

# Evaluation of EU support to the transport sector in Africa 2005-2013

Final Report, Volume 6,  
Questionnaire results  
June 2016

---

*Evaluation carried out on behalf of  
the European Commission*

International Cooperation  
and Development  
EuropeAid





Consortium composed of  
ECDPM, Ecorys, Lattanzio, Mokoro and Particip  
Leader of the Consortium: Ecorys

**Framework Contract Lot 1: Multi-country evaluation studies of economic  
sectors/themes of EC external cooperation  
Specific Contract N°2013/330827**

## **Evaluation of EU Support to the transport sector in Africa 2005 – 2013**

**This evaluation was commissioned by the Evaluation Unit  
of the Directorate General for International Cooperation and  
Development – EuropeAid (European Commission)**

Evaluation Team:

John Clifton (Team Leader)  
Klaus Broersma  
Max Hennion  
Basile Keita  
Mark Watson

Project Director: Martin van der Linde  
Project Manager: Michiel Modijefsky  
Management assistant: Kim Groenewegen

***The opinions expressed in this document represent the authors’  
points of view, which are not necessarily shared by the European  
Commission or the authorities of the countries involved.***

© cover picture rights

This evaluation has been carried out by:

ECORYS Nederland B.V.  
Watermanweg 44  
3067 GG Rotterdam

P.O. Box 4175  
3006 AD Rotterdam  
The Netherlands

T +31 (0)10 453 88 00  
F +31 (0)10 453 07 68  
E [netherlands@ecorys.com](mailto:netherlands@ecorys.com)  
Registration no. 24316726

**W [www.ecorys.nl](http://www.ecorys.nl)**

# Table of Contents

<b>1. Introduction</b>	<b>9</b>
<b>2. Analysis of responses to the country level questionnaire</b>	<b>11</b>
<b>A. Responsiveness of EU policies and strategies</b>	12
<i>A.1. Usefulness of EU transport sector policy documents</i>	12
<i>A.2. EU added value</i>	16
<b>B. Objectives of a transport support programme</b>	23
<i>B.1. Objectives at sector level</i>	23
<i>B.2. Objectives at sub-sector level</i>	26
<i>B.3. Consideration of inter-modality</i>	30
<i>B.4. Coherence of EU transport sector policies with that of other donors</i>	31
<b>C. Sector-wide approach, GBS and SBS</b>	35
<i>C.1. Preparation of a sector wide approach</i>	35
<i>C.2. Budget support (GBS &amp; SBS)</i>	41
<b>D. Stakeholder coordination in the transport sector</b>	52
<i>D.1. Participation of stakeholders in coordination meetings.</i>	52
<i>D.2. Coordination between the EU and other stakeholders.</i>	57
<b>E. Transport sector management</b>	64
<i>E.1. Investment plans</i>	64
<i>E.2. Procurement</i>	66
<i>E.3. Cross-cutting issues</i>	69
<b>F. Infrastructure operation and maintenance</b>	74
<i>F.1. Road Funds</i>	74
<i>F.2. Funding operation and maintenance</i>	79
<i>F.3. Impact of decentralisation in road sector management</i>	83
<i>F.4. Private sector involvement</i>	87
<i>F.5. Regulations and enforcement</i>	89
<b>G. Economic and social development</b>	90
<b>H. Contributions to poverty alleviation</b>	99
<b>I. Selection, planning and prioritisation of EU support</b>	105
<b>J. Support modalities, cooperation frameworks and implementation mechanisms</b>	112
<i>J.1. Support modalities</i>	112
<i>J.2. Blending</i>	116
<i>J.3. Impact emerging donors</i>	118
<b>K. EU procedures and resources</b>	120
<i>K.1. Staff available in EUDs</i>	120
<i>K.2. Training</i>	125
<i>K.3. Management and monitoring staff</i>	128
<b>L. EUD concluding remarks</b>	129
<b>3. Analysis of responses to the regional level questionnaire</b>	<b>131</b>
<b>A. Responsiveness of EU policies and strategies</b>	132
<b>B. Objectives of transport support programmes</b>	136

<b>C. Stakeholder coordination in the transport sector</b>	145
<b>D. Cross cutting issues</b>	153
<b>E. Regional support and transport facilitation</b>	156
<b>F. Consultation procedures for the 11th EDF</b>	161

## List of Acronyms

AFD	Agence Française de Développement
AfDB	African Development Bank
COM	Commission communication
COMESA	Common Market for East & Central Africa
CSP	Country Strategy Paper
DFID	Department for International Development (UK)
EAC	East African Community
EC	European Commission
ECOWAS	Economic Community Of West African States
EDF	European Development Fund
EIRR	Economic Internal Rate of Return
EU	European Union
EUD	Delegation of the European Union
FED	Fonds européen de développement
GBS	General Budget Support
HIMO	Haute intensité d'équipement (labour-based or equipment based approaches)
JICA	Japan International Cooperation Agency
MS	Member State
NIP	National Indicative Programme
NMT	Non-motorised transport
PAF	Performance Assessment Framework
PFM	Public finance management
RDC	République démocratique du Congo
SBS	Sector Budget Support
SPSP	Sector Programme Support Project
STABEX	Système de Stabilisation des Recettes d'Exportation
SWap	Sector-wide approach





# 1. Introduction

## *Objective*

In order to complement the information collected and analysed during the desk phase of the evaluation and during the 10 country visits a questionnaire was produced.

## *The questionnaire*

Use was made of a country level questionnaire (focussed on the EU national support programme) and a regional level questionnaire (focussed on the regional support programme). Most EU delegations were requested to complete only the country level questionnaire, but the delegations being also responsible for regional programmes were requested to complete both questionnaires.

## *Content of the questionnaire*

Each questionnaire (national/country level or regional level) consisted of two parts, namely:

Part 1 – transport sector related issues at country/national level or regional level, including:

- formulation and development of transport policy;
- EU response strategy and links to national transport policy;
- cross-cutting issues;
- EU Delegation capacity in the transport sector;
- concluding remarks.

Part 2 – management of EU interventions in the transport sector in the particular country or region, including:

- identification of projects;
- formulation;
- implementation;
- monitoring and evaluation;
- cross-cutting issues;
- concluding remarks.

## *Coverage*

The country level questionnaire has been sent to 36 EUDs of which 31 have actually filled in the questionnaire, namely the EUDs in Algeria, Benin, Burkina Faso, Burundi, Cameroon, Chad, Central African Rep, Congo, Congo DRC, Cote d'Ivoire, Egypt, Gabon, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Moçambique, Morocco, Niger, Rwanda, Senegal, Gambia, Sierra Leone, Tanzania, Togo, Uganda and Zambia. In all these countries, transport was one of the focal sectors of the EU cooperation programme under EDF-9 and/or EDF-10. Regional level questionnaires were completed for East Africa, West Africa and COMESA by the EUDs responsible for the regional transport sector support programmes.

Analyses of the completed questionnaires as presented in the following sections are strictly factual.



## 2. Analysis of responses to the country level questionnaire

The questionnaire contained the following sections:

- A. Responsiveness of EU policies and strategies
- B. Objectives of a transport support programme
- C. Sector-wide approach, GBS and SBS
- D. Stakeholder coordination in the transport sector
- E. Transport Sector Management
- F. Infrastructure operation and maintenance
- G. Economic and social development
- H. Contributions to poverty alleviation
- I. Selection, planning and prioritisation of EU support to transport infrastructure investment
- J. Support modalities, cooperation frameworks, implementation mechanisms
- K. Appropriateness of EU procedures and resources
- L. EUD Concluding remarks

## A. Responsiveness of EU policies and strategies

The following questions relate to the responsiveness of EU policies and strategies to partner countries' needs. The questions aim to assess to what extent changing policies and strategies have been responsive to the evolving needs of the transport section in Africa

### **A.1. Usefulness of EU transport sector policy documents**

**A.1.1. How useful to you were/are the following EU transport sector policy documents in preparation of CSP/NIP and design of sector support interventions?**

- *Towards sustainable transport infrastructure: A sectoral approach in practise.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	5						17
2 Useful	12						40
3 Useless	3						10
4 Not familiar with policy	10						33
Average: 2,60 — Median: 2							
Total respondents: 30							
Skipped question: 3							

(Each respondent could choose only ONE response per sub-question.)

- *COM (2000) 422 Final: Prioritising sustainable transport in development cooperation.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	1						3
2 Useful	14						45
3 Useless	3						10
4 Not familiar with policy	13						42
Average: 2,90 — Median: 2,50							
Total respondents: 31							
Skipped question: 2							

(Each respondent could choose only ONE response per sub-question.)

- *COM (2006) 376 Final: Inter-connecting Africa: The EU-Africa Partnership on infrastructure.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	2						6
2 Useful	14						45
3 Useless	5						16
4 Not familiar with policy	10						32
Average: 2,74 — Median: 2							
<b>Total respondents: 31</b>							
<b>Skipped question: 2</b>							




(Each respondent could choose only ONE response per sub-question.)

- *COM (2009) 301 Final: Partnership between the EU and Africa – Connecting Africa and Europe: Working towards strengthening transport cooperation.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	1						3
2 Useful	9						29
3 Useless	5						16
4 Not familiar with policy	16						52
Average: 3,16 — Median: 3,50							
<b>Total respondents: 31</b>							
<b>Skipped question: 2</b>							





(Each respondent could choose only ONE response per sub-question.)

- *COM (2012) 566 Final: The EU External Aviation Policy – Addressing Future Challenges.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	0						0
2 Useful	4						13
3 Useless	9						29
4 Not familiar with policy	18						58
Average: 3,45 — Median: 4							
<b>Total respondents: 31</b>							
<b>Skipped question: 2</b>							




(Each respondent could choose only ONE response per sub-question.)

- *COM (2011) 637 Final: Agenda for Change.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	6						20
2 Useful	13						43
3 Useless	8						27
4 Not familiar with policy	3						10
Average: 2,27 — Median: 2							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							

(Each respondent could choose only ONE response per sub-question.)

- *Roadmap 2014-2017: 4th EU-Africa Summit.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	0						0
2 Useful	11						35
3 Useless	7						23
4 Not familiar with policy	13						42
Average: 3,06 — Median: 3							
<b>Total respondents: 31</b>							
<b>Skipped question: 2</b>							

(Each respondent could choose only ONE response per sub-question.)

### A.1.2. Do you have comments on the utility of any of these documents?

In total 21 open answers were received

#### *Summary on the usefulness of EU transport sector policy documents*

What can be concluded from above answers on the usefulness of the EU transport sector policy documents in preparation of CSP/NIP and design of sector support intervention is amongst other that:

- *COM (2011) 637 Final: Agenda for Change is the highest “rated” policy document*
- At least 40% (range = 37%- 87%) did not know the policy documents or thought the documents were useless
- In particular COM (2012) 566 Final: The EU External Aviation Policy and COM (2009) 301 Final: Partnership between the EU and Africa were unknown (>50% was not familiar with the policies)

The following three quotes summarize the bottom line of all the (21) comments and help explain this rather low score. The policy documents are unknown or useless because the transport sector is not a focal sector or not anymore. Where it was a focal sector, ECD staff were not working at the Delegation at the time and were not involved in the preparation of the CSP/NIP and not familiar with the policies that (may) have guided the preparation at the time. Other comments focussed particularly on the Agenda for Change and its lack of focus on the transport sector.

- *“With several changes in the Operations Section in the EU Delegation over 2014 the institutional memory on preparation of CSP/NIP 9th EDF and the design of two sector interventions has faded”*

- *“The policies are very broad and obviously not country-specific. Respect of Regional or Continental perspectives might outshine national priorities. Also in the Agenda or change the role of transport and roads maintenance and building not enough emphasized.”*
- *“In my opinion, policies encouraged by these documents are de facto known by colleagues and incorporated in the NIP and the formulation of new projects. However, colleagues are not familiar with the existence of these documents. I would advise to recall them whenever a new guidance document is produced and in particular when regional seminars and trainings are organised. Very often it seems that when a new EU aid policy document is validated (Agenda for Change) everything starts from scratch and we forget what was done before. In the case of transport policies, for instance, very little is said by the Agenda for Change and very few colleagues know what was stipulated before. Just because a new policy document does not say anything about a specific issue does not mean that previous documents don't apply”.*

## A.2. EU added value

### A.2.1. In your perception, does the EU have an added value in its support to the transport sector?

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Very high	14						45
High	12						39
Limited	4						13
Very limited	1						3
None	0						0
<b>Total respondents: 31</b>							
<b>Skipped question: 2</b>							

(Each respondent could choose only ONE of the responses.)



## A.2.2. What kind of value is added?

- *Experience.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	13						43
2 High	15						50
3 Limited	1						3
4 Very limited	1						3
5 None	0						0
Average: 1,67 — Median: 2							
Total respondents: 30							
Skipped question: 3							

(Each respondent could choose only ONE response per sub-question.)

- *Expertise.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	12						40
2 High	15						50
3 Limited	2						7
4 Very limited	1						3
5 None	0						0
Average: 1,73 — Median: 2							
Total respondents: 30							
Skipped question: 3							

(Each respondent could choose only ONE response per sub-question.)

- *Variety of instrument.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	4						13
2 High	12						40
3 Limited	12						40
4 Very limited	1						3
5 None	1						3
Average: 2,43 — Median: 2							
Total respondents: 30							
Skipped question: 3							

(Each respondent could choose only ONE response per sub-question.)

- *Flexibility.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	1						3
2 High	5						17
3 Limited	18						60
4 Very limited	4						13
5 None	2						7
Average: 3,03 — Median: 3							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							

(Each respondent could choose only ONE response per sub-question.)

- *Amount of funds.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	10						33
2 High	12						40
3 Limited	6						20
4 Very limited	0						0
5 None	2						7
Average: 2,07 — Median: 2							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							

(Each respondent could choose only ONE response per sub-question.)

- *Political neutrality.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	9						30
2 High	15						50
3 Limited	3						10
4 Very limited	2						7
5 None	1						3
Average: 2,03 — Median: 2							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							

(Each respondent could choose only ONE response per sub-question.)

- *Strategy/policies.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	4						13
2 High	19						63
3 Limited	7						23
4 Very limited	0						0
5 None	0						0
Average: 2,10 — Median: 2							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							

(Each respondent could choose only ONE response per sub-question.)

- *EDF procedures.*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	2						7
2 High	11						37
3 Limited	7						23
4 Very limited	5						17
5 None	5						17
Average: 3 — Median: 3							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							


(Each respondent could choose only ONE response per sub-question.)

- *Focus on cross-cutting issues (gender, environment etc).*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very high	4						13
2 High	12						40
3 Limited	9						30
4 Very limited	4						13
5 None	1						3
Average: 2,53 — Median: 2							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							




(Each respondent could choose only ONE response per sub-question.)

**A.2.3. Do you see any other added value of EU support or have comments on the above?**

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	21						46
Total respondents: 21 Skipped question: 3							

(Each respondent could write a single open-ended response of maximum 2000 characters.)

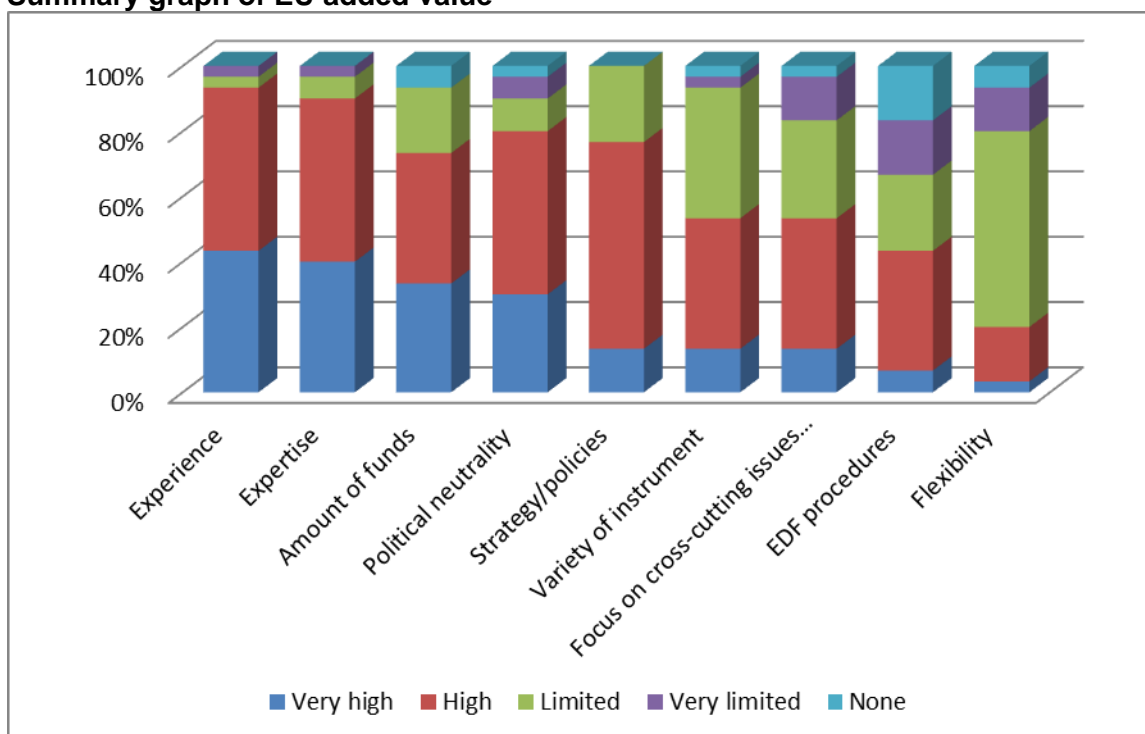
**A.2.4. Do you see a continuing role for the EU support to the transport sector? If 'yes', how? If 'no', why?**

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	27						90
No	5						17
Don't know	2						7
Total respondents: 30 Skipped question: 3							

(Each respondent could write a single open-ended response of maximum 2000 characters.)

## A.2.5. Summary of EU added value

### Summary graph of EU added value



Only 16% feels the EU provides no or limited added value.

Experience and Expertise are seen as the “biggest” added value. The EU provides little added value in terms of Flexibility and EDF procedures (see summary graph on EU added value and graphs 5.1-5.9)

The additional comments stress the following added value:

- The EU as ‘leading’ donor paving the way for other donors:
  - “The EU support acted as a trigger and a pacesetter for more support from other donors, after years of civil war and destruction”.
  - “capacity to promote blending with other international donors; allow public-private partnerships”
  - “only donor providing grants in the sector”
  - “EU funds is grant, where major sources of funding for the transport sector are concessional loans”
- The EU as experienced qualified partner”
  - “our presence in the field makes us a daily and competent interlocutor”
  - “The Sector Policy Support Programme had considerable value. It offered a real platform for discussions about policies and institutional reforms that none of the other donors could provide. However, this is now halted or at least suspended as the country does not comply with the general conditions for budget support such as the macro economic stability and the public finance management reforms”
  - “The added value is not the fact that the EU has worked for decades in the transport sector but that we have developed (i) a strong regional network (axle load control and transport facilitation are major regional issues) and (ii) good working relations in the sector

*with national and regional administrations. It is also linked to EU political priorities such as Transport Facilitation and EPAs, for instance.”*

- *“significant added value is created by the presence of dedicated infrastructure staff in most delegations able to follow policy dialogue with the government as well as the actual implementation of works. The EU's regional approach to certain issues (transport corridors, axle load control) is also very positive”*
  - *“Infrastructure is a capital-intensive sector and big money is needed. Without appropriate funds it is difficult to leverage for reforms and to bring about key changes especially when these run counter political vested interests. Save for a few countries, I don't think that the EDF has ever been able to mobilise big resources, especially if compared with cheap loans provided by the Development Banks or with Governments own resources. However, I think it is fair to say that, despite limited resources, we have been able to assert long-standing partnerships in several countries and, in doing so, fostering important sector governance changes (such as the creation of Roads Authorities). So, experience, expertise, neutrality and good policies may be on the long run more important than the quantity of funds provided.”*
- 90% see a continuing role for the EU support to the transport sector.
    - *Various comments have been made on the fact that results have been achieved in the past and cooperation has been fruitful, but further support is needed and there is a clear risk (and fear) to lose what has been built up over many years.*
    - *Most mentioned thematic areas for continued support are regional integration/corridors development (including a more multimodal focus) and Road maintenance/preservation strategies incl axle load control)*
  - In cases where respondents did not see a continuing role for the EU this related to the fact that transport was not part of or no longer the focus of EU cooperation in a particular country

## B. Objectives of a transport support programme

### *B.1. Objectives at sector level*

The following question lists a series of possible objectives of a transport support programme.

Please rank in order of priority those objectives which are considered by the government as priority objectives (where 1 has the highest priority)? In questions 9-18 tables are used to list possible objectives for a transport support programme. Please single out (by ticking the appropriate boxes) those objectives which are considered by the government as priority objectives, and indicate, in the open fields underneath, which actions/measures have been supported by the EU over the period 2005 – 2013?

(Each respondent could assign numeric rankings to the response choices. Respondents were prohibited from assigning the same ranking more than once.)








Rank 1							
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road Network Development	16						55
Increased Road Network Sustainability	5						17
Development of Railways and Ports	2						7
Improved Transport Sector Management	2						7
Improved Transport Services	4						14
Improved Balance of Transport Modes	0						0
Social	0						0
<b>Total respondents: 29</b>							
<b>Skipped question: 3</b>							






Rank 2							
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road Network Development	4						14
Increased Road Network Sustainability	6						21
Development of Railways and Ports	7						24
Improved Transport Sector Management	4						14
Improved Transport Services	6						21
Improved Balance of Transport Modes	0						0
Social	2						7
<b>Total respondents: 29</b> <b>Skipped question: 3</b>							








Rank 3							
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road Network Development	0						0
Increased Road Network Sustainability	10						34
Development of Railways and Ports	6						21
Improved Transport Sector Management	3						10
Improved Transport Services	4						14
Improved Balance of Transport Modes	5						17
Social	1						3
<b>Total respondents: 29</b> <b>Skipped question: 3</b>							

Rank 4							
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road Network Development	5						19
Increased Road Network Sustainability	4						15
Development of Railways and Ports	2						7
Improved Transport Sector Management	7						26
Improved Transport Services	4						15
Improved Balance of Transport Modes	3						11
Social	2						7
<b>Total respondents: 27</b> <b>Skipped question: 3</b>							



Rank 5							
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road Network Development	2						7
Increased Road Network Sustainability	2						7
Development of Railways and Ports	1						4
Improved Transport Sector Management	8						30
Improved Transport Services	6						22
Improved Balance of Transport Modes	5						19
Social	3						11
<b>Total respondents: 27</b>							
<b>Skipped question: 3</b>							

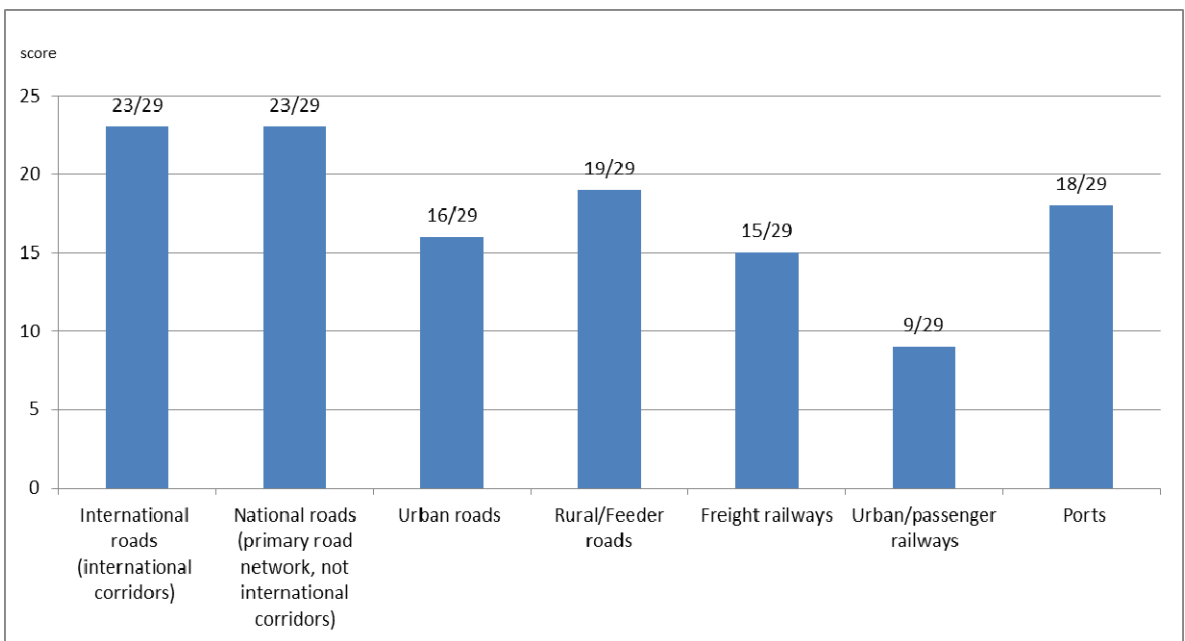
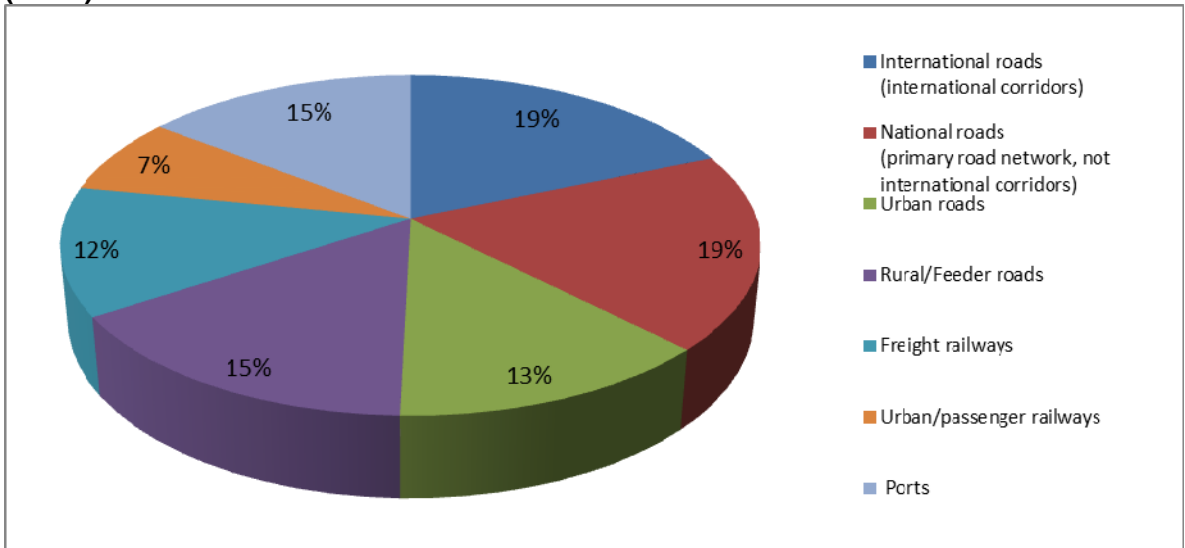
Rank 6							
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road Network Development	0						0
Increased Road Network Sustainability	0						0
Development of Railways and Ports	3						12
Improved Transport Sector Management	4						16
Improved Transport Services	2						8
Improved Balance of Transport Modes	10						40
Social	6						24
<b>Total respondents: 25</b>							
<b>Skipped question: 3</b>							

Rank 7							
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road Network Development	1						4
Increased Road Network Sustainability	1						4
Development of Railways and Ports	6						24
Improved Transport Sector Management	1						4
Improved Transport Services	1						4
Improved Balance of Transport Modes	4						16
Social	11						44
<b>Total respondents: 25</b>							
<b>Skipped question: 3</b>							

## ***B.2. Objectives at sub-sector level***

Looking at the **sub-theme transport network development**, international and national roads were mentioned most often as government priorities. The fast majority (23/27) of the additional comments on the support provided by the EC relate to roads.

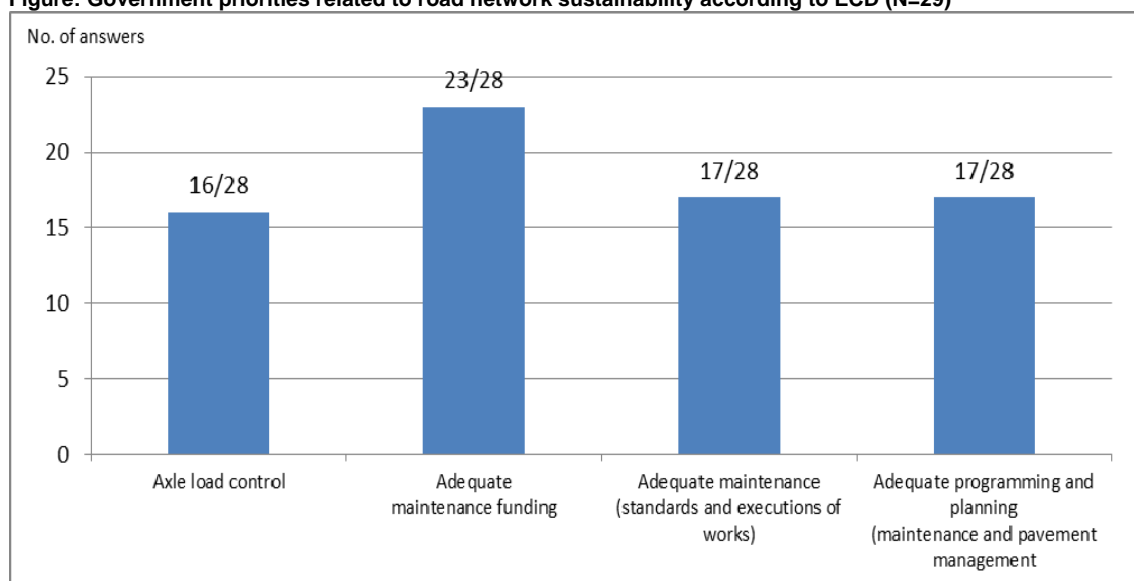
**Government priorities in transport network development according to ECD  
(N=29)**



### B.2.1. Road Network Sustainability

Looking at the **sub-theme of Road Network Sustainability**, securing adequate maintenance funding was mentioned most often as government priority to secure road network sustainability.

Figure: Government priorities related to road network sustainability according to ECD (N=29)

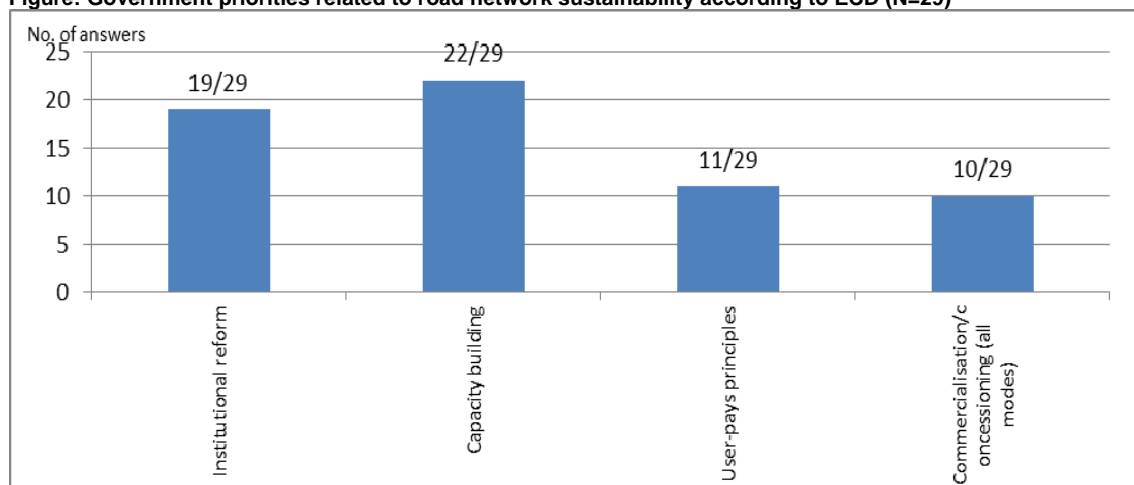


### B.2.2. Transport Sector Management

Looking at the **sub-theme Transport Sector Management**, capacity building was mentioned most often as government priority to improve transport sector management.

The EU supported transport sector management through various measures/actions. Most comments on EU relate to support to institutional support and capacity building in the road sector (10/28) and to support to prepare a national transport policy or strategy (4/28).

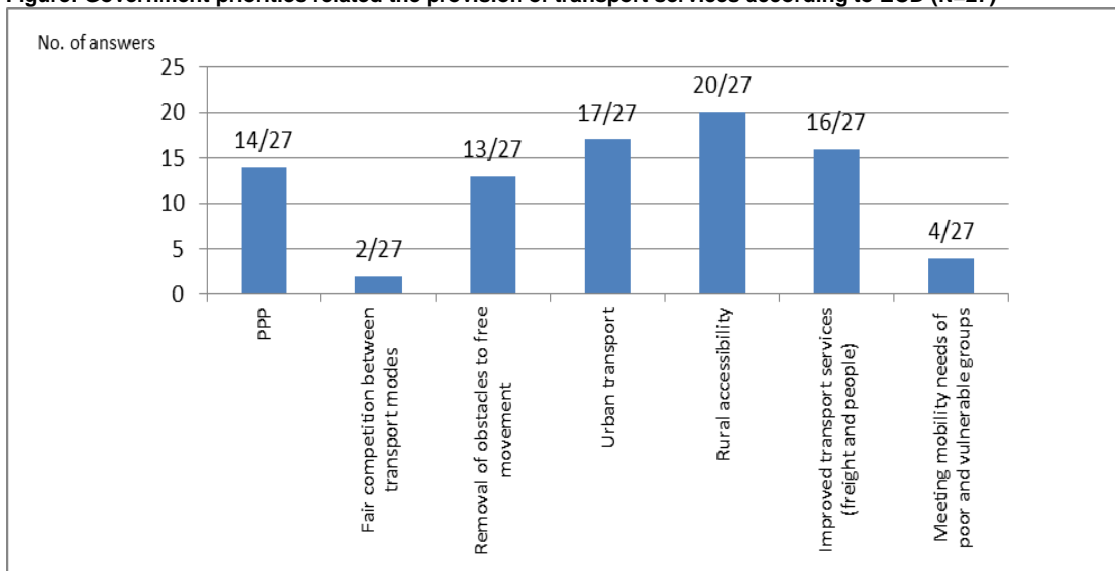
Figure: Government priorities related to road network sustainability according to ECD (N=29)



### B.2.3. Transport Services

Looking at the **sub-theme Transport Modes**, rural accessibility was mentioned most often as government priority to improve transport services. Fair competition between modes and mobility needs of the poor were considered being the least priority for national governments according to the EUD.

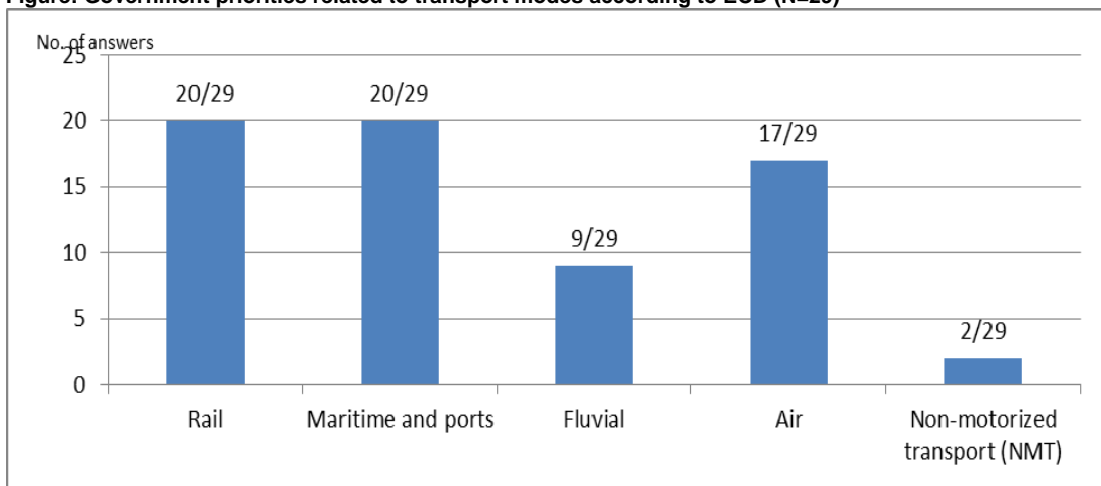
**Figure: Government priorities related the provision of transport services according to ECD (N=27)**



### B.2.4. Transport modes

Looking at the **sub-theme Transport Modes**, roads were mentioned most often as government priority. Apart from road, rail and ports have equal priority. NMT is considered being the least priority for national governments according to the EUD.

**Figure: Government priorities related to transport modes according to ECD (N=29)**







### B.2.5.. Other

Only 16 respondents indicated that tackling social issues and/or fighting corruption were considered a priority by national governments. Out of these tackling social issues (13 times) was mentioned more often than fighting corruption (7 times).

## B.3. Consideration of inter-modality

### B.3.1. To what extent was inter-modality [ie connectivity between different transport modes (eg road/rail)] considered in preparation of the EU sector support programme?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Very large	3						10
Large	3						10
Limited	19						63
Not at all	5						17
<b>Total respondents: 30</b>							
<b>Skipped question: 26</b>							

- 80 % of the respondents indicated that inter-modality was only considered to a limited extend or not at all in the preparation of the EU sector support programme.
- Comments made by EUDs point at a variety of reasons:
  - The focus is just on roads or there is only limited other infrastructure apart from roads (and thus it's not a priority):
    - *"In principle inter-modality is the key in this country, in practice nobody really invest in waterways - supposed to be the backbones of the project"*
    - *"road transport represents 90% of all traffic (freight and passengers)"*
    - *"There is only one port in the country. The interconnection to the road is more or less satisfactory"*
    - *"Rwanda doesn't have rail transport, or ports."*
    - *"Lesotho has no railway network (except for one station in Maseru) nor ports"*
    - *"Road transport is by far the main mode while air, sea and rail are either under developed or inexistent."*
    - *"Mauritanian government is focused in enlarging the road network as the country has only 10.000 km of real roads. For the rural tracks, they aren't taken into consideration."*
  - Inter-modality is not recognized as a priority at national level but at regional or international (corridor) level

- *“it is in the preparation of the regional project on the central corridor”*
  - *“Les transports y compris multi-modaux ne sont plus considérés comme une priorité au niveau national...voir le niveau régional!”*
- Sub sector programmes are developed separately without explicit attention to inter-modality
- *“Under our current programme emphasis was placed on development of the various transport modes, not necessarily on inter-modality, despite the EU financed an important study in 2010.”*
  - *“We focus on the modes themselves rather than on connectivity”*
  - *“In Mozambique roads and transport are dealt in the form of separate sub-sectors. It was overambitious to support & influence both.”*

#### **B.4. Coherence of EU transport sector policies with that of other donors**

##### **B.4.1. Please rate the extent to which EU transport sector policies have been coherent with those of other transport sector donors**

Coherence of EU transport sector policies was considered highest with that of Development Banks and the least with that of the emerging donors

##### **Coherence of EU transport sector policies with that of other donors**



- *EU Member States*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very large	5						18
2 Large	12						43
3 Limited	8						29
4 Not at all	3						11
Average: 2,32 — Median: 2							
Total respondents: 28 Skipped question: 5							

- *Development Banks*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very large	9						29
2 Large	15						48
3 Limited	6						19
4 Not at all	1						3
Average: 1,97 — Median: 2							
Total respondents: 31 Skipped question: 2							

- *Other bilateral donors*





(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very large	2						7
2 Large	8						29
3 Limited	13						46
4 Not at all	5						18
Average: 2,75 — Median: 3							
Total respondents: 28 Skipped question: 5							






- *Other multilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very large	2						8
2 Large	7						27
3 Limited	11						42
4 Not at all	6						23
Average: 2,81 — Median: 3							
Total respondents: 26							
Skipped question: 7							

- *Emerging donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very large	0						0
2 Large	1						4
3 Limited	15						60
4 Not at all	9						36
Average: 3,32 — Median: 3							
Total respondents: 25							
Skipped question: 8							

#### B.4.2. Please provide an example of the most important features (regarding the question above)

Total respondents: 26		
Skipped question: 8		

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Examples on the coherence of EU policies in the transport sector with that of other donors vary:

- Several comments point at the leading role of the EU in the sector as one of the few donors in the sector:

- *EU is practically the only donor in the field of transport*

- *Very few donors working on the transport sector in Niger, being the EU and the WB the main ones*
- 
- *World Bank and African Development are most frequently mentioned as the most important partners with whom interventions are coordinated, whilst only few point at coordination with other EU member states:*
    - *Development Banks are present in the transport sector and objectives are very similar. Bilateral donors are traditionally not present in the transport sector.*
    - *We have had continuous collaboration with the WB and AfDB to sustain the sector was carried on together with the Government. AfDB is taking the lead from EU and focuses on multinational, corridor roads for regional integration. EU is in line with this approach*
    - *There are very few EU member states in Guinea-Bissau and they are not very much involved in Transport. The best coherence was with AfDB.*
    - *Nouakchott - Rosso co-financed by World Bank Rosso Bridge will be co-financed (if approved) by African Development Bank and European Investment Bank.*
    - *Principaux bailleurs dans le secteur : Banque Mondiale et Banque Africaine de Développement. Bonne complémentarité avec la Banque Mondiale dans le cadre de notre appui institutionnel en cours (accent de la Banque Mondiale sur facilitation des transports et sécurité routière). Bonne complémentarité avec la BAD dans le cadre des investissements routiers (financement des travaux Koumra-Sarh par la BAD, la surveillance des travaux étant financée par le FED).*
    - *Currently the main stakeholders present in the road sector are: EU, World Bank, African Development Bank, JICA, China and Korea.*
    - *The funding on the National Road 1 has been attributed in a coordinated way with AfDB exchanging preliminary studies. A similar method has been used on RN2 between*
    - *EU and DFID EU Member States are not in the sector, but they support our interventions. Quarterly meetings are organised with Development Banks and other donors so that our policies and theirs have been very coherent and aligned with Malian priorities.*
    - *EU member states: very little interventions in the transport sector*
    - *EUMS are not really involved in the sector (a bit KfW through a support to rural roads and to the roads maintenance agency, all decided recently). The development banks are quite involved (BOAD, BAD, BIDC, EXIM bank China) mainly through road rehabilitation projects.*
    - *Very close cooperation and coordination with the African Development Bank in the road maintenance and protection and transport policy*
- 
- *Some comments point out that the EU has been most active in policy dialogue. Coordination of investments between EU and development banks is mentioned far more often than on policies:*
    - *There are good contacts and dialogue with the Development Banks: Coordination easier in terms of infrastructure interventions, less in terms of conditionalities or priorities of sectorial reforms*
    - *Only the EU is active in policy dialogue / institutional reforms in the transport sector in this country. Occasionally there have been*

opportunities for close partnership with the WB, especially in roads and rail. The partnership was quite effective as leverage increased considerably. No other development partners are engaged with transport policies.

- Coordination with emerging donors, in particular China, is often labelled as absent or very difficult. Nevertheless one ECD also mentioned difficulties in coordination with other EU member states:
  - While the interventions of EU are closely coordinated with WB, AfDB and JICA, it has proved very difficult to have constructive discussions with China, which is clearly following a separate and confidential agenda.
  - The emerging donor most involved in Transport are the Chinese, but no coordination takes place with them
  - China is involved in road construction, but we have no evidence of coherence initiatives.
  - EU attempt was to support a national plan / strategy widely accepted as a valid strategy. In this sense, it is to the donors to respect the national ownership of this strategy as EU tries to overall do. Some of the donors tend not to respect it - mainly emerging donors, but sometimes also EU member states

### **C. Sector-wide approach, GBS and SBS**




The following questions aim to assess whether the change from a project-based approach to a sector-wide approach and budget support (SBS and GBS) met expectations regarding outcomes for EU support to the transport sector in Africa

#### ***C.1. Preparation of a sector wide approach***

##### **C.1.1. In your opinion did the government demonstrate adequate capacity for a change from a project-based to a sector-wide approach?**




- *Human resources capacity*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0	2%	40%	60%	80%	
1 Highly adequate	0						0
2 Adequate	12						40
3 Not adequate	15						50
4 Completely inadequate	3						10
Average: 2,70 — Median: 3							
<b>Total respondents: 30</b>							
<b>Skipped question: 3</b>							




- *Financial capacity*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Highly adequate	0						0
2 Adequate	9						30
3 Not adequate	16						53
4 Completely inadequate	5						17
Average: 2,87 — Median: 3							
Total respondents: 30							
Skipped question: 3							

- *Institutional capacity*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Highly adequate	0						0
2 Adequate	11						37
3 Not adequate	14						47
4 Completely inadequate	5						17
Average: 2,80 — Median: 3							
Total respondents: 30							
Skipped question: 3							

**C.1.2. In your opinion did the government demonstrate adequate commitment for a change from a project-based to a sector-wide approach?**

- *Human resources commitment*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Highly adequate	1						3
2 Adequate	11						38
3 Not adequate	13						45
4 Completely inadequate	4						14
Average: 2,69 — Median: 3							
Total respondents: 29							
Skipped question: 4							

- *Financial commitment*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Highly adequate	0						0
2 Adequate	7						24
3 Not adequate	17						59
4 Completely inadequate	5						17
Average: 2,93 — Median: 3							
Total respondents: 29							
Skipped question: 4							




- *Institutional commitment*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Highly adequate	0						0
2 Adequate	9						31
3 Not adequate	16						55
4 Completely inadequate	4						14
Average: 2,83 — Median: 3							
Total respondents: 29							
Skipped question: 4							




### C.1.3. Has a SWAp been prepared by the government?

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	7						25
2 No	18						64
3 Do not know	3						11
Average: 1,86 — Median: 2							
Total respondents: 28 Skipped question: 5							




### C.1.4. If yes, was it of adequate quality?

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	5						29
2 No	7						41
3 Do not know	5						29
Average: 2 — Median: 2							
Total respondents: 17 Skipped question: 16							




### C.1.5. If yes, was the SWAp supported by SBS (transport sector)?

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	3						18
2 No	10						59
3 Do not know	4						24
Average: 2,06 — Median: 2							
Total respondents: 17 Skipped question: 16							

### C.1.6. If yes, was the SWAp prepared in close coordination with sector partners and approved by them?

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	5						29
2 No	7						41
3 Do not know	5						29
Average: 2 — Median: 2							
Total respondents: 17 Skipped question: 16							

### C.1.7. If no SWAp was prepared, why not?

Total respondents: 18 Skipped question: 16		
---	--	--

(Each respondent could write a single open-ended response of maximum 255 characters.)

As becomes clear from the following statements, main reasons for not preparing a SWAp included: political instability, lack of political will and/or lack of institutional capacity:

- *Institutional instability as a result of the overall political instability of the country*

- *A cause de l'instabilité politique, les bailleurs de fonds ont quitté le pays (sauf l'UE) et car le gouvernement n'a pas les capacités techniques pour gerer ce domaine*
- *Periode crise jusqu'a 2011*
- *There was a serie of coup d'état in Guinea-Bissau. This prevented any sectoral policy development*
- *Inadequacy of Government policy on transport*
- *Institutionnal weaknesses: 12 transport ministers have come and gone over the last 10 years, with more instability in the Road Agency*
- *Problème de capacités et manque de volonté politique*
- *There's no such sensitivity and interest, not enough habit to transparent procedures*
- *It's too early for a SWAP*
- *There are too limited resources for the transport sector (non focal)*
- *I do not know why a more sector wide approach is not adopted, it's a lack of political will perhaps?*
- *Don't know*
- *Some elements of a SWAP do exist, but the approach is not entirely integrated.*
- *Bad experience with SWAPs in other sectors*
- *The only partners active in the secto in the last 5-10 years have been EU, AfDB and WB. The only partner intested in institutional support and policy dialogue has been the EU. The EU moved to SBS in transport in 2010. the other two partners continued with project approach, mainly concerning roads rehabilitation projects*
- *The approach as such more or less exists but there was no 'need' to formalise it as there was no outlook for any SBS*
- *EDF 10 has GBS and also SBS for the water sector, nothing anymore on transport*
- *A SWAp will be prepared in the 11th EDF, in my opinion previous EDF projects where not a SWAp but where formulated in order to prepare the sector for a SWAp.*

#### **C.1.8. Summary of responses regarding SWAp**

The majority of EUDs have indicated that they believe that governments do not have sufficient capacity or demonstrated adequate commitment for a change



from a project-based to a sector-wide approach. 60-70% (N=29) of the EUDs' found the capacity and commitment of human resources, finance and institutions to adopt a SWap are not adequate.

The majority of countries did not adopt a SWap. According to EUDs, 7 of the 28 countries adopted a SWap. Political instability, lack of political will and/or lack of institutional capacity are the main reasons for not preparing a SWap.




In countries where a SWap has been adopted, EUDs replied that this approach in most cases did not have sufficient quality (41%, N=17) and that had not been developed in close coordination with sector partners (41%, N=17). In 29% of cases the EUDs found that the Swaps were or adequate quality and had been prepared in coordination with sector partners, whilst also 29% of the EUDs indicated that they did not know the quality of the SWap or the level of coordination with partners in its development.

Also the SWaps have not been supported with SBS (59%, N=17) in most cases

## C.2. Budget support (GBS & SBS)




### C.2.1. Did the EU provide General Budget Support (GBS) and did the GBS include monitoring indicators and/or disbursement indicators referring to the transport sector?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	7						23
No	23						74
Don't know	1						3
<b>Total respondents: 31</b>							
<b>Skipped question: 16</b>							

**C.2.2. Has the EU ever taken measures (with or without financial implications) when the government has failed to meet its sectoral commitments, (e.g. in terms of maintenance and management of infrastructure or PFM issues)?**

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	14						47
No	13						43
Don't know	3						10
<b>Total respondents: 30</b> <b>Skipped question: 16</b>							

**C.2.3. If yes, which measures and under which circumstances?**

<b>Total respondents: 18</b> <b>Skipped question: 16</b>		
---	--	--

(Each respondent could write a single open-ended response of maximum 2000 characters.)

As can be seen from the answers provided, the most common measures included: suspension of the payments of fixed or variable tranches:

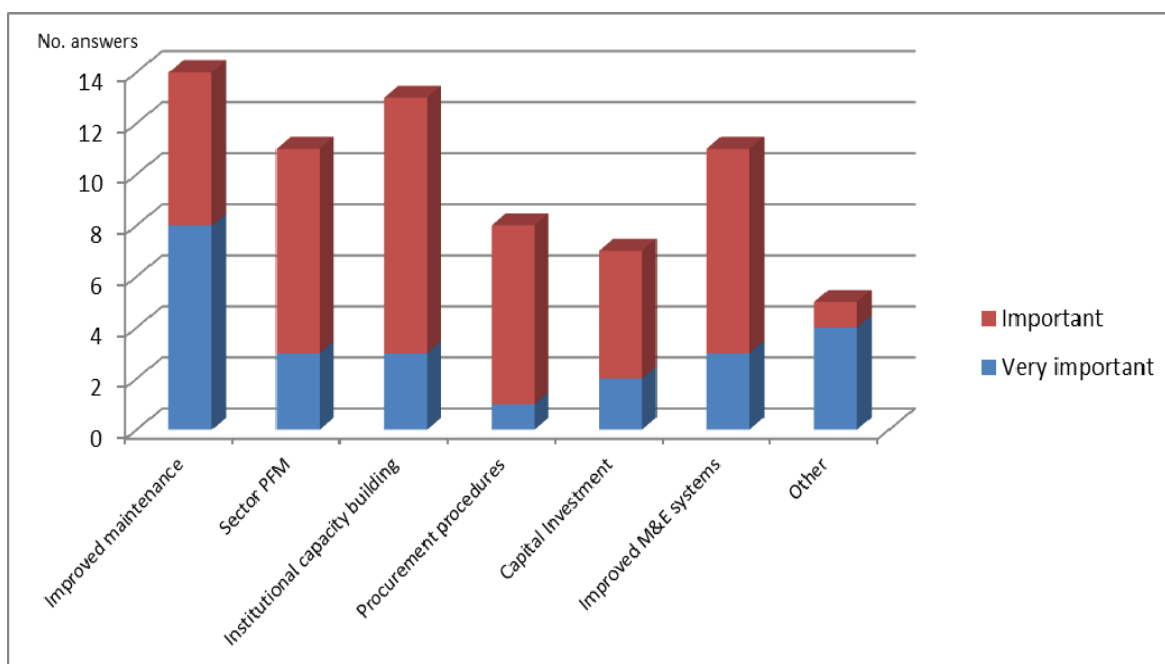
- Quotes from 2012 ECA report: page 17 'THE COMMISSION'S USE OF CLEAR PRECONDITIONS FOR EDF SUPPORT IN CAMEROON Some road support programmes under the 9th and 10th EDFs included conditions with which the government had to comply before the Commission would launch the procurement procedure for roadworks. These conditions related to clearly identified issues, such as the government's annual financial allocation to road maintenance and the adoption of several policy reform measures before a given deadline. The conditions have since been met and the road works could begin.' page 20 'THE FOCUSING OF EDF SUPPORT ON SUSTAINABILITY OF THE EXISTING ROAD NETWORK IN CAMEROON The 2004 mid-term review of the 9th EDF identified deterioration in the condition of the road network. Only 22 % of the network was found to be in good condition, compared to 43 % 5 years earlier. Insufficient road maintenance was identified as the major cause of the rapid deterioration of the road network. In view of this downward trend, **the Commission decided to maintain the envelope allocated to the transport sector but to modify its focus from the construction of a new road — as initially agreed — to the rehabilitation of existing roads.** This helped to improve the overall condition of the road network. Part of these funds also served to finance the construction and rehabilitation of weighbridges in order to improve controls of vehicle overloading, an important cause of the premature deterioration of road infrastructure. Through this firm and pragmatic*

*reaction, the Commission sent a message that adequate road maintenance and a commitment to reducing overloading were clear priorities for its support.'*

- In 2011-2012 the payment of a fixed tranche of the SPSP 2 programme has been suspended for one year and half following the Government of Ethiopia's refusal to allow the publication of the IMF Article IV report. Variable tranches payments have been partially reduced in the past when specific targets have not been achieved / completely achieved.*
- The next SYSMIN (III) will not be affected to the ENER because they haven't respected their commitment. They have the monopole of the maintenance, not allowing private entreprises to work on the maintenance sector.*
- Cut of the variable performance tranche based on the overall PFM performance*
- Implementation of Article 96 of the Cotonou Agreement*
- 2nd tranche of SBS was first delayed and finally cancelled for PFM reasons.*
- Delay in signing financing agreement/works contracts for new road projects until conditionalities on axle load control/maintenance financing/institutional reform were met*
- The performance indicator in the PAF GBS on transport (number of kilometers of roads being rehabilitated) in FY 2014/2015 has not been met, and is proposed to lead to reduction in payment of variable tranche GBS.*
- Dialogue politique pour le rehaussement de la redevance d'entretien routier avec à la clé l'endossement - ou non - de la convention de financement n°022-661 (Appui à la politique sectorielle des transports - 10ème FED - 72 MEUR).*
- No disbursement. the on-going SBS is so far unsuccessful*
- Blocage des fonds de coopération (passations de marchés non autorisée) jusqu'au respect des conditionnalités introduites dans la CF (financement de l'entretien routier à hauteur de X, mise en place d'un mécanisme de financement direct du fond d'entretien routier, etc.)*
- Ex blocage des déboursement du programme désenclavement des populations isolées (appui budgétaire) par absence de mise en place d'une stratégie d'entretien et de régionalisation.*
- Following the break out of massive public finance plundering scheme in 2013, which involved politicians, civil servants and private sector the EU (and all other BS donors) decided to suspend BS.*

### C.2.4. If applicable, how important do you consider that Sector Budget Support (for the transport sector) contribution for the following?

The following table summarises the responses from those EUD that considered the question applicable (N=18 out of 29) and that thought SBS was either important or very important to promote certain sector issues. It shows that SBS is considered most important to promote improved maintenance and institutional capacity building.







- *Improved maintenance*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	8						44
2 Important	6						33
3 Low importance	2						11
4 No importance	2						11
Average: 1,89 — Median: 2							
Total respondents: 18							
Skipped question: 15							





- *Sector PFM*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	3						18
2 Important	8						47
3 Low importance	5						29
4 No importance	1						6
Average: 2,24 — Median: 2							
Total respondents: 17							
Skipped question: 16							

- *Institutional capacity building*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	3						17
2 Important	10						56
3 Low importance	3						17
4 No importance	2						11
Average: 2,22 — Median: 2							
Total respondents: 18							
Skipped question: 15							

- *Procurement procedures*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	1						6
2 Important	7						41
3 Low importance	6						35
4 No importance	3						18
Average: 2,65 — Median: 2,50							
Total respondents: 17							
Skipped question: 16							





- *Capital Investment*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	2						11
2 Important	5						28
3 Low importance	9						50
4 No importance	2						11
Average: 2,61 — Median: 3							
Total respondents: 18							
Skipped question: 15							




- *Improved M&E systems*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	3						18
2 Important	8						47
3 Low importance	4						24
4 No importance	2						12
Average: 2,29 — Median: 2							
Total respondents: 17							
Skipped question: 16							

- *Other, please identify*

(Each respondent could choose only ONE response per sub-question.)

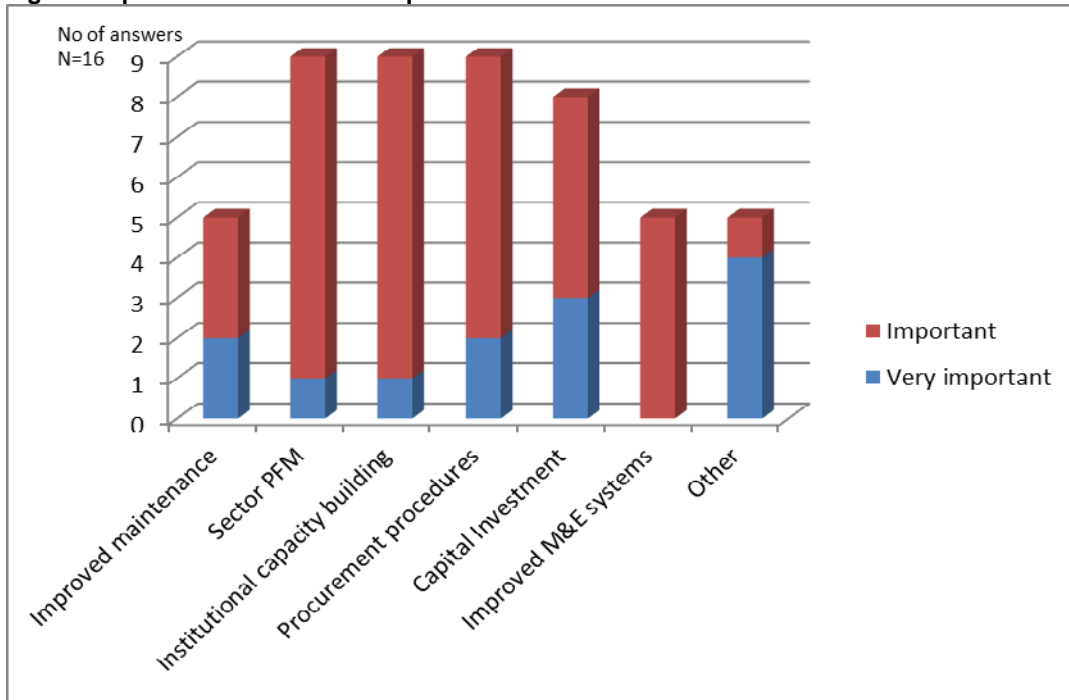
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	3						60
2 Important	1						20
3 Low importance	1						20
4 No importance	0						0
Average: 1,60 — Median: 1							
Total respondents: 5							
Skipped question: 28							

### C.2.5. If applicable, how important do you consider the General Budget Support (with transport sector indicators) contribution for the following?

The following table summarises the response from those EUDs which considered the question applicable (N=16 out of 29) and thought GBS was important or very important to promote certain sector issues.

It shows that, in contrast to SBS, GBS is considered less important to promote improved maintenance. GBS is considered most important for Sector PFM, institutional capacity building and procurement procedures.

**Figure: importance of GBS to transport sector issues**



- *Improved maintenance*




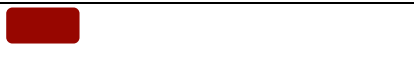
(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	2						12
2 Important	3						19
3 Low importance	8						50
4 No importance	3						19
Average: 2,75 — Median: 3							
Total respondents: 16							
Skipped question: 17							





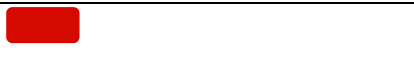
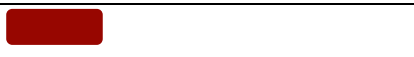
- *Sector PFM*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	1						6
2 Important	8						50
3 Low importance	4						25
4 No importance	3						19
Average: 2,56 — Median: 2							
<b>Total respondents: 16</b>							
<b>Skipped question: 17</b>							





- *Institutional capacity building*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	1						6
2 Important	8						50
3 Low importance	3						19
4 No importance	4						25
Average: 2,62 — Median: 2							
<b>Total respondents: 16</b>							
<b>Skipped question: 17</b>							





- *Procurement procedures*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	2						12
2 Important	7						44
3 Low importance	2						12
4 No importance	5						31
Average: 2,62 — Median: 2							
Total respondents: 16							
Skipped question: 17							




- *Capital Investment*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	3						19
2 Important	5						31
3 Low importance	4						25
4 No importance	4						25
Average: 2,56 — Median: 2							
Total respondents: 16							
Skipped question: 17							



- *Improved M&E systems*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	0						0
2 Important	5						33
3 Low importance	7						47
4 No importance	3						20
Average: 2,87 — Median: 3							
Total respondents: 15							
Skipped question: 18							

- *Other, please identify*

(Each respondent could choose only ONE response per sub-question.)

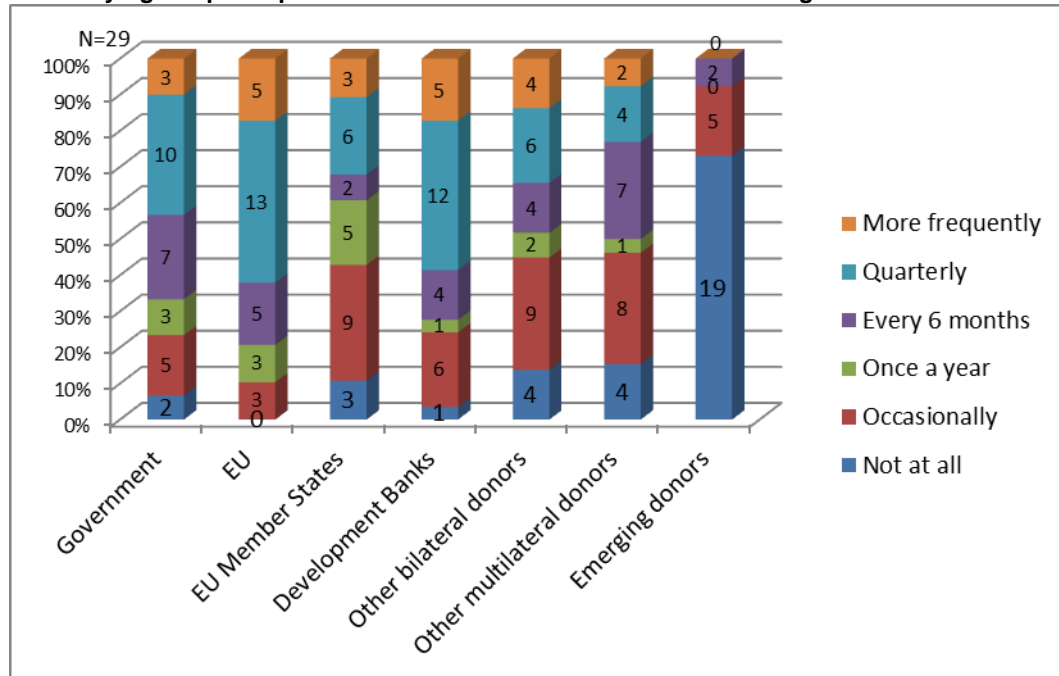
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very important	3						60
2 Important	2						40
3 Low importance	0						0
4 No importance	0						0
Average: 1,40 — Median: 1							
Total respondents: 5							
Skipped question: 28							

## D. Stakeholder coordination in the transport sector

### D.1. Participation of stakeholders in coordination meetings.

The following figure presents a summary of how EUDs perceived participation of stakeholders in coordination meetings.

Summary figure: participation of stakeholders in coordination meetings.



#### D.1.1. How do you assess the participation of the various stakeholders in sector coordination meetings, in terms of frequency, quality and level of participation?






- *Government*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Not at all	2	■					7
2 Occasionally	5	■					17
3 Once a year	3	■					10
4 Every 6 months	7	■					23
5 Quarterly	10	■					33
6 More frequently	3	■					10
Average: 3,90 — Median: 4							
Total respondents: 30							
Skipped question: 3							







- *EU*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Not at all	0						0
2 Occasionally	3						10
3 Once a year	3						10
4 Every 6 months	5						17
5 Quarterly	13						45
6 More frequently	5						17
Average: 4,48 — Median: 5							
<b>Total respondents: 29</b>							
<b>Skipped question: 4</b>							

- *EU Member States*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Not at all	3						11
2 Occasionally	9						32
3 Once a year	5						18
4 Every 6 months	2						7
5 Quarterly	6						21
6 More frequently	3						11
Average: 3,29 — Median: 3							
<b>Total respondents: 28</b>							
<b>Skipped question: 5</b>							

- *Development Banks*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Not at all	1						3
2 Occasionally	6						21
3 Once a year	1						3
4 Every 6 months	4						14
5 Quarterly	12						41
6 More frequently	5						17
Average: 4,21 — Median: 5							
<b>Total respondents: 29</b> <b>Skipped question: 4</b>							







- *Other bilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Not at all	4						14
2 Occasionally	9						31
3 Once a year	2						7
4 Every 6 months	4						14
5 Quarterly	6						21
6 More frequently	4						14
Average: 3,38 — Median: 3							
<b>Total respondents: 29</b> <b>Skipped question: 4</b>							




- *Other multilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Not at all	4						15
2 Occasionally	8						31
3 Once a year	1						4
4 Every 6 months	7						27
5 Quarterly	4						15
6 More frequently	2						8
Average: 3,19 — Median: 3							
Total respondents: 26 Skipped question: 7							

- *Emerging donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Not at all	19						73
2 Occasionally	5						19
3 Once a year	0						0
4 Every 6 months	2						8
5 Quarterly	0						0
6 More frequently	0						0
Average: 1,42 — Median: 1							
Total respondents: 26 Skipped question: 7							

### D.1.2. Please provide your comments on the quality of participation in such meetings

Total respondents: 25 Skipped question: 7		
--	--	--

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Views on the quality of coordination meetings are mixed as can be concluded from the comments below. Coordination mainly takes place between donors, in particular the EU, World Bank and African Development Bank, and less between the governments, but there are exceptions.

The following comments were provided by the EUDs:

- 
- *No transport sector coordination meetings take place.*
  - *Il n'y a pas de réunions organisées ni par le gouvernement ni par les bailleupartenaires*
  - *The government doesn't organize meetings for the sector, or, at least, the EU is not invited. Meetings concerning projects are supported by the EU; in these, the sector approach is treated occasionally*
  - *No formal coordination structure in the transport sector, informal coordination amongst main donors and ad-hoc meetings with government on particular issues*
- 
- *Pas du leadership du gouvernement dans la coordination des bailleurs. Bailleurs principalement représentés par UE, Banque Mondiale et BAD.*
  - *The Government is expecting a strong leadership from donors*
  - *There two sets of coordination meetings. Those involving Government are generally too large and primarily serve the purpose of sharing information without much scope for discussions. Amongst the DPs, the number of participants is lower and hence the discussions are more fruitful.*
  - *Donor coordination is the responsibility of the Government, which for long time had not called for any Transport Donor Coordination meetings. The EU has had for long time the chair of Transport Donors Dialogues, which took place quarterly. After the instructions not to pursue Transport as a concentration sectors this responsibility has been taken over by the AfDB who is supporting the Government in calling and organizing transport donors coordination meetings, which are scheduled monthly.*
  - *There is a generalised growing lack of in-house expertise from most donors. In Mozambique, only WB and EU could keep a continuous policy dialogue. Others interventions become more dependent on external expertise recruited to do something that should mainly be a core task. SW managed to survive through externalisation. Others penalised the quality of the dialogue.*
  - *EU organizes quarterly general meetings with EU MS and biannual meetings with all donors. There are also ad hoc meetings for other sectors, but not for transport*
  - *No EU member States working on the transport sector. The Government, the WB and the EU are usually the participants at these meetings.*
  - *There has been a good coordination, in particular, among donors (EU-WB-AfDB-AFD-JICA) and an intense dialogue with Government. This sector dialogue has made possible the MoU of 2006 and the preconditions of the funding of new road projects linked to the road maintenance system.*
  - *Main stakeholders involved in road sector participate to the Transport Sector Working Group co-chaired by EU and Ministry of Transport (quarterly) and provide often important contribution to the policy dialogue (discussion on on-going studies, planification of joint future*



interventions, common positions on outstanding issues like maintenance, rural roads sustainability, financial allocations).

- DP meeting and transport sector group meeting every month with good participation from GoU, agencies and some DPs, but not emerging donors. Each year, well organised Joint Transport Sector Review.
- EU helped to set up quarterly all stakeholders meeting and a broader annual review.
- Meetings with Government + all Donors are not frequent indeed. Quarterly meetings are with Donor Partners. Regular meetings take place with Government (more than quarterly) but EU represents other donors. All partners meetings take place once a year and are of high quality.
- The Government and the main donors (minus BADEA) are active in such meetings and the quality of participation is good.
- Formal meeting on the review of the national strategy twice a year with good discussions. Other exchanges with development banks (missions, etc) NB - no EU member state investments in the transport sector
- Good participation and good exchange of information, however the outcome is limited
- The development banks are quite involved (BOAD, BAD, BIDC); China is not participating in coordination although it funds the sector.

## D.2. Coordination between the EU and other stakeholders.

### D.2.1. What is your perception of the quality of coordination between the EU and other transport sector stakeholders?






- *With the Government*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	6						19
2 Good	14						45
3 Poor	9						29
4 Very poor	2						6
5 Don't know	0						0
Average: 2,23 — Median: 2							
Total respondents: 31							
Skipped question: 2							






- *With EU Member States*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	3						10
2 Good	16						53
3 Poor	5						17
4 Very poor	4						13
5 Don't know	2						7
Average: 2,53 — Median: 2							
<b>Total respondents: 30</b> <b>Skipped question: 3</b>							

- *With Development Banks*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	6						19
2 Good	21						68
3 Poor	2						6
4 Very poor	1						3
5 Don't know	1						3
Average: 2,03 — Median: 2							
<b>Total respondents: 31</b> <b>Skipped question: 2</b>							

- *With other bilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	2						7
2 Good	14						48
3 Poor	2						7
4 Very poor	7						24
5 Don't know	4						14
Average: 2,90 — Median: 2							
Total respondents: 29							
Skipped question: 4							

- *With other multilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	3						11
2 Good	8						30
3 Poor	5						19
4 Very poor	6						22
5 Don't know	5						19
Average: 3,07 — Median: 3							
Total respondents: 27							
Skipped question: 6							

- *With emerging donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	0						0
2 Good	1						4
3 Poor	5						19
4 Very poor	16						59
5 Don't know	5						19
Average: 3,93 — Median: 4							
Total respondents: 27							
Skipped question: 6							

### D.2.2. Do you have specific comments on this quality of coordination (including division of labour)?

Each respondent could write a single open-ended response of maximum 2000 characters.

Total respondents: 21

Skipped question: 6

The following comments were provided:

- *EU has been the lead donor from the 1st EDF until 2014. Work done by the EU has been appreciated by the other donors and the Government. From 2015, the lead donor will be the AfDB.*
- *Coordination with WB and AfDB, the two main stakeholders involved in road sector, is excellent; the positive results achieved in road sector are attracting new actors (JICA, DfID, Korea). Policy dialogue with China, the main bilateral stakeholder present in road sector, has proved to be almost impossible.*
- *Il n'y a pas de coordination concernant ceci*
- *The coordination is good with development Banks. But very difficult with the Chinese.*
- *Even if the format could be improved (more frequent meetings with all stakeholders), the level of coordination is rather high.*
- *The challenge in those coordination meetings is to avoid focusing too much on project implementation rather than policy performance evaluation. Sharing of information is Ok but the quality of the information is not always adequate*
- *If division of labour was to be seen in a very pragmatic way, transport sector, and in general infrastructure are of a nature where the government can easily play a role of coordinator leading to a division of labour.*

- *Division of labour done according to priorities of each stakeholder (rural roads, urban transport, regional roads...)*
- *Quality of coordination with World Bank for 9th EDF transport project reasonably to good. Some problems with timely submission of final report. No need for coordination meetings anymore.*
- *Seules les banques de développement interviennent dans le secteur. Faible leadership du gouvernement qui a tendance a travailler en face-to-face avec chacun des bailleurs.*
- *(referred to coordination in the context of project approach, for - as stated above - no budget support is active in RDC) No, it works rather well with WB and AfDB; sufficient exchange ongoing with CTB et DFID; no other donors active in the field.*
- *No other donor gives substantial support to transport sector*
- *There are many donors present, but the meetings are more an exchange of info that real debate on transport sector issues*
- *There is a dialogue with MS and Development Banks - the DUE has a limited involvement in the transport sector.*
- *Acceptable*
- *Good coordination with the Government and the WB. However, the WB not having an agent in charge of transport projects in Niger, meetings frequency are dependant on WB missions to Niger.*
- *Rotating leadership of the group of donors on transport. Exchange of informatins on ongoing projects and studies. More difficult coordnation on reforms.*
- *This is a good coordination with EUMS in general, but not really in the transport sector which is not really a priority for us.*
- *Pas de suivi thématique entre baillleurs*
- *EU coordinates regularly with the Government in the framework of the budget support programme. EU coordinates regularly with WB and to a lesser extent with AfDB and JICA. EU MS are not active in transport except a DFID regional programme which is looking into railway feasibility studies*

**D.2.3. Please comment on your experience with the coordination process and what are your suggestions for improving this process?**

Each respondent could write a single open-ended response of maximum 2000 characters.

<b>Total respondents: 19</b>		
<b>Skipped question: 6</b>		

Comments received:

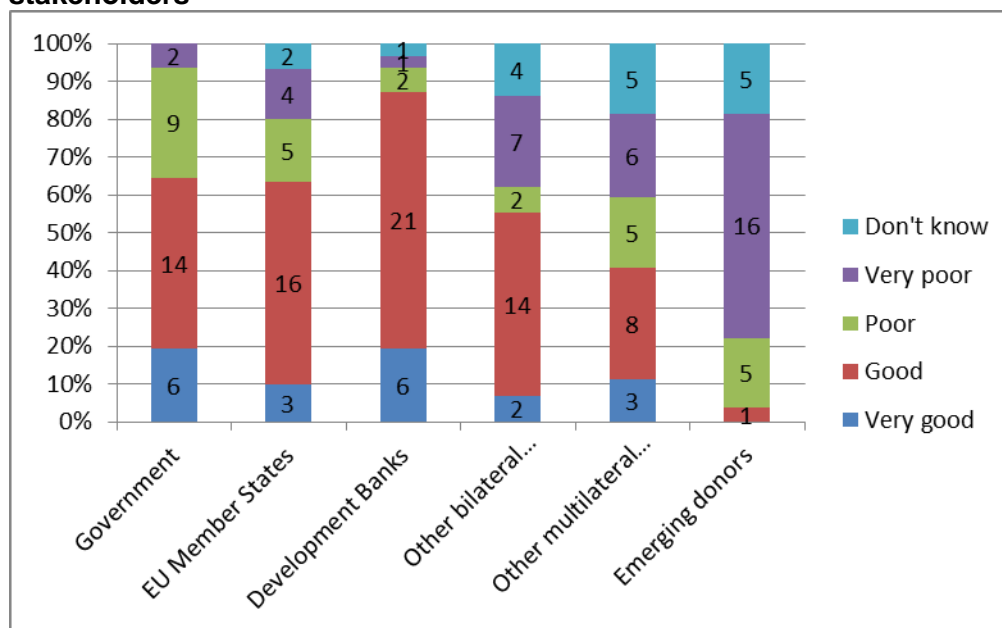
- *To drive reforms it is important to also fund infrastructure projects.*
- *Policy dialogue is generally good, it might be improved by the participation of other institutions like the authorities in charge of urban transport and civil aviation and China.*
- *Coordination with EIB, ADB and WB about twice in a year. The Government is present in those meetings, usually focused in a project...*
- *Il faudrait que le gouvernement prenne au serieux l'organisation des ce type de réunions qui devrait être suivi par des réunions entre parteneires*

- *Coordination process is good in Uganda. EU is chairing the Transport DP group. Exchange of information is regular. An action plan matrix is validated and evaluated every year between DPs and Government.*
- *There should be a better leadership from the Gouvernement. My experience is also that, beyond institutions, coordination is also about people and behavior*
- *In my view, the coordination process should remain simple, flexible, not cumbersome and most of all adapted to Government will (and not to our taste for meetings).*
- *We (EU) have been advocating for a more policy-oriented forum and discussions, rather than a project progress micro management meetings about round figures of what such partner has disbursed so far. We want serious discussions about policy topics (road safety, sustainable maintenance, axle load control...)*
- *Best coordination is the one managed by the government.*
- *Ability to push reforms are limited when certain donors do not wish to impose the same conditionalities. Needs to be harmonised*
- *Coordination in the context of project approach, for - as stated above - no budget support is active in RDC) Being just three institutions, no big coordination structure is needed*
- *Coordination between the key actors works fine and there is a good exchange of information and preparation of common positions viz a viz government.*
- *Regular participation in the policy dialogue*
- *Il faut appropriation par le gouvernement Coordination pas systématique*
- *Facilitate coordination by means of using new technologies (in the cloud document sharing, videoconferences, etc.) and headquarters implication on regional issues.*
- *Avoir des réunions thématiques avec les autres bailleurs surtout EM.*
- *I think that stakeholders coordination in the country is good and it is steered by Government. There is discussion over any topic although it is evident that Government is not keen to disseminate information that may not please donors, i.e. contracts signed under direct agreement with emerging donors, or concessions signed with private investors without proper procurement... Coordination among Development Partners is not particularly developed but this is also a consequence of lack of interest by traditional donors for the transport sector*

#### **D.2.4. Summary quality of coordination between EU and other stakeholders**

The figure below shows the EUDs assessment of the quality of the coordination with other transport sector stakeholders.

## Quality of coordination between the EU and other transport sector stakeholders



EUDs considered that the quality of coordination was, by far, the highest between EUD and the major development banks.

Coordination with the governments was considered good by 20 of the EUDs, whilst 11 EUDs indicated that it was poor.

The quality of coordination with emerging donors, and China in particular, was considered (very) poor by the majority (21/27) of the EUDs.




## E. Transport sector management

The following questions relate to Transport Sector Management. The following questions aim to assess to what extent EU institutional support and capacity building has resulted in enhanced transport sector management in Africa.

### *E.1. Investment plans*





#### **E.1.1. Are multi annual transport sector investment plans prepared?**

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	18						62
No	9						31
Don't know	2						7
<b>Total respondents: 29</b> <b>Skipped question: 6</b>							

#### **E.1.2. If so are they accurate and adequately updated/revised at appropriate intervals?**


(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Accurate and comprehensive as well as up to date	3						13
Accurate and comprehensive, but not up to date	3						13
Up to date, but not accurate and comprehensive	7						30
Not up to date and not accurate and comprehensive	10						43
<b>Total respondents: 23</b> <b>Skipped question: 6</b>							



### E.1.3. Can you please elaborate on the previous question by giving examples?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	19						41
Total respondents: 19 Skipped question: 6							

- Several uncoordinated strategies are being prepared by different ministries.
- Ethiopia has launched several projects in transport sector, for a total amount of several billions of euro. Some projects are showing financial risks and Ethiopia is negotiating bilateral non-concessional loans to finalise the implementation of some railway, road and energy sector. The sector PFM could be improved.
- There is no prioritisation of investments; The investment plan is not necessary coherent with available financial resources of the country.
- I don't know
- The Action Plan for Mali is revised yearly at the occasion of the Annual Sector Review. It is accurate and comprehensive but we might question the performance of the monitoring of actions planned.
- The tendency is for the Government to create a shopping list based on promises by donors. Some of the those promises happen to be unrealistic, due to different constraints, resulting in bits and stretches of roads constructed in and around areas in bad conditions.
- Road sector is treated as a different sector as the rest of transport. While road sector prepared a multianual program that was - at the beginning quite accurate and up to date, transport sector did not. Road sector program suffered in the last few years because of new emerging donors that deviated their support to areas that were not the priorities of the sector (priority must be understood as priorities yet to be financed).
- Figures, but not a real programming
- National political priorities often have priority over sector investment plans.
- We are not anymore involved in transport sector (except for one indicator for GBS), so no knowledge on multi annual transport sector investment plans etc.
- They have an efficient data collection service, gathering information from donors on ongoing project, but they haven't capacity and/or will to take initiative
- Plans National de Transports are elaborated but not revised
- The plans are not adequate in the sense that they do not match budget availability. Furthermore, activities are carried out not always covered by the investment plans as these are not updated regularly.
- Plan preparation ongoing (EU supports the Plan for road Maintenance)
- Transport investment plans are prepared regularly, usually as part of strategic documents (stratégie nationale de transport, plan développement économique et

social, etc.); however, investment plans are usually unrealistic and poorly implemented, evaluated and updated.





- There is a problem of prioritization of investments in Transport in the country. Priorities change with the change of governments which happened frequently over the last 3 years.
- The ministry of public works establishes a plan which is revised annually.
- There is very little value added in preparing complex investment plans in contexts of fluid economic situations and volatility. I have not seen in my entire career an investment plan that has not gone off-track in its second year of implementation. In addition in most of the cases investment plans are needs-based, and countries do not normally manage to leverage the required level of funds to implement them

## E.2. Procurement

### E.2.1. Are the public administrations' procurement procedures competitive and strictly implemented?

- Procurement procedures are competitive

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Always	2						7
2 Most times	14						48
3 Sometimes	11						38
4 Never	2						7
Average: 2,45 — Median: 2							
Total respondents: 29							
Skipped question: 3							

- *Procurement procedures are strictly applied*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Always	1						3
2 Most times	12						41
3 Sometimes	13						45
4 Never	3						10
Average: 2,62 — Median: 3							
Total respondents: 29							
Skipped question: 3							

### E.2.2 Is EU transport sector support affected by political interference in technical, programming and management issues?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses	%
Never	7		24
Occasionally	18		62
Regularly	4		14
Total respondents: 29		0% 20% 40% 60% 80%	
Skipped question: 3			

### E.2.3. If so, how does the EUD respond?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	22						48
Total respondents: 22							
Skipped question: 3							

The EUDs response to political interference in technical, programming and management issues varies from intensified dialogue with the partner governments to partial or entire suspension or cancellation of (budget) support. The following comments were provided:

-----

- Dialogue
- We inform the Government and HQ
- L'UE se limite à faire savoir aux autorités qu'il y a des accords à respecter et des procédures en place qu'il faut suivre
- La plupart des projets étant en co-financement, l'avis des politiques est important. Ceci dit cette interférence est très, très rare.
- Sector dialogue - Inclusion of EU support to transport sector within the framework of general programming process: national development programmes, bilateral and regional cooperation documents (ex: NIP, RIP, - Looking for coherence of EU intervention with the general EU policy guideline documents).
- The technical cooperation was very much affected by the coup d'état and by the implementation of Article 96 of Cotonou Agreement
- Maintaining clear commitments towards sustainable transport development plans
- It is difficult for us to put at risk ongoing projects or even to delay future project as a measure of 'reprisal'. It can even sometimes be relevant to have this kind of interference and in any case it is the right of National Government to do so. Our response always consists in pursuing dialogue with Malian counterparts in order to understand the reasons for these interferences, speak in favour of sound management and try to limit them.
- By further communicating with the stakeholders
- Checking the decision and managing the proper decision
- In the case of the road sector, one of the most destabilising events was a Chinese investment related to road sector. This was of such a magnitude that was affecting all the public finance of the country. EUD responded in a coordinated way through their GBS and SBS. Both levels forced the investment to be transparently reflected in the budget evolving through a reinforced dialogue on prioritisation of investments that is still on going.
- No answer
- No support anymore to transport sector, response on whether public administrations' procurement procedures are competitive and strictly implemented is based on what we experience in e.g. water sector.
- Dialogue politique
- There's no EU transport sector support
- (EU is providing a relatively small support in the sector)
- Dans la lutte contre la surcharge on a maintenu la pression politique avec des autres bailleurs pour avancer
- Regarding point 45, I would prefer not to give an opinion on public procurement procedures in Niger, since EU procedures are followed. My knowledge about the competitiveness or implementation of national procedures is limited. Concerning point 46, I would say political interference in Niger is quite moderate. During project implementation, the bid evaluation is clearly the most delicate phase. A strong implication of the EUD in the process avoids possible irregularities.
- The Sector budget support is suspended
- Dialogue with authorities, it is nevertheless manageable.
- NO (ex TGV)



- At a sudden decision of the Ministry of finance to cancel the fuel levy , we replied with a strong note signed by 4 development partners and with a clear message delivered by our HoD. Fuel levy was reinstated

### E.3. Cross-cutting issues

**E.3.1. To your knowledge, did the EU have a specific and systematic approach towards addressing the following cross-cutting issues in its transport sector support?**




- *Environmental Impacts*

(Each respondent could choose only ONE response per sub-question .)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	26						90
2 Yes, but not for transport sector	3						10
3 No	0						0
Average: 1,10 — Median: 1							
Total respondents: 29							
Skipped question: 3							




- *Emissions*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	4						15
2 Yes, but not for transport sector	6						22
3 No	17						63
Average: 2,48 — Median: 3							
Total respondents: 27							
Skipped question: 5							




- *Climate Change*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	7						25
2 Yes, but not for transport sector	13						46
3 No	8						29
Average: 2,04 — Median: 2							
Total respondents: 28 Skipped question: 4							




- *HIV/AIDS*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	20						69
2 Yes, but not for transport sector	5						17
3 No	4						14
Average: 1,45 — Median: 1							
Total respondents: 29 Skipped question: 3							




- *Safety*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	25						86
2 Yes, but not for transport sector	2						7
3 No	2						7
Average: 1,21 — Median: 1							
Total respondents: 29 Skipped question: 3							




- *Gender Issues*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	14						50
2 Yes, but not for transport sector	12						43
3 No	2						7
Average: 1,57 — Median: 1							
<b>Total respondents: 28</b>							
<b>Skipped question: 4</b>							




- *Disadvantaged groups (eg disabled, minority groups, children)*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	7						26
2 Yes, but not for transport sector	14						52
3 No	6						22
Average: 1,96 — Median: 2							
<b>Total respondents: 27</b>							
<b>Skipped question: 5</b>							

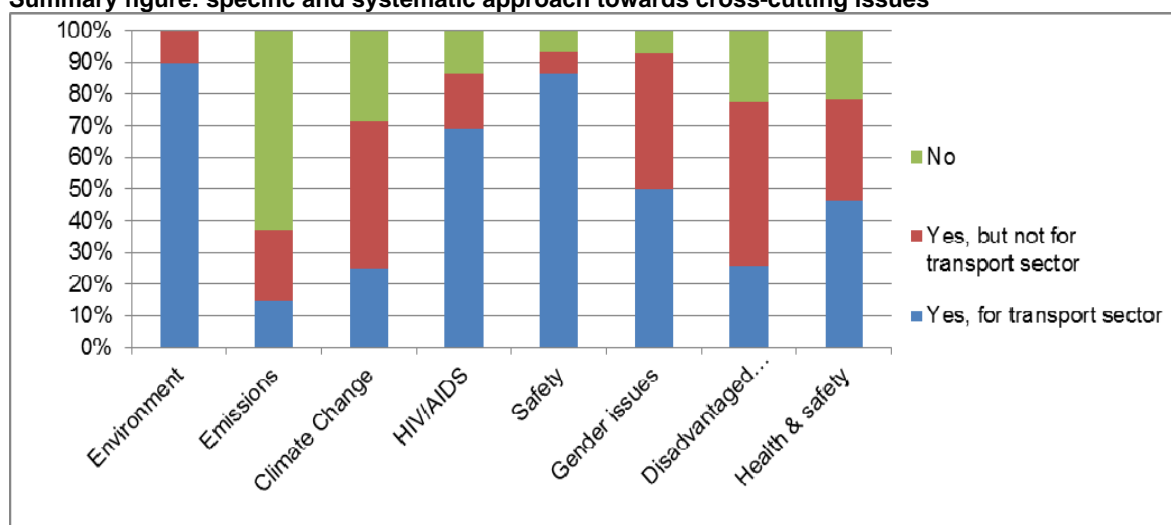
- *Health and Safety*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for transport sector	13						46
2 Yes, but not for transport sector	9						32
3 No	6						21
Average: 1,75 — Median: 2							
<b>Total respondents: 28</b>							
<b>Skipped question: 4</b>							

### E.3.2. Summary approach as regards cross cutting issues

Summary figure: specific and systematic approach towards cross-cutting issues



### E.3.3. Are there gender-disaggregated indicators and/or data collection systems in place in the country? Please comment

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	27	[Progress bar showing 59%]					59
Total respondents: 27 Skipped question: 4							

Most EUDs responded simply “yes” (3), “no” (6) or “don’t know” (6). Others remarked:


- Yes, there is a specific multi-partners working group on gender issues. National statistics are gender-disaggregated
- Some indicators are available but further efforts are needed to consolidate the data, technical assistance provided by stakeholders will support Government of Ethiopia in enhancing the quality of the collection system.
- No. It is difficult to get indicators in Guinea-Bissau. Even more difficult for gender-disaggregated indicators (that we try to get for food security, nutrition and health)
- I doubt we would be able to disaggregate data for the transport sector.
- No. There is no gender issues monitoring system in place in the country
- Just beginning
- Going along with what we experience in water sector there are hardly any gender-disaggregated indicators and/or data collection systems in place. Question 48 is further very confusing: 'Yes, but not for transport sector' is incompatible with the question.



- No real data, maybe just a recommendation in reports with no actual consequences
- There are no strong data collection systems in place. Most information is collected in the context of projects and hence on an adhoc basis.
- No indicators related to gender in the transport sector Budget Support
- Probably yes.
- To some extent they are disaggregated, but there is a fundamental problem with quality of data

### E.3.4. Please comment on the policy and practices of the government with respect to cross-cutting issues in the transport sector

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	22						48
Total respondents: 22 Skipped question: 4							

According to the EUDs cross cutting issues are generally not considered sufficiently or not at all by governments. 8 EUDs replied that cross cutting issues were not considered, whilst others stated:

- There is a specific awareness on road safety. Otherwise, the cross-cutting issues are rather imposed by the donors than promoted by the Government.
- Special attention is being given to rural populations, socio-economic impacts, health and education improvements. Some indicators start to be employed for gender but further efforts are needed. A specific indicator on EIA effectively applied in road sectors has been introduced in SPSP IV.
- EU projects include cross-cutting issues. For the rest of national projects I think they are not mentioned
- Peu ou pas de respect, sinon théorique et non en pratique
- The cross cutting issues like environmental impact, HIV/AIDS, safety, gender, health and safety are regularly included in the transport investment projects and are monitored during the implementation process. Environmental and social impacts and some other cross-cutting issues are also part of the studies at the stage of the project preparation.
- I do not know the policy and practices of the government with respect to cross-cutting issues in the transport sector in Guinea-Bissau. In the new strategic programme 2014-2018, nothing is said about crossing-issues in the transport sector
- These issues are part of the policy document. It is difficult for me to tell whether it is implemented in practice, apart from EU-funded projects (where the issue is clearly addressed).
- The policies on the paper sound nice but the practice is something else
- In general, Mozambique considers cross-cutting issues in most of their studies and strategies. It is when it comes to implementation that due to the very asymmetric capacity & performance of their internal coordination some of the intentions are lost.
- All has been reasonably well covered in policy documents of the government, whether it always results in consistent practices can not be

properly judged upon, but there might be room for improvement. Reports like the 'Basic Access and Mobility Standards and Needs' produced under 'Transport Sector Policy & Institutional Reform Support Programme (TSP/IRSP)' paid ample attention to cross cutting issues.

- Mesures transversales inscrites dans la politique des transports en accompagnement des projets routiers. Le suivi de leur mise en oeuvre est plus aléatoire.
- There are no clear politics in those fields beyond generic claims.
- Only environment is taken into account
- The Government has adopted policies and practices on cross cutting issues. However, these are more systematically applied on donor funded projects.
- There is a limited, but growing attention to crosscutting issue, also depending on the level of attention of the donors/funders
- En tout cas faibles en pratique
- Some raising awareness actions are financed during construction works on the cross-cutting themes indicated in section 48
- There is much more talking than action. Especially in times of budget cuts and financial austerity, they are seen as not-critical issues





## **F. Infrastructure operation and maintenance**

### **F.1. Road Funds**





**F.1.1. Is the Road Fund actually operating as a second generation fund (in theory/reality)? Does it have the following features (yes, to some extent, no)**

- Sound legal basis - separate road fund administration, clear rules and regulations;





(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	14						50
2 To some extent	5						18
3 No	9						32
Average: 1,82 — Median: 1							
Please comment	Total	% of total respondents					%
Open answer	7						15
<b>Total respondents: 28</b>							
<b>Skipped question: 5</b>							

- *Strong oversight - broad based private/public board;*  
(Each respondent could choose only ONE response per sub-question.)





Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	5						18
2 To some extend	10						36
3 No	13						46
Average: 2,29 — Median: 2							
Please comment	Total	% of total respondents					%
Open answer	7						15
<b>Total respondents: 28</b>							
<b>Skipped question: 5</b>							

- *Agency which is a purchaser not a provider of road maintenance services;*  
(Each respondent could choose only ONE response per sub-question.)





Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	12						44
2 To some extend	4						15
3 No	11						41
Average: 1,96 — Median: 2							
Please comment	Total	% of total respondents					%
Open answer	5						11
<b>Total respondents: 27</b>							
<b>Skipped question: 6</b>							

- *Revenues incremental to the budget and coming from charges related to road use and channeled directly to the Road Fund bank account;*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	7						25
2 To some extend	10						36
3 No	11						39
Average: 2,14 — Median: 2							
Please comment	Total	% of total respondents					%
Open answer	7						15
<b>Total respondents: 28</b>							
<b>Skipped question: 5</b>							





- *Sound financial management systems, lean efficient administrative structure*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	6						21
2 To some extend	12						43
3 No	10						36
Average: 2,14 — Median: 2							
Please comment	Total	% of total respondents					%
Open answer	2						4
<b>Total respondents: 28</b>							
<b>Skipped question: 5</b>							

(Each respondent could choose only ONE response per sub-question.)





- *Regular technical and financial audits.*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes	11						41
2 To some extent	8						30
3 No	8						30
Average: 1,89 — Median: 2							
Please comment	Total	% of total respondents					%
Open answer	6						13
<b>Total respondents: 27</b>							
<b>Skipped question: 6</b>							

### F.1.2. What impact has the establishment and operation of the road fund had on sustainability of the road network?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Very large	1						4
Large	9						33
Limited	12						44
No impact	5						19
<b>Total respondents: 27</b>							
<b>Skipped question: 6</b>							

### F.1.3. Please comment on the above question

<p><b>Total respondents: 24</b></p> <p><b>Skipped question: 6</b></p> <p>Each respondent could write a single open-ended response of maximum 2000 characters.</p>
---

Apart from several comments stating that there is no road fund established, almost all other comments pointed at issues that have limited the impact of Road Funds on the sustainability of the road network. The majority relates to a shortage of financial resources for the fund. Other point at allocation issues (not enough funds allocated to maintenance) and institutional capacity issues:




- *The benefits of having an operational Road Fund of 2nd generation have been limited by: 1) Lack of capacity of road maintenance SME, 2) Slow implementation of tendering procedures by contracting authorities and 3) since 2011, delays in paying invoices due to lack of funds in the RF account*
- *Le fonds d'entretien routier ne sert pas à la maintenance mais à la réhabilitation ou la construction de routes.*
- *Not a second generation road fund; not autonomous; disbursement controlled by the Ministry of Finance; Not enough funds available for maintenance*
- *No impact because the road fund is not existing anymore. This is a pity because the roads are very much in need of maintenance*
- *Until the Road Fund was financed (then a five years crises put in danger the whole institutional structure) the maintenance of the network was quite covered by the recovered finances. Nowadays the whole system has to be restarted from scratch*
- *Financing of the Road Fund is not sufficient to face network needs. Management of the fund would still need further improvement.*
- *The Road Fund collects too few revenue (20% of the amount needed) and the allocation of the few collected revenues suffers from the 'strong man in the board', plus poor planning in the Road Agency. Procurement problems often make the overall impact too little too late*
- *There is a road fund, but the funds available to it are not enough*
- *For a country as big as Mozambique the management of the whole network is of extreme challenge. Compared to other countries in different regions in Africa the achievements are remarkable.*
- *Contracts awarding procedures management*
- *Increase of budget allocated to maintenance and improvement of road network*
- *Priorité n°1 de la Stratégie Nationale des Transports (maintien du niveau de service actuel sur l'ensemble du réseau prioritaire) atteinte.*
- *No actual maintenance has been carried out. Money transferred to the 'Office de Routes' is not used for actual maintenance*
- *There is a dedicated flow of funds from the fuel levy which have increased substantially over the years. However, it would appear that not all the money is used for maintenance in the strict sense of the term.*
- *Due to limited RF human and financial resources*
- *Jusqu'a 2013 le budget du Fonds d'entretien routier était très faible*
- *Although the Fund is not fully a second generation one, it helps a lot keeping visible on the agenda the maintenance costs.*
- *The establishment of the road fund and its operationalisation is still recent, although impact is starting to be seen. About 30% of the network is estimated to be almost properly maintained. This needs to be confirmed, as several big rehabilitation projects are underway.*
- *The impact of the road fund has been limited. The financial resources are too limited due to the loss of value of the fuel levy and on the limited control of the RFA over the revenues flows. The EC Delegation has been very active in advocating for an increase of the fuel levy and it seems that Ministry of Finance is considering it. However a stronger and more independent board for the RFA and more direct control over the revenues would be additional important changes to make*

## F.2. Funding operation and maintenance

The following questions relate to funding of infrastructure operation and maintenance. The questions aim to assess to what extent EU support has contributed to sustainable and affordable transport infrastructure in Africa






### F.2.1. Is a 'user pays' strategy supported by the government?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	21						70
No	7						23
Don't know	2						7
<b>Total respondents: 30</b> <b>Skipped question: 4</b>							


### F.2.2. If so, how?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Road tolls	4						17
Fuel levy	13						54
Vehicle licensing fees	1						4
Driver licensing fees	0						0
Vehicle sales taxes	1						4
Other, please specify	5						21
<b>Total respondents: 24</b> <b>Skipped question: 4</b>							

### F.2.33. Are funds 'earmarked' for road maintenance and/or Road Fund? Please explain how

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	28						61
Total respondents: 28 Skipped question: 4							

The following comments were made regarding *earmarking of funds* for the road sector:

- *Since 2011 the fuel levy and other fees are not collected directly by the RF and they are channelled through the Treasury. This is a consequence of the lack of absorption of the RF.*
- *In theory the funds coming mainly from fuel levy (but also from road tolls and vehicle licesing) are earmarked for road maintenance, in practice in the last years the Ministry of Finance has imposed a cap to the financial allocation to road fund, without taking in proper consideration the physical need of the network.*
- *Don't know*
- *Non, ce n'est absolument pas clair, pas de comptabilité national qui permettrait d'identifier ces fonds. théoriquement c'est le cas, en réalité???*
- *Yes. All fees and taxes are collected by URA to the Consolidated Fund. MoFPED then disburses these fees from the Fund to URF annually.*
- *Not out of the petrol taxes which go straight to the Road Fund*
- *Road tolls, fuel levy and fines for load excess are earmarked and transferred directly to the Road fund. They do not transit through National Budget.*
- *Funds collected by the Road Fund*
- *Levies collected by the Revenue Authority, go to the Treasury and channelled to Road Fund*
- *Road tolls (concessions), fixed amount of fuel levy allocated to road fund, 25% of vehicle overloading fees*
- *Oui*
- *In principle yes, but in practice they are often diverted to other uses (no audit available)*
- *Part of taxes on cars are for road maintenance*
- *Funds from the fuel levy are transferred to the Road Fund that has is dedicated to Road Maintenance. The allocation of funds (%) to the different road authorities has been fixed by an Act of Parliament. The question is now to what extent the road authorities utilise the funds exclusively for road maintenance.*
- *They are earmarked, but RF doesn't get the 100% of the levy;*
- *Taxes sur les carburants Vignettes sur les vehicules*
- *Une redevance de 25 Francs CFA par litre de carburant consommé à la pompe est destinée au fond d'entretien routier. Cependant, des difficultés*



existent toujours pour le transfert de ces fonds au fond d'entretien routier. En dehors de cette redevance, le fonds collectés par le système de péage et pesage du pays sont aussi destinés au fond d'entretien routier.

- Fuel levy and annual budget
- Not always. However, the General Authority for roads Bridges and LAnd transportation has some ressources from the advertisement billboards in the streets. These revenues are partially used for road maintenance
- Yes, some: 100% of toll revenue and a special fuel levy for road maintenance
- Payages d'autoroute (ADM)
- Road Fund Administration revenues (mainly fuel levy) are exclusively earmarked for road maintenance, but these are not enough to maintain the network. Ad hoc allocation should be done through the Government budget, but funds for maintenance have kept reducing in favour of more allocations for roads upgradings

#### F.2.4. To what extent are maintenance needs covered by the 'user pays' strategy?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
100%	2						8
75 – 99%	2						8
50 – 74%	4						15
<50%	18						69
Total respondents: 26 Skipped question: 4							

#### F.2.5. What do you see as a likely scenario in the coming 5 years in terms of maintenance needs, the extent these can be covered and sources and earmarking of funds

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	26						57
Total respondents: 26 Skipped question: 4							

Most comments highlight the fact that budget available and allocated to road maintenance will remain insufficient to cover all maintenance needs. This situation

might get worse due to growing maintenance needs following the expansion of the network:

- *The quick expansion of the federal network (paved roads) and the rural roads (around 70.000 km of additional rural roads to be built during the period 2010-2015) will increase dramatically the maintenance needs, and the Government of Ethiopia will have to undertake significant reforms to cope with this scenario.*
- *Recent important investment in new roads suggest the maintenance needs will become even higher than the funds available*
- *Accelerated growth of needs. It is unlikely that this can be covered by internally generated resources.*
- *Les routes sont de plus en plus nombreuses, les besoins en maintenance et entretien vont exploser et rien n'est fait...pas de fonctionnement correcte du fonds routier...donc les routes vont se dégrader, à nouveau, dans les 5 prochaines années.*
- *The budget allocated to maintenance is still insufficient, leading to backlog in execution of maintenance programme and continuing degradation of road network*
- *Being an enthusiastic cyclist I cycle many roads in Lesotho. Maintenance on many roads is a problem. Although there is road maintenance it is not systematic and / or enough and I foresee for several roads constructed or rehabilitated over the last 5 - 15 years a deterioration in the coming 5 years.*
- *Amélioration limitée A partir de 2014 utilisation des crédits bancaires*
- *Besoins d'entretien routier (courant et périodique) estimés à 32 Milliards FCFA en 2015 (selon Stratégie Nationale de Transport). Le fonds annuels (très variables) disponibles pour l'entretien routier ne couvriraient qu'entre 1/3 et 1/6 des besoins. La situation devrait s'améliorer en raison de l'implémentation d'un mécanisme pour le transfert direct de la redevance d'usage routier au fond d'entretien routier.*
- *We expect a situation of roads degradation, because there are not enough funding for maintenance*
- *Maintenance needs will increase because several big rehabilitation projects are underway. It is unlikely that the funding to cover these needs will be covered in the short and medium term.*
- *L'entretien des systèmes de transport devra être assumé dans sa totalité par les partenaires car le gouvernement n'aura pas des disponibilités financières pour ce faire.*
- *Funds won't be enough; a specific attribution in the national annual budget would be needed; levys on fuel are not enough (and are not earmarked)*
- *Maintenance of the priority network could be covered well, if all the potential funds of the RF are conveniently used. After that, donors need to cover the gap, specially for rural roads.*
- *Mali is trying to increase its financing of the fund. It is unlikely that periodic maintenance could be financed through the fund. If routine maintenance alone is ensured, it would be a great deal.*

Several comments are also made on the need increase the revenues basis of Road Funds, on the need to earmark funds for road maintenance and on the use of PPP to increase funds available for road maintenance:

- *The government wants to develop roads based on ppp basis*
- *GoU is moving towards road tolls in the PPP projects and part of these funds are earmarked for maintenance. However, the maintenance backlog will not cleared if the funds disbursed to the URF are not doubled. Also, the Designated Agencies need their capacity to be built in planning, budgeting and works implementation in order to absorb the current disbursements.*
- *Earmarked sources should be completely affected and should be increased in order to cover the complete road network; probably a delegated/decentralised policy towards rural community should be adopted to assure local intervention through HIMO intervention methods*
- *There is too much political interference and political games in the budget process. Better should be to ring fence to the fullest possible extent maintenance funds through RFA own resources. But donors, especially the EU, should move away from the logic of road network sustainability. African road networks are not sustainable because there are not enough economic activities to pay for thousands of km of roads in order to cover countries that are among the biggest in the world. In developing countries roads are a mix of economic and social infrastructures. We should come to terms with that (also the European Court of Auditors...)*
- *The Earmarking of funds is strongly opposed by IMF and WB. A decision on earmarking or not for road maintenance is yet to be initiated. No earmarking is in place at present.*
- *There is a clear need to ensure a better (more effective) transfer to the Road Fund. We expect some improvement in the future.*

One comment stated:

- *There is no clear basis to determine the road maintenance needs in the absence of a comprehensive road condition survey. As such there are two prevailing schools of thought: the maintenance funds are sufficient if used efficiently, versus the maintenance funds are not adequate to cover the maintenance needs.*

### ***F.3. Impact of decentralisation in road sector management***

#### **F.3.1. What has been the impact of decentralisation in road sector management?**

- *Development and maintenance of secondary, tertiary or unclassified roads*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Significant improvement	1						4
2 Slight improvement	7						28
3 No change	6						24
4 Slight deterioration	1						4
5 Significant deterioration	1						4
6 Don't know	9						36
Average: 3,84 — Median: 3							
Total respondents: 25							
Skipped question: 7							

### F.3.2. What has been the impact of decentralisation in road sector management?

- *Efficiency in delivery of road (maintenance) works on maintenance of secondary, tertiary or unclassified roads*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Significant improvement	1						4
2 Slight improvement	6						24
3 No change	6						24
4 Slight deterioration	3						12
5 Significant deterioration	1						4
6 Don't know	8						32
Average: 3,84 — Median: 3							
Total respondents: 25							
Skipped question: 7							

- *Pro-poor decision making*

(Each respondent could choose only ONE response per sub-question.)

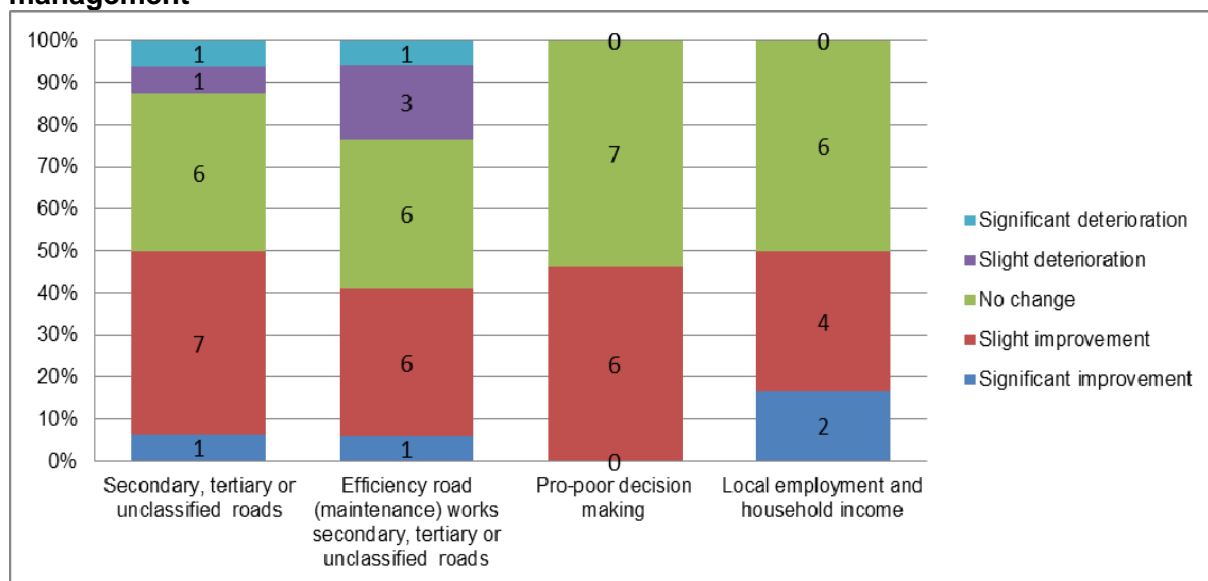
Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Significant improvement	0						0
2 Slight improvement	6						24
3 No change	7						28
4 Slight deterioration	0						0
5 Significant deterioration	0						0
6 Don't know	12						48
Average: 4,20 — Median: 3							
<b>Total respondents: 25</b>							
<b>Skipped question: 7</b>							

- *Local employment and household income*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Significant improvement	2						8
2 Slight improvement	4						17
3 No change	6						25
4 Slight deterioration	0						0
5 Significant deterioration	0						0
6 Don't know	12						50
Average: 4,17 — Median: 3							
<b>Total respondents: 24</b>							
<b>Skipped question: 8</b>							

### F.3.2 Summary figure on the impact of decentralisation in road sector management




In countries where decentralisation did occur, EUDs found that in around 50% of the cases decentralisation had positive impacts on the development and maintenance of secondary, tertiary and unclassified roads; on pro-poor decision making and on local employment and household income.

EUDs in 14 countries indicated that no decentralisation took place or that it only took place very recently, so no impacts could be identified yet.

### F.3.3. Do you have any comments on the impact of decentralisation?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	16						35
Total respondents: 16 Skipped question: 24							



- Decentralisation in road sector management is very recent and no change has been established yet. However, improvements are expected in the next years.
- Pas de décentralisation
- The Designated Agencies that have the mandate of implementation of the road maintenance have a shortage of equipment and human resources. Accordingly, there is a slight improvement in the maintenance of roads decentralised to the local governments.
- No decentralisation happened in road sector management in Guinea-Bissau
- The decentralisation has not yet happened, apart for the rural roads, but because of lack of funds and lack of technical capacity of the decentralised communities the impact has been practically null.

- *Decentralisation: insignificant effect due to very poor capacity and limited ressources. Devolution: positive effect specially in terms of oportunities to transform past capacity building efforts in oportunities that are slowly proving effect.*
  - *Secondary road network not followed by EUD/Government decentralisation process started a long time ago, hard to compare current situation to previous one.*
  - *Le processus de décentralisation au Tchad est à pein entamé. Dans le secteur du transport, l'essentiel des activités demeure du ressort du Ministère des Infrastructures et de l'Aviation Civile. Les activités qui pourraient relever des collectivités locales ne sont en fait pas du tout assurées au Tchad.*
  - *The decentralisation of roads is too recent to make any comment. However, it is already apparent that there is generally inaequate capacity at the decentralised level to immediately have a positive impact. Time is required to develop capacity as well as transfer it from the centre as soon as the conditions allow.*
  - *Decentralisation not yet implemented*
  - *La decentralisation dans le secteur des routes ne pas encore effective*
- 
- *The is virtually no decentralisation in Togo! A strategy for decentralised rural road maintenance has been elaborated very recently, results are still to be seen.*
  - *La décentralisation de la maintenance des routes au Maroc n'est pas encore en place. Ce ser ale cas avec la régionalisation qui vient d'être annoncée et qui sera mise enplace en 2016.*
  - *Decentralisation of rural roads to district councils is foreseen under the current legal framework but has not been implemented. the Roads Authority is still in charge of the entire country's road network. Recently the Government has prmosed that they will start the devolution of rural roads to six pilot district councils in the new financial year*

#### **F.4. Private sector involvement**


##### **F.4.1. Has there been increased private sector involvement in transport sector management and investment (including PPP)?**

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	12						40
No	18						60
Don't know	0						0
<b>Total respondents: 30</b>							
<b>Skipped question: 24</b>							

#### F.4.2. If so, how and for which transport modes?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	16						35
Total respondents: 16 Skipped question: 24							



- *Railway Ports*
- *Surtout pour la gestion des ports maritimes et fluviaux (concessions)*
- *Creation of the Road Industry Council (RIC) with support from EU and DFID. Uganda Construction Industry Commission (UCICO) Bill is about to be sent to Parliament and will take over the RIC. This implies more involvement of the local private construction industry in transport management and investment through future concessions of roads. There is already a concession of railways to a private company.*
- *despite the government's willingness is to have more PPPs, change of behaviour is difficult to implement*
- *All except air transportation.*
- *Concessions for highway, ports, axle load control, railway*
- *There has been a few experiences (cement factory paving a road, construction company paving a national road and taking fees) but they didn't last.*
- *Not yet, however preparations are underway to increase PPPs in the ports and road sub sectors.*
- *Troisieme pont urbaine d'Abidjan Railways Management*
- *Road and rail*
- *Ports mainly*
- *2 major PPP have been signed for the extension of the ports and the management of the 2 new terminals. Nothing for other transport modes.*
- *Road Transport through the WB OPRC contracts which include 7-year maintenance after construction. All maintenance under these contracts is executed by Chinese contractors. One cannot understand why road routine maintenance paid from EU taxpayer funds has to be executed by Chinese contractors and not by local SMEs.*
- *port et logistique*
- *Fluvial: lake ports and shipping concessions Rail: operations of the existing network, BOOT on a greenfield concession*



## F.5. Regulations and enforcement





### F.5.1. Has EU supported enforcement of traffic regulations (including axle load control)?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	23						77
No	7						23
Don't know	0						0
<b>Total respondents: 30</b>							
<b>Skipped question: 24</b>							

### F.5.2. If so, has effectiveness of enforcement improved?

(Each respondent could choose only ONE of the following responses.)






Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Significant improvement	3						14
2 Slight improvement	12						55
3 No change	5						23
4 Slight deterioration	0						0
5 Significant deterioration	0						0
6 Don't know	2						9
Average: 2,45 — Median: 2							
<b>Total respondents: 22</b>							
<b>Skipped question: 24</b>							

## G. Economic and social development

The following questions relate to economic and social development. The following questions aim to assess to what extent EU support to the transport sector in Africa has contributed to sustainable social and economic development




### **G.1.1. What was the importance of EU support to the establishment and operation of a regulator of land transport services?**

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Very high	0						0
High	6						21
Limited	5						17
Very limited	4						14
No EU support	7						24
No regulator established	7						24
<b>Total respondents: 29</b>							
<b>Skipped question: 24</b>							




### **G.1.2. Is there political interference in the operations of the regulator?**

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Never	1						6
Occasionally	13						72
Regularly	4						22
<b>Total respondents: 18</b>							
<b>Skipped question: 24</b>							


### G.1.3. To what extent are regulatory decisions implemented?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Fully	1						5
Partially	16						84
Never	2						11
Total respondents: 19 Skipped question: 24							

**G.1.4. Can you provide examples of outputs of EU transport sector interventions that have enabled or spurred projects or developments in other areas (e.g. regional development, health, education, rural development) targeted by the Government and other donors or the private sector? Which transport sector outcomes (e.g. improved rural accessibility, lower transport costs, better service levels, increased capacity in public authorities, etc) were particularly important and which developments (eg access to health facilities, commercial farming, factory development, extractive industry etc) did they support?**

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	21						46
Total respondents: 21 Skipped question: 24							

The following examples were provided:


- *All EDF funded road projects in Cameroon have been evaluated at the end of implementation, including impact in other sectors. Evaluation reports are available upon request.*
- *In Ethiopia population is particularly scattered in rural areas (more than 80% of the 95M habitants of Ethiopia) and the increased geographical coverage of rural roads and federal network have had an important impact in improving access to health and education infrastructure (Delegation to Ethiopia prepared some video on this, available upon request). Just to give an example, Ethiopia will match most of the MDG, with the exception (probably) of the maternal mortality; an analysis of the main causes of mortality (70-80% of the fatalities are due to three causes: bleeding/haemorrhage, obstructed labour/dystocia, pre-eclampsia and eclampsia) shows that remedies for these main causes are not particularly complex and are generally available in health centres but*

women are often not able to get there in time because of the catastrophic condition of the rural roads network.

- Lack of transparency
  - Feeder roads programme for rural accessibility and access to markets for commercial farming, Northern Corridor improvement for regional development; lower investment and maintenance costs with low cost seals technologies; support to the private sector in the local construction industry through Roads Industry Council.
  - Improved rural accessibility and better access to local markets
  - Improvement of rural accessibility, by implementing national road networking and maintenance, has lowered transport costs, and increased access to health and education facilities
  - Main projects over the period had an impact in terms of regional integration and therefore spurred trade (an ex-post evaluation of these closed project will be carried out by our Delegation in April 2015).
  - Improved accessibility and lower costs have tripled the hotel and tourism industry in the center and Eastern region of Burundi, thanks to transport interventions (RN 12, RN 13, RN 19, VUB)
  - Access is proven as the first step for development but measurement of effects remains weak.
  - No
  - Financing of international road corridors led to significant increase in traffic and trade with neighbouring countries, reduction in travel times
  - Better service levels, lower transport costs / Regional integration
  - (There's no EU transport sector budget support, all further notes are about project approach) EU reopened major roads after the civil war from which every further activity has benefitted, in social, economic and institutional sectors
  - The key output in the road sector was improved accessibility which lowered transport costs and was important for social and economic development.
  - No
  - Desenclement des zones rurales Construction d'un quai fruitier au port d'Abidjan Appui aux reformes dans le transport des marchandises par route en vue d'un appui budgétaire régional de la Banque Mondiale
  - 10 FED - 511 km de routes bitumées réhabilitées 11 FED - 137 km de routes bitumées envisagées Ce qui a donné comme résultat entre autres: La réduction du coût de transport, L'amélioration de la sécurité routière L'augmentation des échanges commerciaux Le développement de l'industrie (cimenterie à Malbaza, transport pétrole de Zinder vers Niamey, entre autres)
  - Better service level.
  - The support to rural/feeder roads rehabilitation / construction has helped the coffee / cacao sector to revive. The rehabilitation / building of several urban roads has created some economic activity and improved the town salubrity.
  - Tourisme, ouverture à la concurrence dans le secteur aérien
  - Access to markets by small holders farmers through our rural roads programmes. Cash transfer to poor people in terms of wages for roads rehabilitated under labour intensive methods
-

### G.1.5. Please provide examples of EU transport sector support for improving rural access specifically focussed on remote areas and/or vulnerable people

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents	%										
Open answer	23		50										
Total respondents: 23 Skipped question: 24		<table border="1"> <thead> <tr> <th>0%</th> <th>20%</th> <th>40%</th> <th>60%</th> <th>80%</th> </tr> </thead> <tbody> <tr> <td colspan="5"> </td> </tr> </tbody> </table>	0%	20%	40%	60%	80%						
0%	20%	40%	60%	80%									






The following examples were provided:

- *EU funded roads in Cameroon have prioritised the accessibility to the more isolated areas (East and North) and the landlocked neighbouring countries.*
- *The rural road component of the Road Sector Development Plan of Ethiopia is considered as one of the most important objectives and specific indicators have been introduced both in fixed and variable tranches.*
- *In the 11 EDF EU transport sector support for improving rural access specifically focussed on remote areas*
- *La construction de la RN1 entre Brazzaville et Kinkala et entre Kinkala et Mondouli La réhabilitation du Port de Brazzaville et la facilitation de son accès pour toutes les populations au nord de la république du Congo de la RDC et de la Rep Centrafricaine.*
- *Karamoja Roads Development Programme; District Roads Regravelling project*
- *40M EUR rural feeder road sector budget support programme ongoing*
- *Improved rural accessibility and better access to local markets as a strategy to fight poverty*
- *Different projects have important HIMO components for the rehabilitation and maintenance of rural roads, by recruiting local labour force and local SME's*
- *STABEX and PPCDR specifically funded feeder roads to tea and coffee factories, improving agricultural products and goods trade*
- *Upgrading of 200km of rural road to sealed all-year passable in 2 regions MEUR 17,9 linked to this a technical CB to district engineers*
- *The Milange Mocuba project, currently under implementation is precisely targeting rural development as one of the two general objectives.*
- *The EU committed 10 M€ to pistes rurales/désenclavement*
- *improvement of rural/feeder roads led to better access to markets, increase in frequency of visits to health centers, reduction of transport costs and increased frequency of public/shared transport*
- *EU funded road projects, under earlier than 9th EDF programmes, in rural areas have greatly improved rural access specifically focussed on remote areas and/or vulnerable people.*

- *Etude de formulation en cours pour appui au secteur sous le 11ème FED*
- *(There's no EU transport sector budget support, all further notes are about project approach) All rural projects in center, east and north-east of the country (PAR, PASTAR, PAREST)*
- *No similar projects in Gabon*
- *Desenclavement des zones rurales y compris dans les zones touchées par la crise*
- *10 FED - 169 km de routes rurales réhabilitées 11 FED - 520 km de routes rurales envisagées En dehors des actions prévues par la section développement rurales au fond d'entretien routier.*
- *Cairo Metro*
- *The EU has support the rehabilitation of 800 km of rural / feeder roads.*
- *Appui Budgétaire au désenclavement des populations isolées*


### G.1.6. To what extent was support to urban transport considered in preparation of the EU sector support programme?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Strongly considered and significant inclusion in support programme	3						12
Strongly considered but limited inclusion in support programme	1						4
Strongly considered but no inclusion in support programme	0						0
Hardly considered and limited inclusion in support programme	6						23
Hardly considered and no inclusion in support programme	2						8
Not considered	14						54
<b>Total respondents: 26</b>							
<b>Skipped question: 24</b>							

### G.1.7. If there was no support to urban transport, why not?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	21						46
Total respondents: 21							
Skipped question: 24							

The EUDs provided the following reasons why it did not support urban transport, mostly indicating that it just wasn't a priority of the the EUD and/or the national governments:

- *It was not the choice of the Gouvernement.*
- *Other stakeholders are involved in urban transport sub-sectors, including China (Chinese contractors are in charge of the light railway in Addis Ababa). A better coordination is necessary and EU will use the on-going and next programme to improve it, as there are more and more examples of the problems related to the lack of coordination between road sector policy and urban transport (just to give an example, the new express highway Addis Ababa - Adama is open but still 15km far from the center of Addis!).*
- *Other priorities*
- *Ce sont les choix de L'UE (HQ), plus d'infrastructures ou de transport.*
- *The priority was the improvement of the Northern Corridor and rural roads. To some extent, the Kampala Northern Bypass is an urban transport intervention (limitation of congestion of Central Kampala).*
- *Because EU programme was based on rural development*
- *Main attention was given to national connection roads*
- *In spite of the individual interest we may have for urban transport, this was considered as World Bank, African Development Bank and Agence française de Développement's prerogative.*
- *Too many needs , too few resources available, too many priorities (post conflict context)*
- *Over ambitious in terms of human resource availability.*
- *No consideration, no needs, no requirement from GoB*
- *Transport not focal sector of EU programming*
- *Focus on other priorities*
- *The question is not correctly formulated: urban transport is strongly considered but always in the framework of a project approach*
- *There is no EU Support program*
- *Not considered a priority by Government*
- *Urban transport not well developed. It consists mainly of taxis and small busses. The government is not interested in developing it*
- *Other sectors were considered as more important and the programme could not cover everything. However, Eu is co-funding the 3rd phase of the 3rd Cairo metro line as previously mentioned*
- *It was not really a priority.*
- *Ce n'est plus une des 3 priorités de l'UE.*

- *Transport no focal sector under EDF11. Urban mobility not a big issue at the moment in the country*

### G.1.8. What has been the outcome of EU support to development of capacity of small/medium national construction contractors?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Significant improvement in capacity	4						14
Slight improvement in capacity	12						43
No change	8						29
Don't know	4						14
<b>Total respondents: 28</b> <b>Skipped question: 24</b>							

### G.1.9.. Have Labour Based methods been promoted in EU transport sector support activities?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	19						66
No	7						24
Don't know	3						10
<b>Total respondents: 29</b> <b>Skipped question: 24</b>							



### G.1.10. If so, have outcomes been positive?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Greatly positive	1						5
2 Slightly positive	13						62
3 No change	2						10
4 Slightly negative	1						5
5 Significantly negative	0						0
6 Don't know	4						19
Average: 2,90 — Median: 2							
Total respondents: 21							
Skipped question: 24							

### G.1.11. Is there evidence of direct or indirect outcomes of EU transport sector support resulting in new businesses being established or increased trade?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	9						33
No	4						15
Don't know	14						52
Total respondents: 27							
Skipped question: 24							

### G.1.12. If so please give examples

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	12						26
Total respondents: 12							
Skipped question: 24							

The following examples were provided:







- *All EDF funded road projects in Cameroon have been evaluated at the end of implementation, including impact in other sectors. Evaluation reports are available upon request.*
- *The number and quality of local contractors, both in works and engineering studies sectors, has been significantly increased and the sector budget support programme is constantly monitoring the participation of local private sector to the implementation of the RSDP IV.*
- *Dans les régions ayant eu un investissement routier cela est flagrant surtout au niveau agricole ainsi qu'au niveau des infrastructures portuaires qui ont permis d'accroître les volumes d'échanges commerciaux...*
- *Refer to 65 above*
- *Increased trade in rural areas (feeder roads/rural roads), urban roads/restructuring lead to increased economic activity in affected neighbourhoods*
- *No sector support*
- *No EU Sector support*
- *Rehabilitation des pistes cotonniers dans le nord du pays avec la relance de la filière*
- *Projet de renouvellement de la flotte. Achat d'un nombre substantiel de véhicules en cours pour plusieurs compagnies de transport. Possiblement une augmentation du commerce pour certaines entreprises comme la cimenterie de Malbaza, ou la Raffinerie de Zinder.*
- *New small businesses have appeared on the urban roads that have been rehabilitated / built.*
- *Secteur aérien*

## H. Contributions to poverty alleviation

The following questions relate to Contributions to poverty alleviation. The questions aim to assess to what extent do EU transport sector policies, strategies and interventions contribute explicitly to poverty reduction in Africa?


### H.1.1. Have Poverty and Social Impact Assessments been carried out for EU transport infrastructure interventions?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
For all interventions	1						4
For most interventions	4						15
For some interventions	6						22
For few interventions	3						11
For none of the interventions	5						19
Don't know	8						30
<b>Total respondents: 27</b>							
<b>Skipped question: 24</b>							

### H.1.2. If so what are the benefits to the poor (or on poverty) within infrastructure catchment areas as identified in ex-post evaluation? Are they different from the ones identified in the PSIA?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	15						33
<b>Total respondents: 15</b>							
<b>Skipped question: 24</b>							




Examples of benefits to the poor of infrastructure investment that have been identified in ex-post evaluations include:

- All EDF funded road projects in Cameroon have been evaluated at the end of implementation, including impact in other sectors. Evaluation reports are available upon request.
- The evaluation has been carried out for 5 main corridors financed by World Bank. EU is providing sector budget support, which is an untargeted modality. On the last road project financed by EU in Ethiopia (Jimma road, 2000 - 2007) no specific assessment of poverty and social impact assessment has been carried out.
- Increasing the value of different zones where roads have been built
- Access to market, to health services, to administrative services especially in rural areas

- *Reduced costs set resources for personal initiatives*
- *Reduction in transport costs, increased access to markets*
- *Effects are less than expected, differences also between results and a priori assessment (What is PSIA? Cannot just drop acronyms like that!)*
- *EU does not finance infrastructures*
- *Don't know*
- *Concordantes en generale*
- *Improved living conditions*
- *Jobs have been created during project implementation, generating activities have been established thanks to the new infrastructures.*
- *Poverty and Social impacts have always been a very important consideration in selecting transport projects but no formal 'Poverty and Social Impact Assessments' have been carried out.*
- *The 2013 Integrated Household survey identified a causal relationship between level of poverty of rural communities and their distance from all-weather passable roads*


### H.1.3.. Have studies been carried out to identify poverty alleviation outcomes of EU transport sector support (by attribution or contribution)?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	5						18
No	12						43
Don't know	11						39
<b>Total respondents: 28</b>							
<b>Skipped question: 24</b>							

### H.1.4. If so please give examples

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	9						20
<b>Total respondents: 9</b>							
<b>Skipped question: 24</b>							




The following examples were provided:

- *All EDF funded road projects in Cameroon have been evaluated at the end of implementation, including impact in other sectors. Evaluation reports are available upon request.*
- *See the final evaluation of SPSP 2 (available on CRIS) and other assessment made on poverty alleviation in the sector. Some analysis for Ethiopia is also available in the last documents produced by SSATP.*
- *We will start a mid-term review evaluation that will start looking at this dimension.*

- *Reduction in transport costs, increased access to markets*
- *As far as we known, only on the main road connecting Kinshasa to the south-east.*
- *These aspects have been covered by the projects' evaluations.*
- *Projets rocade et Provinces du Nord*






### H.1.5.. What is your perception of the methodological rigour of such studies?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Very good	0						0
Good	7						50
Poor	6						43
Very poor	1						7
<b>Total respondents: 14</b> <b>Skipped question: 24</b>							


### H.1.6. In your experience what is the quality of identification and feasibility studies for EU transport sector interventions in examination of transportation barriers faced by vulnerable groups?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Very good	0						0
Adequate	6						21
Poor	9						31
Very poor	3						10
Not examined at all	3						10
Don't know	8						28
<b>Total respondents: 29</b> <b>Skipped question: 24</b>							

### H.1.7. If so please give examples

(Each respondent could write a single open-ended response of maximum 2000 characters.)




Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	7						15
Total respondents: 7 Skipped question: 24							

The following examples were provided:

- *Feeder roads and improvement of rural access*
- *In my experience, the identification and feasibility studies are most often implemented with the authorities (government, local authorities) and other donors (development banks). Participatory formulations with vulnerable groups are made last*
- *The effect of tendency to group feasibility + formulation and design + supervision into one contract in various phases has had as an effect a focus on action and less at governance level.*
- *The ToR do not place emphasis on examining the barriers faced by vulnerable groups. However, this should be quite easy to change.*
- *Tous les prets transport au Maroc étaient assez bien adaptés.*


### H.1.8. For EU transport sector interventions, are safeguards provided to reduce risks to vulnerable groups?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	12						41
No	10						34
Don't know	7						24
Total respondents: 29 Skipped question: 24							

### H.1.9. If so please give examples

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	12						26
Total respondents: 12 Skipped question: 24							

The following examples were provided:

- *Accompanying measures along the road works*
- *Accompanying measures include vulnerable groups*
- *The current project includes accompanying measures that can serve to this purpose. A safety campaign is planned.*
- *Road safety, accompanying measures (e.g. building of markets, feeder roads)*
- *Mesures d'accompagnement*
- *Environmental and social studies are carried and accompanying measures are associated to road investment, for instance. In some cases, rural development projects have been accompanied by rural transport infrastructure.*
- *Sensibilisation HIV*
- *HIV/AIDS and Gender programmes on construction projects*
- *For the vulnerable groups living on the route of the metro compensation schemes were provided to move them from where they used to live or work.*
- *Désenclavement, sécurité urbaine (projet tramway Rabat)*


**H.1.10. What is your perception of the overall impacts upon poverty alleviation of EU support to the transport sector? Choose one option in each column**

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Strong positive impact	10						34
Slight positive impact	16						55
No impact	3						10
Significant improvement is possible	2						7
Some improvement is possible	20						69
Little improvement is possible	6						21
No improvement is possible	1						3
<b>Total respondents: 29</b>							
<b>Skipped question: 24</b>							

### H.1.11. Please comment on the above question

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	20						43
Total respondents: 20 Skipped question: 24							

- *The EU supported transport projects increased the GDP of the country through increased exports and services in both rural and urban areas. The inclusion of poverty studies in road transport feasibility studies and inclusion of poverty alleviation indicators in road/transport projects should be done.*
- *It's very difficult to determine this impact on poverty alleviation.*
- *The transport sector has a major impact on all dimensions of development (social, cultural, educational, health, economy, ...) and also on regional integration*
- *Transport sector is often perceived as a means for Growth. It also contributes to poverty alleviation though. In particular, measurement of the impact of a road network in the area of poor dwellings shows improvement in conditions of living (see studies carried out in Ghana, in particular).*
- *Transport is a mean, not an end. it just helps unleash potential and personal risk taking, if any*
- *Access is a key step for opening opportunities for development. Implementation must be rigorous but the controls must be proportional; in this sense, it is accepted the level of contractual control to the implementation of financially important contracts while, implementation of accompanying measures must be given more flexibility.*
- *Significant improvement possible by continuing support for rural/feeder roads. Rehabilitation of regional roads also has significant positive impact on overall economic development of the country. Local impact of large projects can be improved by increased accompanying measures*
- *On all questions: no institutional memory left in Delegation. Also no knowledge of ex-post evaluation.*
- *Strong positive effects would be possible if a real transport policy were put in place, comprising control on misuse*
- *Algeria is a higher middle income country*
- *The transport interventions are generally 'enabling' poverty alleviation and require other improvements in the socio economic field to alleviate poverty. Some improvements are possible in term of making a stronger link between transport as an enabler and the other factors.*
- *Limited EU support in the sector. Little improvement possible within the Program Pagos (Support to the sector governance, with a component for the road maintenance)*
- *This a largely documented*
- *Increasing access to goods, employment, health and other social services. We could aim to better coordinate different type of projects (e.g. rural development and transport)*







- The transport sector affects all people but mainly the poor. Improvement in the sector has first major impact to the poor.
- Poverty alleviation was not addressed directly. What was the main objective is the governance of the sector and the financial sustainability which do not necessarily result in poverty alleviation in the short run
- Développement économique important du secteur et retombées pour l'emploi.
- Literature is full of studies demonstrating direct causal relationship between improvement of rural roads and poverty. for other kind of transport projects it is impossible to determine the poverty alleviation effects and transport works through economic growth, which in turns can alleviate poverty through conditions that are exogenous to transport

## I. Selection, planning and prioritisation of EU support

The following questions regard selection, planning and prioritisation of EU support to transport infrastructure investment. The questions aim to assess whether selection, planning and prioritisation procedures for EU transport sector support interventions in Africa were appropriate


### **I.1.1. In your experience do you consider conventional calculations of economic internal rate of return (EIRR) are an appropriate measure of justification for capital investments in the transport sector?**

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Highly appropriate	3						9
Appropriate	5						16
Appropriate if combined with measure of social justification	21						66
Don't know	3						9
<b>Total respondents: 32</b> <b>Skipped question: 24</b>							

### **I.1.2. Please elaborate**

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	15						33
<b>Total respondents: 15</b> <b>Skipped question: 24</b>							

- *Cost-Benefit Analysis are not always able to integrate all social and environmental variables. Very often they are distorted in order to justify the project. Cost-Benefit Analysis are single project tools but do not allow for comparing different options of funding. Sometimes transport projects with higher EIRR are neglected because of political considerations.*
- *Economical studies before approving investments*
- *Measurement of economic and social impacts of capital investment are also important. EIRR must not be the only criteria for the justification of an investment.*
- *Criteria for capital investments in the transport sector should not be only economic*
- *Economic and Financial analysis is a useful tool that contributes to decision making process. When I was in Ghana, we combined this approach with social and environmental indicators. The multi-criteria grid produced was in my view more relevant than the only economic approach traditionally used.*
- *In some cases, technicalities can not justify an investment only based on a poor EIRR, but in real life, the game changer is just that project with a low EIRR, if we are in a potentially rich but remote area. The baseline data (number of trucks blablah per day) may be misleading*
- *EIRR is just a tool that highly depends on the quality of data and assumptions that can be done. In developing countries, quality of data is usually weak.*
- *It should be performed but, as far as we know, it is not, even for main transportation corridors such as national routes*
- *It depends on the type of investment and what the objectives are. For ports, airports, and regional or major corridors, the EIRR is well suited to justify the investment. For some rural roads, roads providing access to remote areas, security roads etc., the EIRR is not appropriate and needs to be replaced by other indicators.*
- *It is a powerful quick indicator, if well calculated*
- *Les considerations tels que le desenclevement des zones et le developpement du territoire dépassent l'approche purement économique que quand même est appropriée.*
- *Pour un pays enclavé comme le Niger les connexions internes et avec l'extérieure sont essentielles pour garantir la gouvernance même si la rentabilité d'entretenir certaines de ces connexions n'est pas toujours justifié d'un point de vue purement économique.*
- *This is a good tool to assess the economic benefit of a given project, and to prioritise amongst several possible interventions.*
- *TGV*
- *There are various degrees of subjectivity and analysis in carrying out and economic and financial analysis. Better would be to take into account social, non-quantifiable issues since the outset*

### I.1.3. In your experience do you consider there are adequate national capacity and resources to ensure effective operation and maintenance of national transport infrastructure and services?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
High capacity & resources	0						0
Adequate capacity & resources	8						27
Inadequate capacity & resources	20						67
Don't know	2						7
<b>Total respondents: 30</b> <b>Skipped question: 24</b>							

### I.1.4. Please elaborate

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	17						37
<b>Total respondents: 17</b> <b>Skipped question: 24</b>							

- *In most of the countries where I have worked directly or indirectly (Central Africa, West-Africa, Horn of Africa) investments for new roads are considered as more politically attractive than maintenance activities. The visibility is often prevailing on more appropriate technical and financial considerations, leading to an unsustainable road network.*
- *Acting sometimes by just tribal needs*
- *Les ressources existent, les capacités sont faibles mais pourraient être mobilisées, malheureusement aucune volonté politique et organisationnel ne permet un entretien efficace des infrastructures de transport*
- *No second generation URF, no right balance between resources for investment and resources for operation and maintenance (O&M); institutions responsible for operation and maintenance are understaffed, lack equipment, and are not well trained to implement the O&M measures timely and to satisfactory quality.*
- *In the specific case of Guinea-Bissau, both the capacities & the resources are very low*
- *Obviously if capacity and resources were highly efficient, there would be no need for our cooperation. However, the support to be provided to Transport Sector administration can be twofold: either a support in terms of competence of the stakeholders (quality) or in terms staff number increase (quantity). In Mali, people of quality exist and they can be*

enough. The issue could have to do with (i) organisation of their workload by their hierarchy and (ii) financial incentive for these competent agents.

- Few resources collected, allocated based on political interference and poor procurement rules, continue to have a negative effect on the state of the roads
- There is still a long way to sustainability of the sector.
- Adequate capacity but inadequate resources
- A generational renewal is needed, as also a reforme institutionnelle des agences impliquées
- There are high resources but no capacity
- The capacity is variable. At the national institutions and in the capital, the capacity and resources are good. However, this is not always the case at the decentralised level.
- Limited resources, role of institutions sometime unclear, high turn-over
- Les ressources financières et les capacités des institutions sont faibles
- Financement et capacité de l'administration insuffisants
- The choice-menu is not very elaborate: I would say the capacity is adequate but the resources are not.
- HR is adequate, funding is missing.

#### I.1.5. Why does EU support to the transport sector consist almost entirely of support to the road subsector?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	28						61
Total respondents: 28 Skipped question: 24							



- It is the choice of national Governments. The road subsector is more poverty alleviation linked. The road subsector is less attractive for loans or private funding.
- Probably for historical reasons; EU has invested a lot of resources in road sector since the beginning of EDF interventions and has automatically developed a recognized know-how in the sector. However, in future interventions a more holistic approach should be adopted considering the transport sector as a whole and focusing more on intermodality. Railway, civil aviation, ports and logistical optimisation should be the key issues to be tackled in the future, as all the existing analysis shows that lack of infrastructure is still the major problem for Africa's growth and competitiveness.
- Don't know
- Manque d'intérêt des gouvernements pour développer le transport multi-modal. Facilité d'intervention et d'obtention de résultats
- I do not know au congo une grosse partie du support ou appui concerne la navigabilité donc cette question n'est pas très pertinente.
- Because it is government's priority although the situation is changing and GoU has started now to move away from a road focused transport system to multimodal transport strategy (with support from EU and other DPs).

- *Because rail, ports and air transport are more often commercially run and the place for grants is limited. also the financial needs are usually too high for the EU*
- *Because of expertise and resistance to change*
- *It is the most demanding sector (in terms of grant subventions) where private investments cannot be induced except when toll roads are within technical exploiting possibilities*
- *Road transportation represents often 90% of all transport modes in a given African country. A support to this subsector is therefore probably necessary. It is worth noting too that this is not a profitable subsector where private partners would be keen on investing. As regards other modes of transportation, I would tend to say that: - for railway: we provide support for studies or process facilitation but investment in the Infrastructure goes far beyond our means (contribution to Dakar-Bamako railways is foreseen under RIP EDF 11 though) - for aviation: we worked together with DG MOVE to support Ghanaian administration - even though not to the extent of what was done in Zambia. Aviation is dominated by the private sector and EU support would not be significant in terms of investment, - for maritime: we tried to support Ghana Ports and Harbours Authority but it was rapidly clear that EU intervention was not welcome in a environment of prosperous vested interests... - for river transportation: volumes are not very competitive and the impact of our aid would still need to be proven.*
- *It makes sense because the road is the main mode in most countries, and the EU has gained a lot of expertise and experience over the years, compared to air, sea and rail, which tend to be operated by the private sector*
- *Because only the road sector is developing. recently WB, EIB and EU are elaborating an intermodal project on which railway is mainly highlighted.*
- *In the case of Mozambique it is linked to a national decision on ministerial roles. Overall, it is mostly likely linked to the fact that the road network at its early stages (like in most of developing countries) - as it happened in most of our countries - was publicly financed whereas other modes of transport were likely to receive private funding.*
- *Because road sector represents 90% of traffic*
- *Dans un pays comme le Tchad, le transport routier est sans aucun doute est des transports les plus prioritaires.*
- *Because it's easier to spend a lot of money with 'heavy' infrastructures than with softer measures (like multimodal transportation) and performance of EDF is often measured in terms of amount spent rather than of efficacy*
- *This is not the case in Algeria*
- *Because the road sector is the central mode of transport carrying over 90% of goods and passengers. the other modes such as rail have not been managed properly over the last 3 decades and hence do not lend themselves to EU support until the structural problems have been sorted out.*
- *I guess (1) more capacity than in other subsectors and (2) road can be a powerful instrument for poverty alleviation*
- *En generale c'est le secteur avec plus d'impact surtout en terms des dons*

- Among others: Government priority; Limited attractiveness for the private sector, which may not be the case for other transport modes (air, rail); EU experience and expertise in the road sector.
- Biggest modal share very important budget needed for rail infrastructure
- Because this concerns the greatest part of the population and especially the poor
- This is not the case in Egypt. The questionnaire is designed for EDF countries.
- Ports and airports do generate income directly, it is logical that it is privately funded. Rail is reviving in West Africa but is mainly managed by big private investors. Road transport is a traditional sub-sector for the EU.
- Because air and maritime transport are perceived as profit generating and self-financing sectors.
- C'est pas le cas
- Because it is perceived as a more equitable form of transport and more flexible to be adapted to local circumstances (i.e. pavement designs, IMT, etc..)


### I.1.6. Has the partner government expressed a need for EU support to transport modes other than roads?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	23						77
No	7						23
Don't know	0						0
<b>Total respondents: 30</b>							
<b>Skipped question: 24</b>							

### I.1.7. Please comment on the above question

(Each respondent could write a single open-ended response of maximum 2000 characters.)





Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	24						52
<b>Total respondents: 24</b>							
<b>Skipped question: 24</b>							

- Railway rehabilitation New ports
- Government just wait for new roads
- Fluvial
- Navigabilité et rails (mais moins).
- We are financing a multimodal transport study and 11th EDF will be focused on several modes of transport

- *The government expressed a need for EU support to the road subsector and to bridges over the main rivers of the country.*
- *There is a willingness to benefit from EU support to put back on track development of Dakar-Bamako railway operation.*
- *The Government expressed need for EU support in ports and airports, navigation safety and so on, at the time we were 'leaving' transport for energy*
- *Government continuously advocates for EU support in Infrastructure. Historically, EU support has covered mostly all type of interventions in the country.*
- *Yes for train in Benin and the gave concession to a private company without tendering*
- *Rail*
- *EU support is sought mainly for routes, where on other sub-sectors another donors are involved (i.e. WB on railways reform); in fact most of aid just formally descends from national requests but often follows EU vision of local needs*
- *Railway, ports, air*
- *Expressed support for ports, airports and less convincingly for pipelines and railway.*
- *Some support is requested in the Civil Aviation sector (partly addressed within Regional cooperation)*
- *Developpement des ports*
- *Implication in the rail sector has been requested*
- *Rail*
- *Expressed interest on the port*
- *Tunnels, metro lines, railways, river transport etc...*
- *The government has asked the EU to consider the funding for studies in the railway sector for Togo.*
- *EIB s providing a loan to rehabilitate the runway of the Capital's airport.*
- *Appui budgétaire réforme des secteur air, terre, mer) mis en oeuvre de 203 à 2010 (96 M Euros)*
- *Please see other answers, we work in rail, civil aviation and marine, beside roads*

### I.1.8. Does the EUD have personnel experienced in land transport modes other than roads?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Significant experience	3						10
Some experience	8						27
Little experience	12						40
No experience	7						23
Don't know	0						0
<b>Total respondents: 30</b>							
<b>Skipped question: 24</b>							

## J. Support modalities, cooperation frameworks and implementation mechanisms





The following questions regard Support modalities, cooperation frameworks, implementation mechanisms. The following questions aim to assess to what extent aid modalities, cooperation frameworks and implementation mechanisms and legal instruments were appropriate for support to the transport sectors of partner countries.

### J.1. Support modalities

#### J.1.1. Kindly provide your rating as regards the following questions

- *To what extent did EUD actively consider and analyse linkages between different mixes of support modalities?*





(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 To a great extent	8						27
2 To some extent	18						60
3 Not at all	2						7
4 Don't know	2						7
Average: 1,93 — Median: 2							
<b>Total respondents: 30</b>							
<b>Skipped question: 0</b>							







- *Were the pros and cons of available support modalities discussed with government?*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 To a great extent	3						10
2 To some extent	19						63
3 Not at all	5						17
4 Don't know	3						10
Average: 2,27 — Median: 2							
Total respondents: 30							
Skipped question: 0							

- *Did EUD undertake a mapping of involvement of sector donors to establish comparative advantage of EU choice of support modality?*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 To a great extent	5						17
2 To some extent	15						50
3 Not at all	8						27
4 Don't know	2						7
Average: 2,23 — Median: 2							
Total respondents: 30							
Skipped question: 0							

- *In your experience does EU offer added value as regards available EU support modalities?*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 To a great extent	8						28
2 To some extent	15						52
3 Not at all	4						14
4 Don't know	2						7
Average: 2 — Median: 2							
Total respondents: 29							
Skipped question: 1							

- *In your experience are there EU support modalities which have proven to be problematic to implement (directly or partner government)*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 To a great extent	6						21
2 To some extent	14						48
3 Not at all	8						28
4 Don't know	1						3
Average: 2,14 — Median: 2							
Total respondents: 29							
Skipped question: 1							

### J.1.2. Do you have specific comments on support modalities, cooperation frameworks and implementation mechanisms?




(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	14						30
Total respondents: 14							
Skipped question: 1							

- *Programme estimates have proven problematic*
- *Partially decentralised implementation modality (beneficiary country is the contracting authority, EU endorses payments) is not adequate in most of developing countries, leading often to interminable conflicts and discussions with the supervisor and contracting authority with no clear solution as EU is not empowered to take drastic measures (termination of the contract, penalties, recovery orders) without the agreement of the beneficiary. According to the capacities and transparency of the beneficiary country, a direct approach (EU contracting authority) or sector budget support seem to be more effective.*
- *Sometimes our modalities are too complex to allow a timely, value for money and appropriate implementation. Need to move to alternative contract implementation modalities (Design and build for example). Need to move to results based oriented programmes/projects.*
- *None*
- *No donor except EU has considered the option of providing SBS in the transport sector.*
- *EU SBS to the road sector was combined with project support to road investments. The advantages of having the two are mostly to benefit a better and more comprehensive project approach. Nevertheless, the Mozambique road SBS was a very low volume (annual tranches of approx. 5 M €) relatively compared to the EU projects (overall 150 M € in 10 EDF) and also compared to the EU GBS (overall 70 M €/year). In this context, there was a certain level of over-ambitions in the fact we would have an effect to influence policies.*
- *Works contracts can be complex to manage.*
- *There's only one kind of aid modality: grants, and the same is for other donors. there's usually a coordination on thematic basis but modalities are more or less the same*
- *In Algeria we work with project approach mainly technical assistance and twinning*
- *The current template for the works contracts do not lend themselves at all to smaller contract and contractors nor to labour based works. When dealing with weak government authorities, there is a huge cost in terms of time, effort and management of using EDF procedures unfamiliar to the Government staff.*
- *L'approche projet et renforcement des capacites etaient les plus appropriées en situation de post crise*
- *We have obsolete implementation modalities (Programme Estimates). We cannot provide direct support to parastatals (Roads Agencies). BS has proved overly complicated and very difficult for a sector such as transport. To engage effectively in rural roads we need proper implementation mechanisms which we do not have*


### J.1.3. In your experience what drives the use of an EU support modality for a particular project or programme?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Choosing the most suitable support modality for the project or programme concerned	13						48
The search for applications of a support modality which needs to be promoted	1						4
A mix of the two options mentioned above	13						48
<b>Total respondents: 27</b> <b>Skipped question: 1</b>							

### J.1.4. Please comment on the above answer





(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	12						26
<b>Total respondents: 12</b> <b>Skipped question: 1</b>							

## J.2. Blending

### J.2.1. Does the EUD have expertise available in house or otherwise to advise on use of 'blending' or other financial instruments


(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes, far enough	2						7
Yes, but not enough	17						61
No	6						21
Don't know	3						11
<b>Total respondents: 28</b> <b>Skipped question: 1</b>							

- We are currently trying to promote blending
- The EU should choose the most suitable modality for a project or programme and should be as flexible as possible to adapt to the reality, in a results-based approach.
- Obviously the support modality needs to fit with the country needs. On the other hand, a new support modality needs to be tested in order to assess whether it could be relevant for the country or not.
- Institutional weaknesses make the project approach the obvious choice
- A sincere mix, I would say.
- As said, there are only grants. Recently a strong pressure has been exerted by HQ to implement blending mechanisms but it doesn't actually feasible. Also development banks don't consider loans or mixed instruments in RDC
- Project approach and twinning. Sectoral budget support was considered but not possible to implement for sectoral shortcomings.
- Normally 'Choosing the most suitable support modality for the project or programme concerned' - however some support methods are more or less promoted in different periods.
- Results oriented approach
- There was no clear rational behind the use of budget support. Now the trend is to use more blending.
- Years ago there was a big push for BS, but were countries ready?

### J.2.2. Please give details on the question above

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	17						37
<b>Total respondents: 17</b> <b>Skipped question: 1</b>							

- The additionality criteria is still quite unclear and open to interpretations. As confirmed by a recent report from the Court of Auditors, in many projects where EU blended grants with concessional loans the additionality is not proved and the project would have been implemented anyway. The risk of becoming an additional insurance for investors and banks more than a partner for development is real.
- At EUD, there is a need of training on blending to be able to deal with big PPP projects like Kampala - Jinja expressway.
- We all hear about blending, but in the Delegation of Guinea-Bissau, nobody has an experience of blending.
- We have several experiences of blending (co-financing) but not managed by main tools such as the Infrastructure Trust Fund.
- When there are very few donors and 'bankable projects', blending to be just another 'co-financing' in disguise, with leverage factors unreal
- Blending is a possible financing tool. It is a form of co-financing. In the Cotounou agreement, the role of the EU in the cooperation for development is much larger than choosing or defining a financial tool.


*This is just a part of the project life cycle were all other gained expertise is perfectly valuable. It would be a waste of resources not to use this expertise just because the financing tool is changing.*

- *There's no financial expert in house*
- *Algeria has no external debt and has no interest in blending cooperation*
- *We already have a number of blending operations ongoing and have attended the blending training. So a basic understanding exists but more is required.*
- *There is only one Infra task manager in the section*
- *Instruments nouveaux*
- *Given the limited experience of the EU in the use of blending facilities for transport project and in the preparation of complex financial projects structuring, it is my opinion that our expertise must be quite limited to this respect.*
- *There is no direct experience of blending but training, information and support from HQ.*
- *We have been using blending since 2009 in the Energy Sector and we are trying to extend it to transport. The Cairo metro project is the first blending operation in transport.*
- *We've used some kind of blending at national level though delegated cooperation with MS (not transport sector, though) and the AITF could also be mobilised for regional projects.*
- *RIP will channel obligatorily the totality of the funding through the EU Blending Financing Instrument. The Programme Manager Infrastructures has attended 3 seminars on blending.*
- *Blending has to do with financing engineering. this is an area where hardly any of us has experience*

### **J.3. Impact emerging donors**

#### **J.3.1. What is your perception of the influence of the emergence of new donors in terms of a possible need to modify the EUD support to the transport sector?**

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	20						43
<b>Total respondents: 20</b> <b>Skipped question: 1</b>							

- *New donors don't ask questions, never speak about conditionalities and are principally interested in making business more than in having the pretention of being perceived as a 'generous' donor concerned by the development of the beneficiary country. This approach might seem somehow cynical but it proves to be often more sincere than the one adopted by 'traditional' donors. In particular in transport and more generally in infrastructure sector, EU should dedicate more efforts in improving the business environment and the legal framework protecting*

*private investors, limiting grants to special cases (fragile countries, post-conflict scenarios).*

- *Il n'y a pas de "nouveaux partenaires" représentés dans le pays*
- *L'émergence de nouveaux donateurs n'est pas d'actualité...de quoi parle-t-on? des chinois? des brésiliens? Doit-on instaurer les mêmes systèmes de contreparties (y compris occultes) que ces donateurs? La politique d'appui au secteur des transports de l'UE pourrait effectivement prendre en compte cette nouvelle donne mais pour quels compromis? pour quels objectifs politiques ou économiques? Comme nous avons arrêté d'appuyer le secteur des transports au niveau national, la question se pose-t-elle?*
- *Less complexity of the instruments with same level of fair competition and control - more flexibility in contractual conditions - Blending with private partners and investment banks - Financial instruments to leverage funds from other parties*
- *Emerging donors have only limited presence in Rwanda. Chinese companies however are very present.*
- *EU should put in practice the concept of complementarity*
- *Instead of trying to tackle new donors interventions, we should aim at supporting government to address this new situation. For example, we still have added value when providing strong feasibility studies (e.g. Western Railway Corridor in Ghana, with a Chinese operator) or when supporting Governance in a context of pressure for direct agreements or corruption.*
- *EU should adapt to the new environment*
- *There is a need to adapt but it is not justified to abandon it just for the shake of it. There are fantastic opportunities in the road sector for a very wide variety to EU interests going from development to partnerships.*
- *Emerging donors are considered as competitive alternatives to EU/traditional donors. Need to strongly engage with emerging donors if one wishes to continue implementing reforms*
- *La coopération chinoise, active dans le secteur des transports, constitue un cas à part au Tchad . C'est une coopération d'ordre essentiellement politique gérée directement par la Présidence en dehors de tout dialogue politique sectoriel...*
- *If as 'new donors' we mean the Chinese (who in general are not really donors but investors, in the end ), the answer is yes, for our role in the sector has been weakened by their presence. Mainly the Chinese assure quick delivery of infrastructures, even if of low quality, and on the political level in the region a quick delivery (ribbon cutting) counts more than quality*
- *No new donors in Algeria. Donors are stepping out.*
- *Clearly there is a need to adapt the EUD support to the transport sector as new players emerge. It will depend on the context so it is difficult to make general statements.*
- *Not clear, due to limited involvement in the sector*
- *Need of more cooperation and coordination*
- *I believe the EU will have to adapt to the new situation*
- *Direct funding for infrastructure might be less needed, but support to 'governance issues ' such as maintenance or axle load control is still required.*
- *New donors (China and possibly India) have totally opaque approaches to the Government. China is perceived to have significant influence although*

there are non-major known projects funded by China. Chinese contractors executed all major roads contracts. India's position for the transport sector is not known.

- New donors have not replaced traditional donors except in a few obvious cases (Angola, etc). Beneficiary government are realising the south-south cooperation has also limits

### J.3.2. In view of new donor activities in the transport sector what do you consider as the most appropriate option for the EU as regards its future support to this sector? Please comment on the selected options

(Each respondent could write multiple open-ended responses of maximum 255 characters.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
EU should leave the transport sector	20						67
EU should focus on specific issues in the transport sector	25						83
EU should change its aid modalities as regards transport sector support	14						47
EU should cooperate more closely with new transport sector donors	21						70
<b>Total respondents: 30</b> <b>Skipped question: 1</b>							

## K. EU procedures and resources

The following questions regard EU procedures and resources. The following questions aim to assess to what extent EU procedures and resources were appropriate for support to the transport sectors on partner countries.

### **K.1. Staff available in EUDs**

**K.1.1. Within the EUD how many staff members of different statuses and qualifications currently deal primarily with transport-related issues on a full time or part time basis?**



- *National: Engineer*

(Each respondent could enter MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Full time (number)	19						83
2 Part time (number)	12						52
<b>Total respondents: 23</b> <b>Skipped question: 7</b>							

- *National: Economist*

(Each respondent could enter MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Full time (number)	10						77
2 Part time (number)	9						69
<b>Total respondents: 13</b> <b>Skipped question: 17</b>							

- *National: Other*

(Each respondent could enter MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Full time (number)	7						70
2 Part time (number)	8						80
<b>Total respondents: 10</b> <b>Skipped question: 20</b>							

- *International: Engineer*

(Each respondent could enter MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Full time (number)	25						89
2 Part time (number)	14						50
<b>Total respondents: 28</b> <b>Skipped question: 2</b>							

- *International: Economist*

(Each respondent could enter MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Full time (number)	10						83
2 Part time (number)	8						67
<b>Total respondents: 12</b> <b>Skipped question: 18</b>							

- *International: Other*

(Each respondent could enter MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Full time (number)	8						62
2 Part time (number)	10						77
<b>Total respondents: 13</b> <b>Skipped question: 17</b>							

### K.1.2. Following 'deconcentration', what has been the evolution of staff numbers and expertise available to the EUD (e.g. transport economists, infrastructure engineers, financing specialists, other)?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	23						50
<b>Total respondents: 23</b> <b>Skipped question: 17</b>							




- *Increase but unstable expertise*
- *In the infrastructure sector there is one person dedicated to sector budget support in road sector, under the supervision of the Head of Section. Colleagues from economics section participate on part-time basis to the elaboration of our programmes and the evaluation of the three economic general conditions (Macro, PFM, budget transparency).*
- *We are in a lack of staff, managing different projects at the same time*
- *No change (4x)*
- *Following deconcentration , the Finance and Contracts section has been the one that has substantially benefitted in terms of additional finance officers, both local and contract agents (at least 4 more). At operational level, no particularly visible reinforcement has taken place in the last*

years: one additional position of transport economist (local) has been obtained in order to be able to better deal with the new professional skills needed to implement "Blending" arrangements and one more contract agent has been requested and expected)

- Guinea-Bissau is a small delegation. Furthermore, after an inspection mission, the sections "Rural Development" and "Infrastructures" were merged. To me, it was a mistake to do so.
- One infrastructure engineer recruited since 2006 so far
- There was some small increase at the very beginning. Then, the recruitment tools started to dis-favour engineers to the point that it has become more and more difficult to find them. There are plenty of good engineers in Europe, but you cannot recruit them on the same base of a political scientist or an economist.
- Don't know (3x)
- Comment on Q 101: part-time means very little time devoted to transport. Deconcentration was in 2003, I have no idea about the composition of this EU Delegation at that time... General trend however has been in Delegations that number of engineers vastly diminished over last decade, leaving no infrastructure / transport experts in most Delegations.
- Yes, all local specialised personnel was hired following deconcentration. European personnel was already in charge.
- Transport has never been a core sector of cooperation so no impact of deconcentration
- Not registered any move towards transport economists (there are not many on the market). There is not yet a full time job for financing specialists.
- With the fusion of INFRA and Sust. development into one section there is only one engineer (LA) and 3 Agronomists/Forest technicians
- We have gone from 3 to 4 civil engineers
- Staff has increased but not necessarily for the transport sector as it has never been a real focal sector (though partially covered by 'economic infrastructure' and 'urban development').
- Liberia Delegation is one of the lowest-staffed delegations in the world with relation to the size of the NIP. There are only 13 expat posts and only of these 50% are fielded.
- Il n'y a actuellement plus d'ingénieur en travaux public à la DUE.


### K.1.3. Do you think that the EU Delegation is currently adequately staffed (size of staff and qualifications) to deal with transport-related issues?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Adequately staffed	18						60
Inadequately staffed	9						30
Serious deficiencies	3						10
<b>Total respondents: 30</b> <b>Skipped question: 17</b>							

### K.1.4. What resources are missing?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	19						41
<b>Total respondents: 19</b> <b>Skipped question: 17</b>							

The following staff profiles were mentioned as missing:

- *Engineer (3x), Economist (5), Environmentalist (2x), Sociologist (2x)*






In addition, the following some EUD elaborated on staffing needs:

- *More than the number of staff is the fact that it is required that we deal with too many areas and sectors. In the case of Mozambique, the options are simple : either we choose to remain focuss in one sector (which is often mentioned but rarely respected) either ressources should be increased.*
- *Either a transport economist or another civil engineer. In order to properly manage the EUD project portfolio and improve the participation of the EU in transport policy dialogue, the recruitment of 2 more people should be considered. In case of a more prominent role of blending instruments in the transport sector, a financing specialist should be considered instead of the civil engineer.*
- *Good qualification, very high workload. If blending mechanisms is to be used, more quality training on financial issues.*

## K.2. Training

### K.2.1. If training was made available and used, please indicate the subject of training

(Each respondent could write multiple open-ended responses of maximum 255 characters.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Training 1	25						100
Training 2	17						68
Training 3	14						56
Training 4	10						40
Training 5	5						20
<b>Total respondents: 25</b>							
<b>Skipped question: 17</b>							

The following training topics were mentioned:

- *Regional seminars/ regional coordinatio (6x)*
- *Finance, Blending and PPP (15x)*
- *Infrastructure development (6X)*
- *Economic evaluation, including CBA (7x)*
- *Technical training, including CODEALOC (3x)*
- *PFM and Budget Support (4x)*
- *Contracting, Contract management, incl. arbitration (5x)*
- *Multimodal transport development (4x)*
- *Environment and transport (2x)*
- *Axle load control (2x)*
- *Poverty and social (2x)*
- *Security (2x)*
- *Transport geography*
- *Mise à jour de Politiques de Transports y inclus la définition des indicateurs*
- *Supporting Change through Capacity Development and Policy Dialogue*
- *Project Cycle Management - Economic and Financial Analysis*
- *Governance and policy issues*
- *Diplomatic procedures*
- *Back to basics (SWAP and log frame)*
- *Urban transport*
- *Financing and implementing road maintenace*
- *Agences europeene couvrant les différents modes de transport*

**K.2.2. For the trainings indicated above, please indicate their level of relevance/usefulness**

- *Training 1*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%					
		0%	20%	40%	60%	80%						
1 Useful	24						100					
2 Partially useful	0						0					
3 not useful	0						0					
Average: 1 — Median: 1												
<table border="1"> <tr> <td>0%</td> <td>20%</td> <td>40%</td> <td>60%</td> <td>80%</td> </tr> </table>								0%	20%	40%	60%	80%
0%	20%	40%	60%	80%								
<b>Total respondents: 24</b>												
<b>Skipped question: 6</b>												

- *Training 2*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Useful	17						100
2 Partially useful	0						0
3 not useful	0						0
Average: 1 — Median: 1							
<b>Total respondents: 17</b>							
<b>Skipped question: 13</b>							



- *Training 3*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Useful	11						79
2 Partially useful	3						21
3 not useful	0						0
Average: 1,21 — Median: 1							
<b>Total respondents: 14</b>							
<b>Skipped question: 16</b>							



- *Training 4*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Useful	9						90
2 Partially useful	1						10
3 not useful	0						0
Average: 1,10 — Median: 1							
Total respondents: 10							
Skipped question: 20							

- *Training 5*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Useful	4						80
2 Partially useful	1						20
3 not useful	0						0
Average: 1,20 — Median: 1							
Total respondents: 5							
Skipped question: 25							

### K.3. Management and monitoring staff

#### K.3.1. Does the EUD have an operational budget and resources that are adequate to ensure EUD managerial and monitoring coverage of the transport sector support programmes?

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Adequate	7						24
Limited	17						59
Inadequate	3						10
Serious deficiency	3						10
<b>Total respondents: 29</b> <b>Skipped question: 25</b>							

#### K.3.2. Please identify any shortfall and the practical results of such inadequacy

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	14						30
<b>Total respondents: 14</b> <b>Skipped question: 25</b>							

- *Suivi léger des projets, visites de terrain limitées, discussions techniques et choix techniques peu pertinents, pas de connaissance des expertises existantes au sein de la commission, etc...*
- *The budget for mission is quite limited and it is a constraint to be able to appropriately monitor both projects in implementation and opportunities for future programming.*
- *Limitations with regards to field missions*
- *The EU DEL in Guinea-Bissau does not have an Operational section for "Infrastructures" any more since two section were merged (Infrastructures and Rural Development). We are lacking expertise and we are lacking funding.*
- *Impossibility not only to secure the correct management of the available funds but also to follow the implementation of the action on the spot*
- *As regards works, it is of the utmost importance to go to the ground and monitor projects on a regular basis. As for sector dialogue and transport governance, it is necessary to go with national administration to a toll barrier or a custom border post in order to identify together the needs and improvements of the support provided.*




- The regular occurrence of riders clearly suggest shortfalls at the studies stage, and subsequent inability to pinpoint those shortfalls on time
- Administrative issues related to functioning have become cumbersome and make operations difficult.
- Inadequate conception of some Financing Agreement (waterways transportation), inadequate frequency of on site visits.
- See comment above and also consider the limited engagement in the sector
- Par exemple pas possible de faire formations en 2013 sur les contrats des travaux a Bruxelles
- Lack of human resources at EUD; Lack of support at headquarters levels (transport unit with 3 people for the whole world) Lack of specific training (possibility of studying a MS degree or more long term training should be considered); Lack of a pool of experts for the transport sector; Lack of an instrument such as a technical assistance facility to easily mobilize experts to the field (really challenging, if not impossible, to find and mobilize experts of a certain quality level in countries like Niger);
- Very high workload leading to little time for technical training and more strategic policy discussion. Administrative part is too time consuming.
- For our current involvement, it is adequate.

## L. EUD concluding remarks

### L.1.1. Please give your observations on issues not covered in the questionnaire that you consider having significant relevance to EU transport sector support in the country concerned

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	13						28
<b>Total respondents: 13</b>							
<b>Skipped question: 25</b>							

- Obviously, this questionnaire is too long and some questions have been replied without going into detail. If further information is needed you can request it to the Delegation in Cameroon
- Il est primordial de pouvoir mettre à jour la Politique Nationale de Transports et de la lier aux enjeux régionaux.
- Si, l'UE a décidé d'arrêter d'appuyer le secteur des transports au niveau national (PIN 11ème FED), pourquoi ce questionnaire?
- None.
- Transport sector is very important for the EU and for ACP countries. EU should not decide to leave the road subsector to other emerging donors.
- For too long periods of time, the EU appeared to be pumping the money on hard infrastructure, while giving little focus on governance or softer issues or leaving those issues to other donors. Maybe it would be wise to

*give more attention to areas not covered, such as air transport, sea, rail, police, and generally, the non-infrastructure part of it*

- *N.a. I have the impression that most of the issues have been treated, nevertheless some of the questions / possible answers could be restrictive. It might be complemented with some good analytical work and certainly a dynamic exchange with selected and experienced people from delegations.*
  - *As we have faced out of transport sector in Lesotho question not relevant.*
  - *Approximately all relevant issues were addressed.*
  - *In consideration of the limited involvement in the sector in Gabon, the questionnaire is very comprehensive.*
  - *Les aspects regionaux: Impact des actions dans le hinterland couvrant d'autres pays*
  - *For very poor countries (countries with little natural or economic resources) stepping out from the transport sector as a grant provider and promoting blending might have a problematic effect of national debt. Moreover, the coordination with other donors is difficult and in my experience lead to longer delays before implementation.*
- 
-

### 3. Analysis of responses to the regional level questionnaire

The questionnaire contains the following sections:

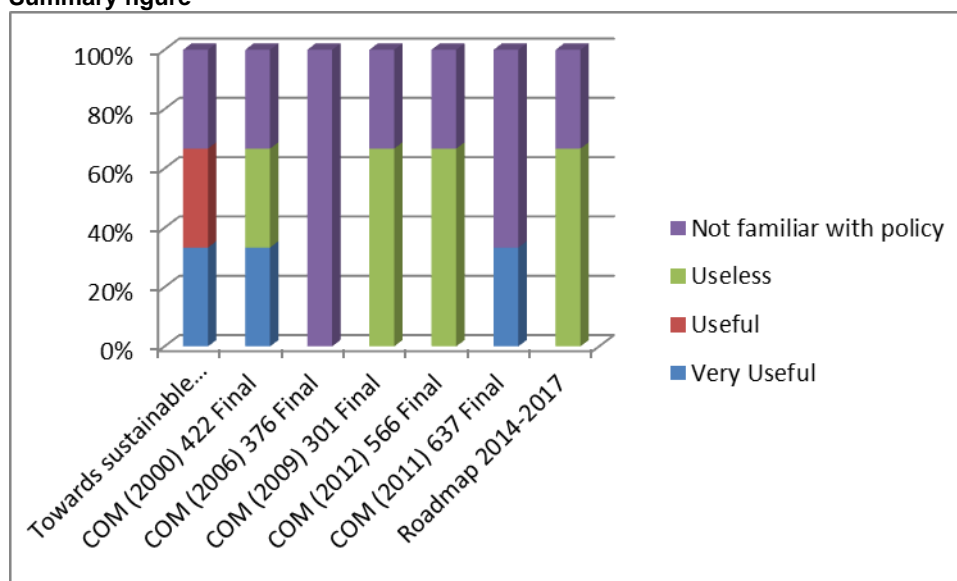
- A. Responsiveness of EU policies and strategies
- B. Objectives for transport support programmes
- C. Stakeholder coordination in the transport sector
- D. Cross cutting issues
- E. Regional support and transport facilitation
- F. Consultation procedures for the 11<sup>th</sup> EDF
- G. EUD Concluding remarks

## A. Responsiveness of EU policies and strategies

The following questions relate to the responsiveness of EU policies and strategies to partner regions' needs. The following questions aim to assess to what extent changing policies and strategies have been responsive to the evolving needs of the transport section in Africa.

### A.1.1. How useful to you were/are the following EU transport sector policy documents in preparation of RSP/RIP and sector support interventions?

Summary figure






Scores per specific policy document:

- *Towards sustainable transport infrastructure: A sectoral approach in practise*  
(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	1	██████████					33
2 Useful	1	██████████					33
3 Useless	1	██████████					33
4 Not familiar with policy	0						0
Average: 2 — Median: 1,50							
Total respondents: 3							
Skipped question: 1							


- *COM (2000) 422 Final: Prioritising sustainable transport in development cooperation*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	1						33
2 Useful	1						33
3 Useless	0						0
4 Not familiar with policy	1						33
Average: 2,33 — Median: 1,50							
<b>Total respondents: 3</b>							
<b>Skipped question: 1</b>							

- *COM (2006) 376 Final: Inter-connecting Africa: The EU-Africa Partnership on infrastructure*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	0						0
2 Useful	3						100
3 Useless	0						0
4 Not familiar with policy	0						0
Average: 2 — Median: 2							
<b>Total respondents: 3</b>							
<b>Skipped question: 1</b>							

- *COM (2009) 301 Final: Partnership between the EU and Africa – Connecting Africa and Europe: Working towards strengthening transport cooperation*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	0						0
2 Useful	1						33
3 Useless	0						0
4 Not familiar with policy	2						67
Average: 3,33 — Median: 3							
<b>Total respondents: 3</b>							
<b>Skipped question: 1</b>							



- *COM (2012) 566 Final: The EU External Aviation Policy – Addressing Future Challenges*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	0						0
2 Useful	1						33
3 Useless	0						0
4 Not familiar with policy	2						67
Average: 3,33 — Median: 3							
<b>Total respondents: 3</b>							
<b>Skipped question: 1</b>							



- *COM (2011) 637 Final: Agenda for Change*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	1						33
2 Useful	2						67
3 Useless	0						0
4 Not familiar with policy	0						0
Average: 1,67 — Median: 1,50							
Total respondents: 3							
Skipped question: 1							


- *Roadmap 2014-2017: 4th EU-Africa Summit*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Useful	0						0
2 Useful	1						33
3 Useless	0						0
4 Not familiar with policy	2						67
Average: 3,33 — Median: 3							
Total respondents: 3							
Skipped question: 1							

### A.1.2. Do you have comments on the utility of any of these documents?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

Response	Total	% of total respondents					%
		0%	20%	40%	60%	80%	
Open answer	2						50
Total respondents: 2							
Skipped question: 1							

Two comments were made:


- Transport is not a focal sector of the EAC component of the RIP Cross regional infrastructure envelope was prepared by HQ
- West Africa thought all documents useful.

## B. Objectives of transport support programmes

### B.1. Transport Network Development

- *International corridors*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	4						100
<b>Total respondents: 4</b> <b>Skipped question: 0</b>							

In terms of transport network development, the development of international corridors was seen as the single key priority of national governments within the context of regional transport support programmes.

It was supported by the EU through the following actions:


- Regional Integration Support Program supported the development of the Pilot North South Corridor Aid for trade programme by financing technical preparation for sections of the North-South Corridor (COMESA)
- Internal corridors (West Africa)
- Upgrading of some sections of the Central Corridor linking the marine gateway of the port of Dar es Salaam with Rwanda, Burundi and DRC. The EU has also provided the GoT with detailed design for other sections. recently we have signed a FA for the construction of two 'One Stop Inspection Station' where police, custom and weighbridge controls of transit truck are carried out concurrently. This will reduce Non-Tariff Barriers and transport costs. (EAC)



## B.2.. Road Network Sustainability


- *Axle load control*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	3						100
<b>Total respondents: 3</b> <b>Skipped question: 1</b>							


- *Adequate maintenance funding*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	3						100
<b>Total respondents: 3</b> <b>Skipped question: 1</b>							


- *Adequate maintenance*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	4						100
<b>Total respondents: 4</b> <b>Skipped question: 0</b>		0%	20%	40%	60%	80%	

- *Adequate programming and planning*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	1						100
<b>Total respondents: 1</b> <b>Skipped question: 3</b>							

Axle load control, maintenance funding and maintenance performance were considered as government priorities by all (3) regional Delegations. Only one regional Delegation indicated that Adequate programming and planning was considered a priority by national governments.


The EU carried out the following actions in support of road network sustainability:

- Road Network Classification and Condition Survey, Transport Sector Budget Support to secure ring fencing of Maintenance funds through National road fund agency (COMESA)
- EU is supporting adequate maintenance of road network (West Africa)
- The EU Delegation is actively involved in the reinforcement of both hard and software for enhancement of Axle load control in the region. Measures aimed to reinforce laws, international agreement, and harmonisation of regulation. We are also involved in drafting strategy on maintenance which are however more dealt with national Road Fund Agencies (EAC)

### B.3. Improving Transport Sector Management


- *Institutional reform*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	3						100
Total respondents: 3 Skipped question: 1							


- *Capacity building*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	2						100
Total respondents: 2 Skipped question: 2							

- *User-pays principles*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	1						100
Total respondents: 1 Skipped question: 3							

- *Commercialisation/concessioning (all modes)*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	0						0
Total respondents: 0 Skipped question: 4							

The Regional EU Delegations indicated that Institutional Reform was most often considered as priority of national governments as an objective for a regional transport support programme, followed by capacity building. Commercialisation was not considered an objective.


The EU carried out the following actions in support of transport sector management:

- Capacity Building programs, using the Sector Budget support to leverage the development of a Road Sector Development program which introduced several institutional reforms (COMESA)
- EU is accompanying institutional reforms (West Africa)
- Institutional reforms of EAC Transport sector are on going, however the EU is marginally involved (EAC)

#### B.4. Improving Transport Services


- *PPP*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	3						100
Total respondents: 3 Skipped question: 1							


- *Cross border agreements*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	3						100
Total respondents: 3 Skipped question: 1							


- *Fair competition between transport modes*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	2						100
Total respondents: 2 Skipped question: 2							


- *Removal of obstacles to free movement*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	4						100
Total respondents: 4 Skipped question: 0							


- *Urban transport*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	2						100
Total respondents: 2 Skipped question: 2							


- *Rural accessibility*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	2						100
Total respondents: 2 Skipped question: 2							

- *Improved transport services (freight and people)*

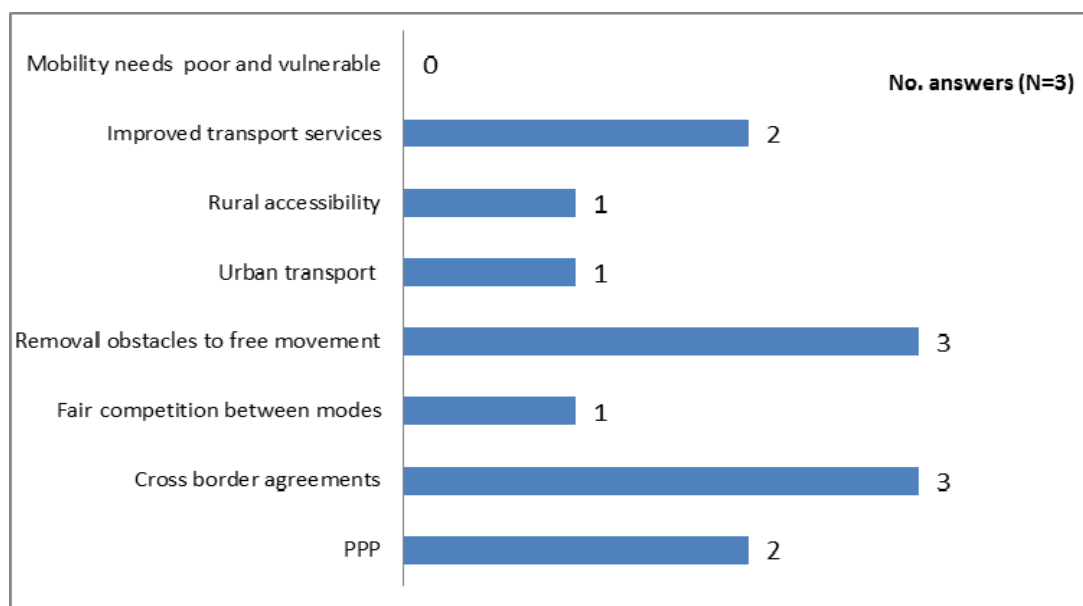
(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	2						100
Total respondents: 2 Skipped question: 2							

- *Meeting mobility needs of poor and vulnerable groups*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	0						0
Total respondents: 0 Skipped question: 4							



Removal of obstacles to free movement and Cross border agreements were considered most often as national government priority objectives for a regional transport support programme related to transport services, according to EU regional Delegations


The EU carried out the following actions in support of transport services:

- Cross border agreements/ removal of Non tariff barriers (COMESA)
- EU is supporting international corridors (West Africa)
- The EU is involved in reducing NTB by the construction of two OSIS (see above). Strategy is also developed with other DPs on the One Border Stop. (EAC)

## B.5. Transport Modes


- *Rail*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	3						100
Total respondents: 3 Skipped question: 1							


- *Maritime and ports*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	3						100
Total respondents: 3 Skipped question: 1							


- *Fluvial*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	1						100
Total respondents: 1 Skipped question: 3							

- *Air*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	1						100
Total respondents: 1 Skipped question: 3							

- *Non-motorized transport (NMT)*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	0						0
Total respondents: 0 Skipped question: 4							

In contrast to Rail and Ports and maritime transport (all priority), airport and IWT are hardly considered as national government priorities. NMT not at all.


Actions by the EU to support these modes include:

- Support to the aviation sector to improve regulation of the air service provision (COMESA)
- I don't know(West Africa)
- EAC is recently oriented in the rehabilitation of the railway network in the region and rehabilitate lake ports so as to improve maritime water ways. the EU is cooperating with those initiatives by drafting potential support under 11 RIP EDF for the Port of Dar es Salaam (access road), Central Railway Line and the completion of the road network in joint cooperation with EIB, WB, DFID and JICA (EAC)

## B.6. Other


- *Tackling social issues*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	1						100
Total respondents: 1 Skipped question: 3							

- *Fighting corruption*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective of government	2						100
Total respondents: 2 Skipped question: 2							



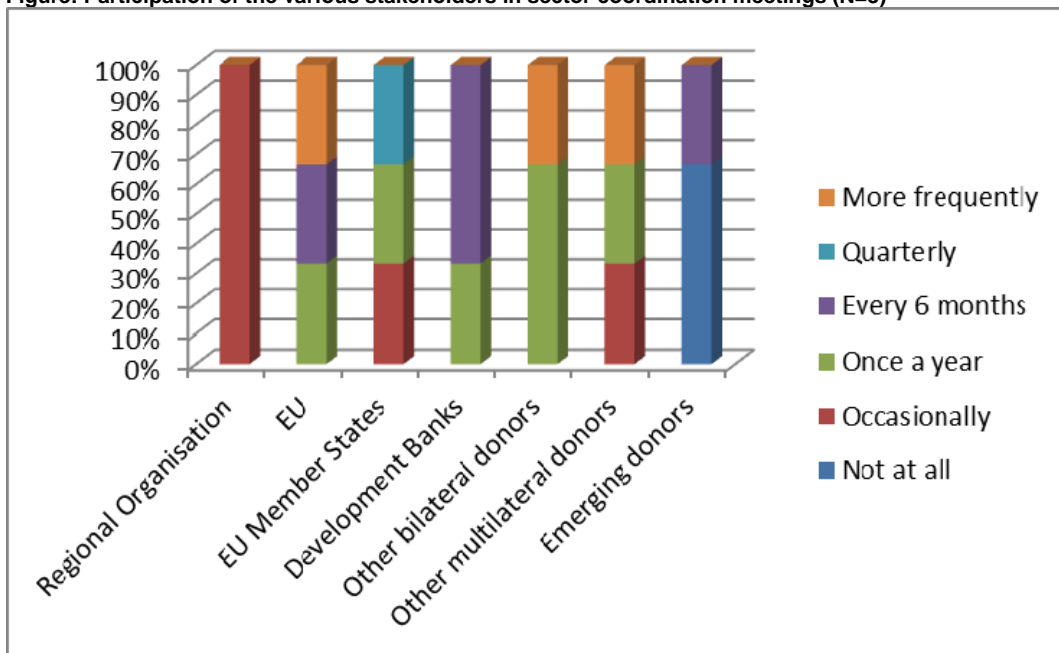
Actions by the EU to support these issues include:

- Withheld budget support to sector in order to ensure corruption allegations are sorted and necessary changes/measures taken (COMESA)
- EU is supporting Good governance (West Africa)

### C. Stakeholder coordination in the transport sector


**C.1.1. How do you assess the participation of the various stakeholders in sector coordination meetings, in terms of frequency, quality and level of participation? Participation in Coordination Meetings**

Figure: Participation of the various stakeholders in sector coordination meetings (N=3)






- *Regional Organisation*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 More frequently	0						0
2 Quarterly	0						0
3 Every 6 months	0						0
4 Once a year	0						0
5 Occasionally	3						100
6 Not at all	0						0
Average: 5 — Median: 5							
Total respondents: 3 Skipped question: 0							

- *EU*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 More frequently	1						33
2 Quarterly	0						0
3 Every 6 months	1						33
4 Once a year	1						33
5 Occasionally	0						0
6 Not at all	0						0
Average: 2,67 — Median: 2							
Total respondents: 3 Skipped question: 0							

- *EU Member States*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 More frequently	0						0
2 Quarterly	1						33
3 Every 6 months	0						0
4 Once a year	1						33
5 Occasionally	1						33
6 Not at all	0						0
Average: 3,67 — Median: 3							
<b>Total respondents: 3</b> <b>Skipped question: 0</b>							

- *Development Banks*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 More frequently	0						0
2 Quarterly	0						0
3 Every 6 months	2						67
4 Once a year	1						33
5 Occasionally	0						0
6 Not at all	0						0
Average: 3,33 — Median: 3							
<b>Total respondents: 3</b> <b>Skipped question: 0</b>							

- *Other bilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 More frequently	1						33
2 Quarterly	0						0
3 Every 6 months	0						0
4 Once a year	2						67
5 Occasionally	0						0
6 Not at all	0						0
Average: 3 — Median: 2,50							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							

- *Other multilateral donors*


(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 More frequently	1						33
2 Quarterly	0						0
3 Every 6 months	0						0
4 Once a year	1						33
5 Occasionally	1						33
6 Not at all	0						0
Average: 3,33 — Median: 2,50							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							

- *Emerging donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 More frequently	0						0
2 Quarterly	0						0
3 Every 6 months	1						33
4 Once a year	0						0

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
5 Occasionally	0						0
6 Not at all	2						67
Average: 5 — Median: 4,50							
Total respondents: 3 Skipped question: 0							

### C.1.2. Please provide your comments on the quality of participation in such meetings.



Comments received are:

- Coordination meetings are already difficult on national level. It is even more difficult on regional level (West Africa)
- Transport Sector Coordination meetings are held at National Level. (EAC)

### C.1.2. What is your perception of the quality of coordination between the EU and other transport sector stakeholders? Kindly provide your rating



- *Regional Organisation*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	0						0
2 Good	1						33
3 Poor	2						67
4 Very poor	0						0
5 Don't know	0						0
Average: 2,67 — Median: 2,50							
Total respondents: 3 Skipped question: 0							



- *EU Member States*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	0						0
2 Good	0						0
3 Poor	2						67
4 Very poor	1						33
5 Don't know	0						0
Average: 3,33 — Median: 3							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							



- *Development Banks*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	0						0
2 Good	2						67
3 Poor	1						33
4 Very poor	0						0
5 Don't know	0						0
Average: 2,33 — Median: 2							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							



- *Other bilateral donors*

(Each respondent could choose only ONE response per sub-question.)



Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	0						0
2 Good	1						33
3 Poor	2						67
4 Very poor	0						0
5 Don't know	0						0
Average: 2,67 — Median: 2,50							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							

- *Other multilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	0						0
2 Good	0						0
3 Poor	2						67
4 Very poor	1						33
5 Don't know	0						0
Average: 3,33 — Median: 3							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							

- *Emerging donors*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very good	0						0
2 Good	0						0
3 Poor	1						33
4 Very poor	0						0
5 Don't know	2						67
Average: 4,33 — Median: 4							
Total respondents: 3							
Skipped question: 0							

Other than with the development banks, the quality of coordination between the EU and other transport sector stakeholders is generally considered POOR.

**C.1.3. Do you have specific comments on this quality of coordination (including division of labour)?**

Answers received:

- The process turns to be driven more by the agenda of the lead partner in the project. This often over shadows the preferences of the other parties and in some instances has negatively impacted the implementation of the project (COMESA)
- None (West Africa)

**C.1.4. Please comment on your experience with the coordination process and what are your suggestions for improving this process?**

Comment:

- *Finding the balance to sufficiently accommodate interest of stakeholders is challenging. This also includes the timing in the implementation of projects. Early engagement and flexibility is the formulation phase is needed. (COMESA)*





## D. Cross cutting issues

**D.1.1. To your knowledge, did the EU have a specific and systematic approach towards addressing the following cross-cutting issues in its transport sector support sector approach at regional level?**


- *Environmental Impacts*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	2						67
2 Yes, but not for the transport sector	1						33
3 No	0						0
Average: 1,33 — Median: 1							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							


- *Emissions*

(Each respondent could choose only ONE response per sub-question.)



Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	0						0
2 Yes, but not for the transport sector	2						100
3 No	0						0
Average: 2 — Median: 2							
<b>Total respondents: 2</b>							
<b>Skipped question: 1</b>							

- *Climate Change*

(Each respondent could choose only ONE response per sub-question.)



Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	0						0
2 Yes, but not for the transport sector	2						100
3 No	0						0
Average: 2 — Median: 2							
<b>Total respondents: 2</b>							
<b>Skipped question: 1</b>							

- *HIV/AIDS*

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	2						67
2 Yes, but not for the transport sector	1						33
3 No	0						0
Average: 1,33 — Median: 1							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							



- *Safety*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	2						67
2 Yes, but not for the transport sector	1						33
3 No	0						0
Average: 1,33 — Median: 1							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							


- *Gender Issues*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	2						67
2 Yes, but not for the transport sector	1						33
3 No	0						0
Average: 1,33 — Median: 1							
<b>Total respondents: 3</b>							
<b>Skipped question: 0</b>							



- *Disadvantaged groups (eg disabled, minority groups, children)*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	0						0
2 Yes, but not for the transport sector	2						100
3 No	0						0
Average: 2 — Median: 2							
<b>Total respondents: 2</b>							
<b>Skipped question: 1</b>							

- *Health and Safety*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Yes, for the transport sector	1						33
2 Yes, but not for the transport sector	2						67
3 No	0						0
Average: 1,67 — Median: 1,50							
Total respondents: 3							
Skipped question: 0							

**D.1.2. Are there gender-disaggregated indicators and/or data collection systems in place in the regional organisation? Please describe.**

N/A

**D.1.3. Please comment on the policy and practices of the regional organisations with respect to cross-cutting issues in the transport sector**

Comments:

- *Policies and practices of the regional organisations with respect to cross-cutting issues in the transport sector are still to be developed (WEST AFRICA)*
- *While some policies are in force, their application at regional level is difficult to be carried out. Thus it appears more convenient to apply National Policies (EAC)*

**E. Regional support and transport facilitation**

The following questions aim to assess to what extent EU cooperation at regional levels has resulted in better facilitation of movement of people and freight

**E.1.1. In your perception what are the most effective EU transport sector development strategies for support at regional level and why?**

Answers provided:

- For support at regional level they must be a very strong national link from identification to ensure that the nationals also consider the project a priority. Support from the EU should have corridor approach and be coordinated and prioritised in the various delegations in the region
- Regional integration
- I have not been seeing particular effectiveness of EU strategies at regional level

### E.1.2. What is your perception of regional organisation's capacity to implement the EU regional transport sector support programmes (9th, 10th and 11th EDF)?

- *Human resources*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	1						33
3 Poor	2						67
4 Very Poor	0						0
5 Don't know	0						0
Average: 2,67 — Median: 2,50							
Total respondents: 3							
Skipped question: 0							

- *Institutional*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	0						0
3 Poor	3						100
4 Very Poor	0						0
5 Don't know	0						0
Average: 3 — Median: 3							
Total respondents: 3							
Skipped question: 0							

- *Financial*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	1						33
3 Poor	1						33
4 Very Poor	1						33
5 Don't know	0						0
Average: 3 — Median: 2,50							
Total respondents: 3							
Skipped question: 0							

**E.1.3. Do you have specific comments on the regional organisation capacity for implementation of 9th , 10th and 11th EDF?**

WEST AFRICA: *“Implementation of 9th and 10th has been very difficult. Implementation of 11th should be better with the link with National Authorising Officers. But is will be a real challenge”*

**E.1.4. Do regional organisations and national governments have coherent and coordinated strategies for corridor development?**

(Each respondent could write a single open-ended response of maximum 2000 characters.)


Answers provided:

- *The strategies are not really coordinated and the emphasis on corridor development at national level varies hence some sections of a corridor within one country maybe rehabilitated while the next section in the neighbouring country is not, minimizing the ultimate benefit that should be derived from the corridor*
- *Regional organisations and national governments do not have coherent and coordinated strategies for corridor development. Regional corridors for development remain a challenge*
- *yes*

**E.1.5. What is the regional organisation's stance on facilitation of international movement? (Including OSBPs, axle loading, transit regulations, check posts, transit charges, CBAs etc)?**


- *One Stop Border Posts*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	2						100
<b>Total respondents: 2</b> <b>Skipped question: 1</b>							


- *Axle loading*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	2						100
<b>Total respondents: 2</b> <b>Skipped question: 1</b>							


- *Transit regulations*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	1						100
<b>Total respondents: 1</b> <b>Skipped question: 2</b>							

- *Check points*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	1						100
<b>Total respondents: 1</b> <b>Skipped question: 2</b>		0%	20%	40%	60%	80%	


- *Transit charges*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	0						0
<b>Total respondents: 0</b> <b>Skipped question: 3</b>							


- *Cross Border Agreements*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	2						100
<b>Total respondents: 2</b> <b>Skipped question: 1</b>							

- *Customs procedures*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	2						100
<b>Total respondents: 2</b> <b>Skipped question: 1</b>							

- *Other, please identify*

(Each respondent could choose MULTIPLE responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Tick the box if a priority objective	0						0
<b>Total respondents: 0</b> <b>Skipped question: 3</b>							

### E.1.6. Do you have any comments regarding the question above?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

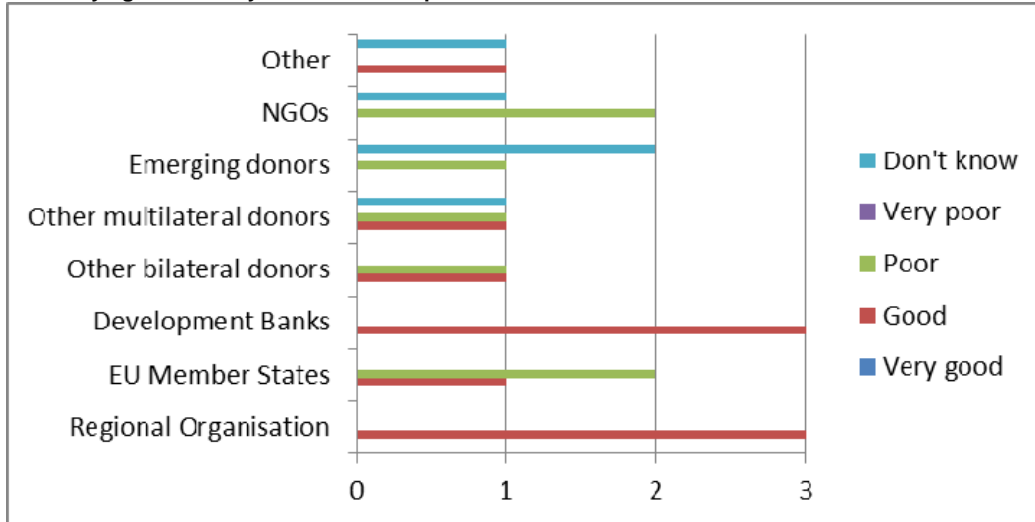
None



## F. Consultation procedures for the 11th EDF


### F.1.1. What were the nature and quality of the consultation procedures which preceded adoption of the 11th EDF transport focus at regional level?

Summary figure: Quality of consultation procedures





- *Regional Organisation*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	3						100
3 Poor	0						0
4 Very Poor	0						0
5 Don't know	0						0
Average: 2 — Median: 2							
Total respondents: 3							
Skipped question: 0							


- *EU Member States*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	1						33
3 Poor	2						67
4 Very Poor	0						0
5 Don't know	0						0
Average: 2,67 — Median: 2,50							
Total respondents: 3							
Skipped question: 0							



- *Development Banks*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	3						100
3 Poor	0						0
4 Very Poor	0						0
5 Don't know	0						0
Average: 2 — Median: 2							
Total respondents: 3							
Skipped question: 0							




- *Other bilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	1						50
3 Poor	1						50
4 Very Poor	0						0
5 Don't know	0						0
Average: 2,50 — Median: 2							
Total respondents: 2							
Skipped question: 1							

- *Other multilateral donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	1						33
3 Poor	1						33
4 Very Poor	0						0
5 Don't know	1						33
Average: 3,33 — Median: 2,50							



Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Total respondents: 3 Skipped question: 0							

## F.1.2. What were the nature and quality of the consultation procedures which preceded adoption of the 11th EDF transport focus at regional level?

### Quality of consultation procedures



- *Emerging donors*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	0						0
3 Poor	1						33
4 Very Poor	0						0
5 Don't know	2						67
Average: 4,33 — Median: 4							
Total respondents: 3 Skipped question: 0							

- *NGOs*

(Each respondent could choose only ONE response per sub-question.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
1 Very Good	0						0
2 Good	0						0
3 Poor	2						67
4 Very Poor	0						0
5 Don't know	1						33
Average: 3,67 — Median: 3							
Total respondents: 3 Skipped question: 0							




### F.1.3. Do you have specific comments on the consultation procedures?

(Each respondent could write a single open-ended response of maximum 2000 characters.)

ECOWAS: *ECOWAS Member states were consulted in Ivory Coast meeting.*

### F.1.4. Did the regional organisation express a wish or need for a changed EU focus under 11 EDF as regards transport sector support at regional level?

(Each respondent could choose only ONE of the following responses.)

Response	Total	% of responses					%
		0%	20%	40%	60%	80%	
Yes	1						33
No	1						33
Don't know	1						33
<b>Total respondents: 3</b>							
<b>Skipped question: 1</b>							

Answers provided:

- *Transport sector is still a very key sector in the region; the REC continues to work towards this as their priority. This is evident in their initial lists which were skewed more towards transport sector. This is because transport infrastructure is still largely a public development arena with minimal private sector investments*
- *ECOWAS and UEMOA did express their wishes during a regional workshop in Brussels*

## G. EUD concluding remarks

**Please give your observations on issues not covered in the questionnaire that you consider having significant relevance to EU sector support at regional level**

- While the existing structures at regional and national levels maybe challenging to work with it is important that for sustainable development we don't have created or abandoned existing systems that are already being self financed in order to suit our needs. In this regard the way we structure our support is important as it can indirectly imply unsustainable changes
- Transport sector is a real challenge that EU should take up with enthusiasm and expertise.



P.O. Box 4175  
3006 AD Rotterdam  
The Netherlands

Watermanweg 44  
3067 GG Rotterdam  
The Netherlands

T +31 (0)10 453 88 00  
F +31 (0)10 453 07 68  
E [netherlands@ecorys.com](mailto:netherlands@ecorys.com)

W [www.ecorys.nl](http://www.ecorys.nl)

*Sound analysis, inspiring ideas*