



Designing Policies that Promote Transport Connectivity for Achievement of the SDGs

Integration of Transport Policies into National and Regional Strategies: Experience of the AfDB

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Outline

1. Introduction
2. Importance of developing transport policies
3. Experience Case for SADC
4. Integration of Transport Policies into:
 - Regional; and
 - National strategies.
5. Major Challenges.
6. Solutions

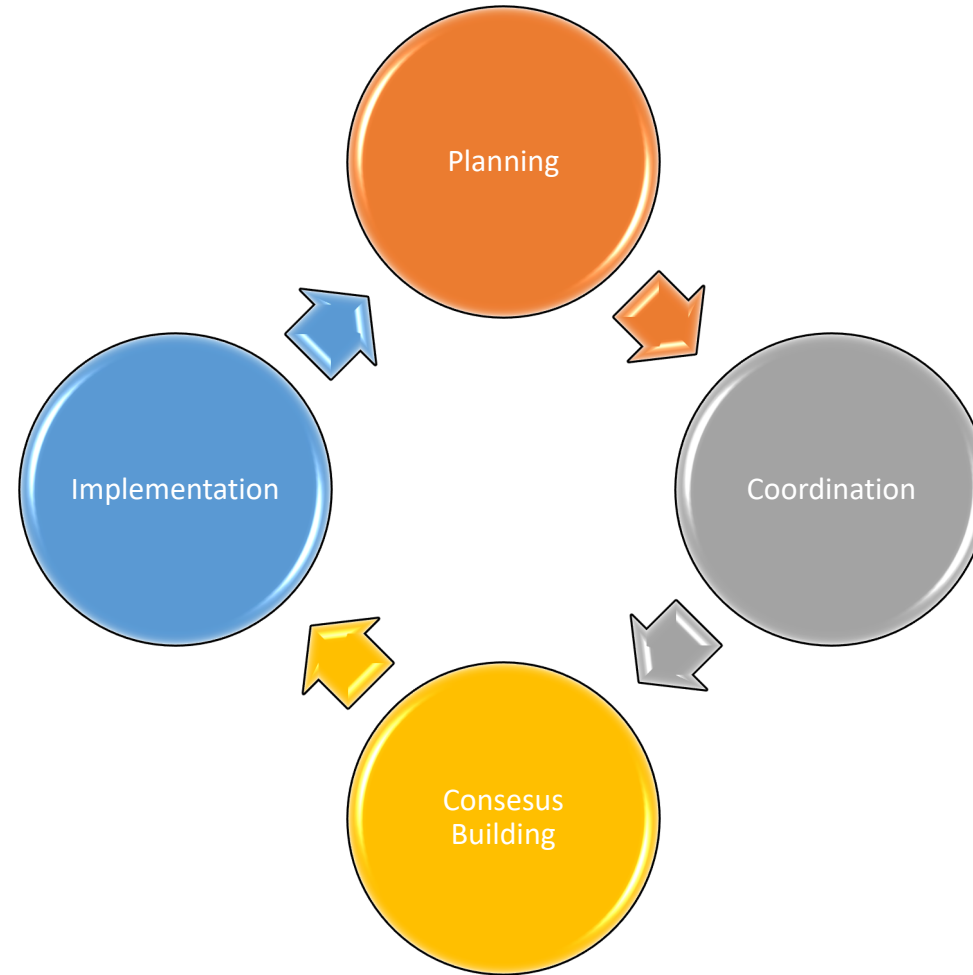
Introduction

- We all know that the primary objective of transport policy is to create or support an efficient system which provides good transport facilities at lowest cost in terms of resource used.
- In the case of connectivity, development of transport policies will contribute to harmonisation of policies, removal of bottlenecks at the border crossing so that there is easy movement of goods and people.
- Development of corridors which will link landlocked countries to other countries and market and ultimately contribute to the free movements of goods and people and market access.
- Development of Transport Policies will also ensure that soft infrastructure is mainstreamed into hard infrastructure.
- And the process is rigorous and based on consultations.

Importance of Developing Transport Policies

1. Contribution to the economic growth of the region or country by providing an efficient, economic, and safe transport system resources
2. Improve the quality of life as well as maintain and improve living standards of the people by providing transport required
3. Minimise harmful effects and damage to the environment.
4. Restraining rising cost of living by using most economic use of energy in transport system.
5. Implement soft infrastructure which include harmonizing of standards

Experience of Integrating Transport Policy into Strategies



Integration of Transport Policies into National Laws - Case for SADC

First Approach - through Ratification of the Protocol on Transport

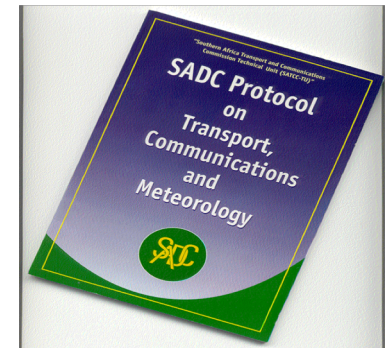
- At SADC regional level, integration of transport policies involves a number of key stakeholders. These include
 - 1) Senior Officials
 - 2) Ministers of Transport
 - 3) SADC Council of Ministers

- To integrate the policies, SADC uses the Protocol on Transport, Communication and Meteorology – signed 1996; Ratified 1998.
- The Protocol provides a legal and broad policy framework for co-operation, sets principles, & defines the strategic goals for the transport, communications and meteorology sectors.



The principal focus of the Protocol is the ***integration of transport regional systems & networks*** through compatible policies and legislation.

The Protocol also contains commitments pertaining to **liberalisation and restructuring of the sector.**



Integration of Policies through the Protocol.

Ratification of the Protocol on Transport by Member States

- Once the Protocol has been developed by SADC Member States and approved by SADC Council of Ministers.
- It is then later on signed by Member States.
- Following on this, ratification is then carried out through national parliament, and this follows internal process of each country.
- Minister of Justice is then responsible for depositing the instrument to SADC Executive Secretary, which indicates the readiness of the country to domesticate the Protocol into national laws.
- Worth noting is that a 2/3 majority ratification of Member States of the instrument is required for it to enter into force.

Second Approach - Integrating Transport Policies into Regional Strategies

- At regional level, Member States develop **regional strategies and plans such as RISDP 2020-2030 and Infrastructure Development Master Plan (RIDMP)**, which include key policy aspects of transport and various activities which Member States can correctly implement such as:
 - Development of legal frameworks.
 - Regulations and Standards Guidelines.
 - Development of corridor projects.
 - Capacity building etc
- Development of these strategies follows strictly the consultative approach, which involves.
 - National committees.
 - Senior Officials.
 - Ministers of Transport; and ultimately
 - Council of Ministers for approval.

Third Approach - Integrating Transport Policies into National Strategies

- To integrate Transport Policies into national strategies requires SADC Member States to develop:
 - Studies
 - Model legal frameworks.
 - Regulations and Standards Guidelines.
 - Master Plans for corridors.
 - Capacity building etc
- Once these instruments have been developed, they are then subjected to the same process of approval.
 - Senior Officials.
 - Ministers of Transport; and ultimately
 - Council of Ministers.

Cont. Integrating Transport Policies into National Strategies

- To integrate Transport Policies into national strategies requires say for instance Model legal frameworks will entail Member States domesticating the model law into their national laws and this entail:
 - Member States drafting new laws if they have none;
 - Updating their laws if the existing laws lack some elements.
- The process of domesticating the policies requires Member States going through the internal process which will include consultations with key stakeholders and Parliament for approval of the law or changes to the law.

Major Challenges or lack of implementation of Transport Policies

- Protracted process for developing and integrating transport policies into regional and national strategies, which can easily derail the process
 - Lack of consensus and political will.
 - Lack of financial resources to integrate the policies into regional and national strategies
 - Lack of capacity to implement the process of integrating the policies into regional and national strategies.
- Lack of data

Solutions

- Enhance capacity of Member States and Regional Economic Communities.
- Enhance Dialogue among Member States so that they can appreciate the need to domestic the transport policies into their regional and national strategies.
- Improve resource mobilisation for implementation of activities for integration of transport policies.
- Develop database for corridor projects in Landlocked countries.

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Thank you.