPORT

Introduction

1. The First African Union Conference of Ministers Responsible for Road Transport organised in collaboration with the Government of the Republic of South Africa was held in Durban from 18 to 19 October 2007 under the theme: “***for a reliable, safe and affordable road transport for the economic development and physical integration of Africa***”. The Conference was preceded by a preparatory session of experts which took place from 15 to 17 October 2007.

2. In attendance were Ministers responsible for Road Transport and Experts from African Union Member States as well as representatives of Regional Economic Communities (RECs), specialised institutions and partner organisations.

3. The proceedings of the conference were conducted by the current Bureau of the African Union Conference of Ministers responsible for Transport whose membership is as follows:

Chairman	:	Congo (Central Africa)
1 st Vice Chairman	:	Algeria (North Africa)
2 nd Vice Chairman	:	Djibouti (East Africa)
3 rd Vice Chairman	:	South Africa (Southern Africa)
Rapporteur	:	Burkina Faso (West Africa)

Issues Discussed

4. The Ministers considered and made a number of recommendations on the various issues and challenges currently facing the road transport sector in Africa. The main topics of the conference were as follows hereunder:

- Vision of the African Union on infrastructure and road transport development;
- Development of road transport infrastructure in Africa;
- Harmonisation and facilitation of road transport in Africa: current situation and prospects;
- Road safety, environment protection and combating infectious diseases (HIV/AIDS & STI);
- Capacity building; and
- Financing of the road transport sub-sector in Africa.

Outcome

5. At the end of their deliberations, the Ministers adopted the following documents:

- Durban Declaration on Road Transport in Africa; and
- Road Transport Plan of Action.

6. The outcome documents outline the overall strategy and specific actions for addressing key challenges and speeding up the development of road transport infrastructure and services in Africa as well as reiterating the commitment of the Ministers to ensuring the implementation of agreed actions.

7. The Executive Council is invited to note the enclosed Report of the 1st African Union Conference of Ministers responsible for Road Transport and endorse the Declaration and Plan of Action adopted by the Ministers at the Conference.

EX.CL/389 (XII)
Annex I

REPORT OF THE MINISTERS MEETING

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**FIRST AFRICAN UNION
CONFERENCE OF MINISTERS
RESPONSIBLE FOR ROAD TRANSPORT
15 – 19 OCTOBER 2007
DURBAN,
REPUBLIC OF SOUTH AFRICA**

AU/MIN/TR/Rpt (I)

REPORT OF THE MINISTERS MEETING

REPORT OF THE MINISTERS' MEETING

I. Introduction

8. The First African Union Conference of Ministers Responsible for Road Transport held at the Sibaya Lodge Conference Centre, Republic of South Africa, from 18 to 19 October 2007 to discuss pressing road transport problems in Africa and to define the appropriate actions at continental level to implement policies, strategies, programmes and projects to develop the road sub-sector in Africa.

9. The theme of this 1st Conference was "**FOR A RELIABLE, SAFE AND AFFORDABLE ROAD TRANSPORT FOR THE ECONOMIC DEVELOPMENT AND PHYSICAL INTEGRATION OF AFRICA**"

I. Attendance

3. The following twenty seven (27) Member States attended the meeting: Algeria, Angola, Burkina Faso, Burundi, Central African Republic, Chad, Congo, Côte d'Ivoire, Djibouti, Egypt, Ethiopia, Lesotho, Libya, Malawi, Mauritius, Mozambique, Namibia, Niger, Rwanda, Sudan, Swaziland, South Africa, Tanzania, Tunisia, Uganda, Zambia, and Zimbabwe.

4. Also in attendance were the following Regional Economic Communities: The Economic Community of Central African States (ECCAS), the East Africa Community, and the Southern African Development Community (SADC).

5. The following international and continental organisations were also in attendance: the NEPAD Secretariat, the African Development Bank (AfDB), the Association of Southern African National Road Authorities (ASANRA), the Consortium for Infrastructure in Africa, the Trans-Saharan Liaison Road Committee (CLRT), the International Solidarity on Transport and Research in Sub-Saharan Africa (SITRASS), and the Sub-Saharan Africa Transport Policy Programme (SSATP).

6. The list of participants is attached in the annex.

II. OPENING CEREMONY

7. The following addresses were made at the opening ceremony:

- **A word of welcome from the Director General for Transport of the Republic of South Africa, Ms Mpumi MPOFU.**

8. The Director-General of the Department of Transport of the Republic of South Africa, Ms Mpumi MPOFU welcomed participants to the Province of Kwazulu-Natal (Durban, South Africa) and to the First African Union Conference of African Ministers responsible for Road Transport whose primary objective was to identify practical

solutions to the challenges facing Africa's road transport sub sector. She outlined a number of key issues to be addressed by the conference related to safety, efficiency and affordability of transport systems in the continent.

9. The Director General also remarked on Africa's ability to ultimately find solutions to the various constraints hindering development and improvement of its transport infrastructure given its abundance of intelligent and talented professionals in the sector. She ended by expressing optimism that the conference would result in positive transformation of road transport and entire transport sector in Africa.

- **Address of the Director of NEPAD and Regional Integration of the United Nations Economic Commission for Africa, Dr. Robert OKELLO.**

10. The Director of NEPAD and Regional Integration of the United Nations Economic Commission for Africa (ECA), Dr. Robert OKELLO, conveyed to the conference the greetings of the United Nations Under-Secretary General and Executive Secretary of the Economic Commission for Africa, Mr. Abdoulie JANNEH, and thanked the Government of the Republic of South Africa for hosting the important conference. He also expressed gratitude to the African Union Commission for associating ECA in the organisation of the conference.

11. Dr. Okello drew the attention of the Ministers to the challenge of road safety which the World Health Organisation (WHO) considers as the third most likely cause of death and disability by 2020 after malaria and HIV/AIDS. He also indicated that the cost resulting from road accidents in Africa accounts for about 2% of GNP which is close to US\$ 10 Billion. In that connection, he recalled the commitment expressed by Ministers of Transport to reduce the rate of road accident fatalities by half by 2015 during their meeting on the role of transport in achieving the Millennium Development Goals held in Addis Ababa, Ethiopia in April 2005.

12. The ECA Director then informed the conference about the African Road Safety Conference jointly organised by ECA and WHO in Accra, Ghana, from 5 to 8 February 2007 whereby Ministers responsible for Transport and Health adopted a Declaration committing their countries to taking collective measures to minimise the rate and impact of road accidents in line with the MDG target of 2015. He finally, expressed his wish that the recommendations of the Ministers at this conference would go a long way in fulfilling the Accra Declaration on Road Safety in Africa.

- **Address of the Director for Infrastructure of the African Development Bank, Mr. Gilbert MBESHERUBUSA**

13. The Director of Infrastructure of the African Development Bank, Mr. Gilbert MBESHERUBUSA, underscored the need for a common vision and strategy for the road transport sub-sector that embraces a multi-modal transport approach addressing issues of inefficient logistics chains to integrate Africa into the global economy and alleviate poverty in line with the Millennium Development Goals (MDGs).

14. He also highlighted the importance of prioritised and harmonised road programmes as well as strong coordination by the AU Commission and NEPAD for enabling donor's engagement and better channelling of resources to ensure development effectiveness.

15. The ADB Director further stressed the need to improve the investment climate to attract the private sector into road financing. In that regard, he expressed confidence on the readiness of donors to provide assistance to develop the necessary legal and regulatory frameworks for private sector interventions in the road sector.

- **Address of the Commissioner for Infrastructure and Energy of the African Union Commission, Dr. Bernard ZOBA.**

16. The Commissioner for Infrastructure and Energy of the African Union Commission, Dr. Bernard ZOBA, first of all thanked the President of the Republic of South Africa for his untiring support of the activities of the African Union and especially for having accepted to host the ongoing Conference. He also thanked the Government and People of South Africa for the warm reception accorded to all the delegations.

17. The Commissioner then recalled the commitment of the Commission to give infrastructures and transport services all the importance they deserve in Africa's economic and social development, the integration of the Continent as well as the attainment of the Millennium Development Goals.

18. Recalling the importance of roads in Africa's economic development, the Commissioner underscored the problems which continental action has to address, namely, the reduction of transport costs through better road infrastructure, the facilitation of inter-state transit and greater attention to road safety issues and environmental protection. Furthermore, greater attention needs to be given to the financing of the road sub-sector for which, in addition to contributions from development partners, internal mobilisation of financial resources within the Continent has to be undertaken, an example of which is the Africa Infrastructure Development Fund launched in July 2007 in Accra, Ghana, during the 9th Assembly of the African Union.

- **Address by the Chairman of the Conference of African Ministers responsible for Transport, Hon. Emile OUOSSO, Minister of Transport and Civil Aviation of the Republic of Congo**

19. The Chairman of the Conference of African Ministers responsible for Transport, Hon. Emile OUOSSO, Minister of Transport and Civil Aviation of the Republic of Congo, commended and thanked the Government of the Republic of South Africa and the African Union Commission for organizing this First Conference of African Ministers Responsible for Road Transport.

20. He also thanked the African Ministers for having travelled all the way to Durban, which is clear proof of the importance Members States of the African Union give to the road transport sub-sector.

21. The Chairman of the Conference noted with interest the long development process of the sub-sector, which should be placed in the context of an integrated approach that calls for a change in our cultural thinking towards a new vision. Consequently, for the integration of road transport in a new momentum geared towards satisfying the economic needs of our populations, the Minister proposed that the development of road transport will require a new pragmatic and innovative partnership with all stakeholders in the development of our natural resources. In this context, the management role of the State will be replaced with that of ensuring the protection of national interests.

22. Recalling the general theme of the Conference which focused on reliable and affordable road transport for the promotion of economic development and physical integration of Africa, and noting the magnitude of the task devolving on Member States in order to achieve the integration of the Continent, the Chairman of the Conference of African Transport Ministers indicated that resolving the problems identified, constantly combining efforts, tapping into the know-how and making diligent use of experience will serve as real levers in attaining this objective.

- **Introduction of the Minister of Transport of the Republic of South Africa, Hon. Jeff RADEBE**

23. Honourable Jeff RADEBE, MP, Minister of Transport of the Republic of South Africa thanked the African Union for giving the Republic of South Africa the opportunity to host the conference and expressed his gratitude to the African Ministers for honouring the invitation to attend the conference. He recalled that the request to host the conference came at a special time as South Africa was gearing itself towards hosting the 2010 World Cup football tournament.

24. The Honourable Minister highlighted the need to focus on issues of rural accessibility and mobility as well as urban transport systems which he regarded as contributing significantly to the promotion of African economies. He, as well, outlined the major challenges of the transport sector in Africa as outlined during the April 2005 Conference of Ministers of Transport on the Role of Transport and the MDGs. These include:

- Enhancing connectivity of Africa by road infrastructure;
- Elaboration of a Continental Integrated Transport Master Plan;
- Implementation of the Almaty Declaration on Landlocked Countries for to address their specific development challenges; and
- Strengthening of the Regional Economic Communities (RECs) to enable them implement continental programmes and coordinate Member States plans and programmes.

25. He proceeded to give a comprehensive account of major activities in the transport sector undertaken within the framework of the NEPAD Short Term Action Plan (i-STAP) under the auspices of the Southern African Development Community (SADC). These include the various corridor development programmes and the newly initiated elaboration of a regional infrastructure master plan that is in line with the African Union master plan process.

IV. ELECTION OF THE BUREAU

26. The Bureau of the Conference of Ministers Responsible for Transport which was set up in Brazzaville, Republic of The Congo in April 2006 conducted the proceedings of the Conference. It is composed as follows:

- Chair : Republic of Congo (Central Africa)
- 1st Vice Chair : Algeria (North Africa)
- 2nd Vice Chair : Djibouti (East Africa)
- 3rd Vice Chair : South Africa (Southern Africa)
- Rapporteur : Burkina Faso (West Africa)

V. AGENDA

27. The Agenda was adopted as follows:

i. OPENING CEREMONY

ii. PROCEDURAL MATTERS

1. Announcement of the Bureau
2. Adoption of the Agenda and Work Programme

iii. WORKING SESSIONS

1. Consideration of the Report of the Meeting of Experts
2. Consideration and adoption of the Plan of Action on Road Transport
3. Consideration and adoption of the Ministerial Declaration on Road Transport
4. Any Other Business
5. Consideration and adoption of the Report of the Meeting of Ministers
6. Final Communiqué
7. Vote of Thanks

iv. CLOSING OF THE MEETING

VI. WORKING SESSIONS

1. Consideration of the Report of the Experts Meeting

28. The Report of the Meeting of Experts was presented to the Ministers who considered it and retained recommendations on the different issues discussed.

a) Vision of the African Union in the Development of Infrastructure and Road Transport

29. Road transport is the principle mode of transport in rural and urban areas and provides for 80 - 90% of transportation needs. Due to its potentials this mode of transport is a major asset for the achievement of the Millennium Development Goals.

30. The Ministers took note of the guidelines in the Vision of the African Union and its NEPAD programme, whose priority activities focused on the elaboration of policies and the harmonization of regulatory frameworks for transport, the elaboration of a Continental Integrated Transport Master Plan, and support for the implementation of a few concrete structuring projects, capable of changing the face of Africa and accelerating the Continent's integration.

31. However, many shortcomings were observed in the road transport system in Africa in the area of infrastructure and services.

32. Considering the negative effects of weak road transport systems on African economies, particularly on the development of landlocked States, the Ministers recommended the following measures in keeping with the Vision of the African Union in the area of development of road infrastructure and services:

- the AU Vision should be broadened to capture the concerns of States and RECs in order to obtain their support;
- the primary role of the RECs and States in the implementation of the programmes and Vision of the African Union should be underscored;
- the need to prioritise issues of rural accessibility, landlocked countries, HIV/AIDS, environmental concerns and the movement towards the use of renewable energies including biofuels;
- higher priority should be given to the mobilization of Africa's own resources, particularly through the promotion and support of the recently inaugurated Pan-African Infrastructure Development Fund;

- more efforts should be directed towards the mobilization of necessary resources for road infrastructure projects from the private sector and the Diaspora;
- ways and means should be explored for supporting specialized institutions to enhance their capacity in fulfilling their roles in the AU Vision and Strategic Plan;
- due priority should be placed on maintenance vis-à-vis development of road infrastructure;
- road infrastructure standards should be harmonized taking into account the economic situation and capacity of African States to implement them;
- a planning process should be followed entailing the setting of specific targets, determination of resource needs and putting in place an elaborate implementation plan;
- the AU Strategic Plan “Linking Africa” should provide guidance to States and regions on how to enhance regional integration and facilitate free flow of persons and goods;
- harmonization of standards between regions should be urgently addressed.

b) Development of Road Infrastructure in Africa

33. The Ministers took note of the overall situation of roads transport infrastructure and services in Africa, as well as the different development and financing programmes for this transport sub-sector.

34. From the consideration of this issue, it emerged that the African road network is inadequate, poorly inter-connected, badly maintained and subject to rapid deterioration resulting from systematic over-loading and lack of maintenance. Other shortcomings are due to the diversity of norms and standards, the high rate of road accidents, the existence of various forms of traffic barriers which increase the cost of importation and undermine the competitiveness of exports.

35. In the light of recent problems, the Ministers made recommendations on:

- a high level coordination mechanism should be established in the RECs and Member States;
- regional initiatives of the African Union/NEPAD relating to integrated spatial development programme should be monitored;
- the NEPAD priorities should be respected;

- priority should be given to investment in the road transport sub-sector;
- public-private partnership should be promoted through the establishment of an appropriate and attractive legal framework;
- common safety and security regulations should be established;
- road transport standards, procedures and regulations should be harmonized; and
- a continental databank on road transport should be established.

c) Harmonization and Facilitation of Road Transport in Africa

36. There are two major obstacles to road transport in Africa, namely the state of infrastructure and traffic conditions on inter-State highways. With regard to the last obstacle, the following was generally observed:

- Tedious inter-State transit formalities;
- Multiple and complex administrative border crossing procedures (customs, police procedures...);
- The low level of implementation of international agreements and regional treaties on the facilitation of road transport.

37. This situation results in high transport cost and an increase in the prices of imports and export products from African States, particularly landlocked States.

38. In this regard, the Ministers recommended as follows:

- take into account the results of different facilitation initiatives undertaken within some RECs to harmonise and rationalise procedures;
- implementation by Member States of appropriate legislative provisions and regulations (construction of side-by-side posts, information and sensitisation campaigns...), in collaboration with all stakeholders (regional organisations, civil society...), so as to awaken permanent public involvement in issues of road transport and transit facilitation in Africa.

d) Road safety, environmental protection and the fight against infectious diseases (HIV/AIDS and STI)

39. The Ministers recognised a number of factors contributing to poor safety record on African Roads. These factors include road conditions, vehicle roadworthiness, human factors including drivers and other road users, elaboration of regulations and their enforcement.

40. With regard to harmonisation of road signs and markings, the Ministers agreed with the elements which could enhance safety on African roads. These elements are as follows:

- Roads characteristics and conditions;
- Technical features;
- Safety equipment;
- Traffic rules and regulations; and
- Vehicle characteristics.

41. Also the establishment of traffic rules such as rules on Road Traffic Signs and Signals, based on the harmonisation of road traffic rules is of critical importance. Concern on the low pace of ratification by African States was expressed. In that effect, the ratification of international legal instruments by African States was encouraged in order to enable these States to enact and enforce suitable national law and regulations.

42. It will also allow them to establish appropriate institutional framework involving all concerned national actors such as the Parliament, Ministry of Public Health, Ministry of Transport, Ministry of Internal Affairs and consultative bodies.

43. The importance of carrying out socio-economic activities without losing sight of the need to protect the environment was recognised by Ministers. The necessity of applying best practices encompassing social, economic and ecological aspects should be considered in developing road infrastructure.

44. Issues related to protection of the environment are a challenges which should be given due priority. In that context, general and specific measures including dissemination of best practices should be taken in order to reduce the negative impact of road infrastructure on the environment.

45. The Ministers noted that little consideration was given to issues linked to protection from infectious diseases (HIV/AIDS and STI).

46. The Ministers recommended as follows:

- the need to harmonise traffic signals at regional level;
- elaboration at national level by Member States of plans of action to put in place appropriate institutional frameworks for the implementation of the law as well as for the protection of the environment;
- sensitisation of the population on road safety by Member States;
- establishment of appropriate databanks to enable Member States determine their priorities in capacity building, infrastructure financing, training, construction, and maintenance and the vulgarisation of best practices for users;

- introduction of norms and recommended practices in the road transport industry as well as in other modes of transport;
- integration in all road transport programmes of a specific component on combating HIV/AIDS and other infectious diseases;
- dissemination of good practices in combating HIV/AIDS and STI;
- sensitisation of road users through information and education for a change in behaviour.

e) Capacity building

47. Concerning the issue of capacity building, the Ministers underscored that importance of human resources in the development of road transport infrastructure and services in Africa.

48. Furthermore, it emerged that considerable efforts had been made by some international associations and networks in research and development as well as training.

49. However, the consideration of this issue revealed a few inadequacies summarized as follows:

- Lack of coordination in training programmes;
- Low level of participation of women in those programmes;
- Lack of exchange of experiences between African States and regions;
- Low level of participation of the private sector in capacity building;
- Lack of interest in research in the area of road transport.

50. In this regard, the Ministers recommended :

- promotion of the training of youths;
- access to women in training;
- encouragement of public-private partnership for the implementation of community training programmes;
- harmonisation of training programmes at continental level;
- sharing of experiences between Member States of the African Union and other regions so as to benefit in technology transfer;
- upgrading of training programmes to respond to international quality standards;

- introduction of modules on environmental protection in training programmes;
- get international financial institutions to take regional norms into account.

f) Financing of the road infrastructure

51. The Ministers considered the issues regarding the need to find sustainable financing mechanisms for road infrastructure. They particularly noted the following critical elements:

- Huge financing gaps for road infrastructure resulting from inadequate funds provided by the governments, donors and the private sector;
- Cumbersome procedures for accessing donor funds for road projects;
- Difficulties encountered by African states in preparing bankable road projects;
- Low consumption capacity for available infrastructure development funds;
- Excessive reliance on fuel levy as a source of revenue for road funds;
- The need to explore new and sustainable financing mechanisms for financing road projects;
- Lack of appropriate investment climate for attracting investment into road infrastructure development, rehabilitation and maintenance.

52. The Ministers also noted the progress made in the establishment of second generation Road Funds and autonomous road agencies as well as the various proposals for sources of funds for road infrastructure.

53. In order to address the identified shortfalls and constraints in road infrastructure financing, the Ministers adopted the following recommendations:

- Creation of a stable environment for the financing of road infrastructure;
- Redouble efforts for internal mobilization of Africa's own resources;
- Strengthen the capacity of Member States to absorb the enormous resources placed at their disposal;
- Strengthen the mechanism for the coordination of the efforts of different partners involved in infrastructure development in Africa;
- Simplification of funding application procedures with donors;

- o Consolidation of the second generation road fund and setting up of autonomous road management structures.

2. Consideration and adoption of the Plan of Action

54. After due consideration, the Ministers amended and adopted the Plan of Action submitted by the Experts.

3. Consideration and adoption of the Ministerial Declaration on Road Transport

55. After consideration, the Ministers amended and adopted the Draft Declaration submitted by the Experts.

4. Any other business

56. .Nothing was discussed under this item.

5. Consideration and adoption of the Report of the Ministers.

57. .The Ministers considered and adopted the report of their meeting with amendments.

6. Final Communiqué

58. .The Ministers adopted the Final Communiqué summarising the main conclusions of their deliberations for the development of a real road transport industry in Africa.

7. Vote of Thanks

59. .The Ministers adopted a Vote of Thanks to His Excellency Thabo Mbeki, President of the Republic of South Africa and to the Government and People of South Africa for their warm and brotherly welcome as well as the excellent arrangements made to enable all delegations taking part in the Ministerial Conference to have a pleasant fruitful stay in Durban.

VII. CLOSING OF THE CONFERENCE OF MINISTERS

60. The Conference was closed by the Interim Chairman of the Conference of African Ministers of Transport, Hon. Mohammed Maghlaoui, Minister of Transport of the Peoples' Democratic Republic of Algeria. He thanked delegates for the high quality contribution and their full cooperation towards ensuring the success of the Conference. In addition, he expressed his sincere gratitude to the Government of the Republic of South Africa for the warm welcome extended to delegates and the excellent organization of the Conference.

EX.CL/389 (XII)
Annex II

DURBAN DECLARATION ON ROAD TRANSPORT IN AFRICA

DURBAN DECLARATION ON ROAD TRANSPORT IN AFRICA

DURBAN DECLARATION « FOR RELIABLE, SAFE AND AFFORDABLE ROAD TRANSPORT FOR THE ECONOMIC DEVELOPMENT AND PHYSICAL INTEGRATION OF AFRICA », ADOPTED BY THE FIRST CONFERENCE OF AFRICAN MINISTERS RESPONSIBLE FOR ROAD TRANSPORT

We, the African Ministers responsible for Road Transport, meeting in Durban, Republic of South Africa, from 18 to 19 October 2007 on the occasion of the First Conference organized by the African Union to consider the necessary conditions for reliable, safe and affordable road transport for the economic development and integration of Africa;

Considering the Constitutive Act of the African Union adopted in Lomé, Togo, on 11 July 2000, particularly its Articles 14, 15 and 16 which entrust the African Union Commission with the mission of coordination in the sectors of Transport, Communication and Tourism;

Considering the Treaty establishing the African Economic Community signed in Abuja, Nigeria, in June 1991;

Considering the Decision of the Assembly of Heads of State and Government, in Lusaka, Zambia, in July 2001, establishing the New Partnership for Africa's Development (NEPAD) as the framework for development in Africa;

Considering the Decision of the Heads of State and Government of the African Union, in Sirte, Libya, in July 2005, to include the transport targets and indicators adopted in April 2005 in Addis Ababa, Ethiopia by the African Ministers responsible for Transport and Infrastructure within the framework of the Millennium Development Goals (MDGs), and in the fight against poverty;

Considering the challenges resulting from globalization and the need for Africa to fully and effectively implement the Almaty Programme of Action (Kazakhstan) of 2003, the United Nations programme on cooperation in the area of transit transport;

Considering the importance and the role that transport infrastructure and services play in the political and socio-economic development of Africa, its integration and effective participation in globalization;

Considering the need for Africa to have a sectoral transport policy, capable of ensuring the smooth functioning of all modes of transport;

Aware of the fundamental role that road transport plays in the daily mobility of persons and transport of goods, as well as the development of trade within Africa and with other parts of the world;

Welcoming the different new initiatives of development partners on infrastructure in Africa, notably :

- the Infrastructure Consortium for Africa, initiated by the United Kingdom, and involving G8 member countries, bilateral and multilateral development partners (World Bank, African Development Bank...), the African Union, the NEPAD Secretariat and Regional Economic Communities;
- the European Union–Africa Partnership on Infrastructure, launched by the European Union within the framework of its New Strategy for Africa, with a view to facilitating the interconnectivity of infrastructure networks at continental level;

Noting the bold initiatives embarked upon by some Regional Economic Communities within the framework of improving the fluidity of road traffic between Member States, through different facilitation programmes, thus contributing to the achievement of the physical integration of their regions;

Concerned by :

1. the low level of road infrastructure development in Africa;
2. the operating difficulties in road transport activity in most countries in the Continent, which undermine the technical and economic performance of road transport;
3. the tedious formalities for inter-State road transit in Africa and most particularly the multiplicity and complexity of administrative border-crossing procedures (customs, police procedures, etc);
4. the increase in the number of road crashes and their negative social and economic impact;
5. the diversity of norms, standards and regulatory frameworks in the sub-sector;
6. the low level of implementation of international conventions and regional treaties on transport facilitation;
7. the meagre resources allocated to road maintenance;
8. the need :

- to ensure greater coordination of policies and regulations for infrastructure and road transport development, as well as road safety;
- to facilitate, through development of reliable and affordable road transport networks, the physical integration of the Continent, inter-African trade and improved access to landlocked African States, within the framework of the Almaty Programme of Action;
- to take bold initiatives for accelerating the facilitation of inter-State road traffic and transit in Africa;
- to ensure the free movement of people and goods;
- to develop effective institutional frameworks for financing and managing road infrastructure;
- to develop real professionalism in the road transport sub-sector in Africa, through improved management of human resources, particularly by continuous capacity building and gender equality, adapted to the level of this important transport sub-sector;
- to guarantee road safety and environmental protection in all initiatives for the development and operation of road infrastructure; and
- to reduce the impact of high transport costs on competitiveness in Africa.

Recall :

1. the African Union Commission's roles of leadership, coordination, harmonization, facilitation and advocacy in the establishment of transport infrastructure for the development of Africa;
2. the importance of road transport in the economic development of Africa, particularly with regard to the attainment of MDGs;
3. the need for :
 - a continental policy for the development of multimodal road transport;
 - a coordination mechanism for the development of road infrastructure in Africa, taking into account the different stakeholders at continental and regional levels;
 - a framework for the monitoring and evaluation of progress made;

4. the decisive role of Regional Economic Communities as pillars of African integration, in the implementation of sectoral development programmes;
5. the missions incumbent essentially on the African Union Commission, Regional Economic Communities and Member States in the mobilization of resources;

Reaffirm:

1. our determination to work together for the sustainable development of a reliable, efficient and affordable transport system for the socio-economic development and integration of Africa;
2. the need to develop a policy and a strategy that will allow better management and financing of road safety and protection of the environment;
3. the urgent need to initiate continental and regional strategies for the promotion of road transport as an essential mode of transport in the achievement of the Millennium Development Goals;

Undertake to:

1. include road transport as a major mode of transport in our different national and regional sectoral programmes, and in continental strategies for Africa's competitiveness at world level and for poverty reduction;
2. give priority to integrating road programmes, particularly inter-regional programmes and those that contribute to establishing corridors for landlocked countries;
3. accelerate the facilitation of inter-State road transport through the harmonization of legislations and simplification of road transit procedures to promote efficiency and safety in the operation of road transport services in Africa;
4. establish appropriate structures responsible for the management of road safety;
5. give high priority to the protection of the environment within the framework of road infrastructure and related services development;
6. include in road programmes an aspect for the fight against HIV/AIDS and other infectious diseases;
7. support and strengthen African professional associations (road transporters, and drivers unions, etc.) to enable them to fully play their roles;

8. ensure greater mobilization at continental level and with development partners for ample financing of projects for the development of road transport infrastructure in Africa;
9. create favourable conditions for national and foreign private investment, such as leasing and BOT arrangements;
10. take specific measures to ensure sustainable financing and appropriate management of road networks;
11. conduct advocacy for priority financing of infrastructure for landlocked countries, which is the only way of ensuring real integration and competitiveness of their national products on international markets.

Decide:

1. to include the development of road infrastructure in a holistic vision through a Master Plan for the development of transport infrastructure at continental level, based on the policies and programmes of Regional Economic Communities;
2. to endorse the Accra Declaration of February 2007 on road safety;
3. to accelerate the harmonization of norms and standards in the sub-sector;
4. to increase the level of mobilization of African financial resources in the development of the road sub-sector;
5. to ensure professionalism in the road sub-sector through the establishment of centres of excellence for building the capacities of road transport actors;
6. to promote access for women to jobs in the road transport sub-sector;
7. to promote synergy between different initiatives in human resource development;
8. to encourage research and development programmes on road infrastructure in Africa;
9. to promote the spirit of African solidarity, inter-African South/South technical cooperation in all areas, such as road construction and management, environmental protection, road safety and security, areas in which some African countries have great expertise;
10. to accelerate the implementation of international conventions and regional agreements on the facilitation of cross-border transport and transit.

Invite the African Union Commission to take all the necessary measures to ensure, under its coordination:

1. the elaboration of a policy for the development of the road transport sub-sector, particularly :
 - a. for the development of road transport infrastructure:
 - b. for the harmonization of norms and standards for road infrastructure in Africa;
 - c. for capacity building, training and health of personnel in the road transport sub-sector;
 - d. for the development of a solid African road transport industry;
2. the acceleration of the facilitation of inter-State road traffic in Africa;
3. the establishment of a mechanism for the mobilization of resources for the promotion of road transport;
4. the study on the setting up of a concertation and monitoring framework for activities in the sub-sector.

Make a solemn appeal to the United Nations Economic Commission for Africa, the African Development Bank, the World Bank, the European Union, all development partners and other technical partners in the road transport sub-sector, to support the programme for the development of road transport in Africa.

Urge:

- Member States of the African Union and the Regional Economic Communities to strengthen inter-African and international cooperation in all transport sectors;
- The African Union Commission to submit this Declaration to the next Assembly of the African Union.

Adopt the Plan of Action annexed to this Declaration.

Done in Durban on 19 October 2007

EX.CL/389 (XII)
Annex III

PLAN OF ACTION

PLAN OF ACTION

This Plan of Action adopted in Durban, Republic of South Africa on 19 October 2007, by the Ministers responsible for Road Transport at their First Conference organized by the African Union Commission, was elaborated for the 2008-2010 period.

The Plan of Action, whose aim is to present the overall objectives to be achieved within the framework of the improvement of road transport in Africa, constitutes a Road Map including the principal activities or actions identified to attain these objectives, the benchmarks, the lead organs and the institutions that could carry out these activities.

Consequently, an accurate financial estimate cannot be prepared for this Plan of Action. However, an evaluation will be made prior to the implementation of each activity planned.

The African Union Commission will remain the central coordinating and monitoring organ at continental level in order to facilitate the implementation of this Plan of Action.

Concerning the implementation of this Plan of Action, the African Union Commission will establish ad hoc committees composed first and foremost of experts from Regional Economic Communities and other specialized institutions.

N°	OBJECTIVES	ACTIVITIES AND ACTIONS	SOURCES OF VERIFICATION	LEAD STRUCTURE	STRUCTURES INVOLVED	PERIOD
1.	Development of road infrastructure					
1.1	Establish a Master Plan for road development	Study of the Continental Road Master Plan	Report	AU	RECs, States	2008 - 2010
1.2	Improve the connectivity of the African road network	Promote projects and programmes for the construction, rehabilitation and maintenance of inter-state road links.	Report	AU	RECs, States	2008 - 2010
2.	Norms and standards for road infrastructure					
2.1	Establish African continental norms and standards in road infrastructure	Study on the harmonization of norms and standards for road infrastructure in Africa	Reports	AU	RECs, States	2008 - 2010
3.	I. Harmonization of the facilitation of road transport in Africa					
3.1	Facilitate inter-State transit and transport	Study on the harmonization and facilitation of inter-State transit and transport procedures in Africa	Reports	AU	RECs, States	2008 – 2010
		Study on the facilitation and harmonization of customs checks	Report	AU	RECs, States	2008 – 2009
3.2	Ensure the professionalization of African road transport operators	Study on the harmonization of conditions for exercising the profession of road transporter	Reports	RECs	AU, States	2009-2010
		Elaboration of capacity building programmes for professionals of the road transport sub-sector	Reports	States	AU, RECs	2008-2010

N°	OBJECTIVES	ACTIVITIES AND ACTIONS	SOURCES OF VERIFICATION	LEAD STRUCTURE	STRUCTURES INVOLVED	PERIOD
3.3	Evaluate the facilitation of inter-State road transport	Establishment of observatories	Reports	RECs	AU, States	2008-2010
4.	II. Improvement of road safety					
4.1	Reduce road accidents	Establishment/strengthening of programmes to sensitize drivers and road users	Reports	States	AU, RECs, ECA	2008 - 2010
4.2	Sensitize youths on road safety issues	Elaboration/strengthening and implementation of educational programmes on road safety	Reports	States	AU, RECs, ECA	2008-2010
4.3	Improve information on the state of road safety	Establishment of database	Publications	States	AU, RECs, ECA	208 - 2010
4.4	Ensure better road safety management	Establishment and/or strengthening of road safety management bodies	States Decisions & reports	States	AU, RECs, ECA	2009 - 2010
4.5	Combat accident-prone behaviour	Strengthening the enforcement of national laws and regulations in the area of road safety	Rapports	States	AU, RECs, ECA	2008 – 2010
4.6	Ensure better coordination of road safety measures	Establishment of regional road safety policies at the level of Regional Economic Communities	Reports	RECs	AU, ECA, States	2008 – 2010
		Ratification and implementation of international conventions and treaties on road safety	Texts ratified	States	AU, RECs, ECA	2008 – 2010
4.7	Develop African expertise	Setting up of regional training poles	Report	RECs	AU, States	2008-2010
5.	Environment protection					

N°	OBJECTIVES	ACTIVITIES AND ACTIONS	SOURCES OF VERIFICATION	LEAD STRUCTURE	STRUCTURES INVOLVED	PERIOD
5.1	Raise awareness on environmental concerns in the road transport sub-sector	Establishment of national regulations and standards	Publications	AU	RECs, States	2008-2010
5.2	Harmonize evaluation criteria on environmental impacts.	Elaboration of continental environmental guidelines for the road transport sub-sector	Report	AU	RECs, States	2009
5.3	<i>III. Develop measures to conserve energy in relation to road transport</i>	<i>IV. Promotion of the development of measures to conserve energy with the goal of relying on alternative means of energy</i>	<i>V. Reports</i>	<i>VI. States</i>	<i>VII. AU, RECs</i>	<i>VIII. 2008-2010</i>
6	IX. Combating infectious diseases					
6.1	Combat STI, HIV/AIDS and other infectious diseases	Dissemination of good practices for combating HIV/AIDS and STI	Reports	RECs	AU, States	2008 - 2010
		Sensitization of road users through information and education for a change in behaviour	Programmes available	States	AU, RECs	2008-2010
7	X. Capacity building					
7.1	Develop African training capacities in the road transport sub-sector	Study on African training capacities commensurate with the needs of the road transport sub-sector	Reports	AU	RECs, States	2009
		Harmonization of training in professions in the road sub-sector	Reports	AU	RECs, States	2009
7.2		Strengthen continuous training in professions in the road transport sub-sector	Reports	States	AU, RECs	Permanent
7.3	Build capacities and promote gender mainstreaming in the road	Encouragement and promotion of access of women to training in the road transport sub-sector	Reports	States	AU, RECs	2008 – 2010

N°	OBJECTIVES	ACTIVITIES AND ACTIONS	SOURCES OF VERIFICATION	LEAD STRUCTURE	STRUCTURES INVOLVED	PERIOD
	transport sub-sector					
7.4	Improve the road transport management system	Establishment of road transport management databanks	Reports	States	AU, RECs	2008 - 2010
8	XI. Intra-African and international cooperation					
8.1	Strengthen communication and information between transport authorities	Establishment of an information network between the authorities for road transport and other modes of transport	Reports	RECs	AU, States	2008 - 2010
8.2	Develop African management and planning capacities in the road transport sub-sector	Promotion and strengthening of partnerships with international institutions for training in road transport professions	Reports	AU	RECs, ECA, States	2008 – 2010
8.3	Facilitate and ensure transit transport for landlocked countries	Implementation of facilitation agreements (Almaty Programme of Action, regional agreements...)	Reports	States	AU, RECS, ECA	2008 – 2010
		Development/Improvement of development corridors and logistics platforms (dry ports...)	Reports	RECs	AU, ECA, States	2008 – 2010
8.4	Develop training capacities in road safety and management	Strengthen partnerships with international training organisations in road safety.	Reports	States	AU, ECA, States	2008 – 2010
9.	Financing and management of road infrastructure					
9.1	Improve the mobilization of financial resources for the promotion of the road transport sub-sector	Dissemination of information on different financing initiatives for infrastructure	Publications	AU	RECs, ADB, ICA, States	

N°	OBJECTIVES	ACTIVITIES AND ACTIONS	SOURCES OF VERIFICATION	LEAD STRUCTURE	STRUCTURES INVOLVED	PERIOD
9.2	Cover road maintenance needs through allocated financial resources	Consolidation of second generation road funds	Reports and legislation	States	AU, RECs	2008-2009
9.3	Increase road management capacity	Setting up of autonomous road management structures	Reports and legislation	States	AU, RECs	2008-2009
10.	Continental coordination of the road transport sub-sector					
10.1	Ensure better coordination of continental action in the road transport sub-sector	Improvement of the means of action of the African Union Commission in the coordination of the road sub-sector (transport and infrastructure)	AU Decision	AU	RECs, States	Permanent
		Study on the harmonization of road transport policies and regulations, and strategies for strengthening the road transport sub-sector in Africa	Reports	AU	RECs, States	2008
		Establishment of an institutional framework for consultations in the road transport sub-sector	Report	AU	RECs, States	2008-2009

2008

Report of the commission on the first African Union conference of ministers responsible for road transport

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