

# ASSOCIATION OF SOUTHERN AFRICAN NATIONAL ROADS AGENCIES



## ACTIVITY REPORT 2001 – 2011



Thinking regionally.....

.....acting nationally

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**ABBREVIATIONS & ACRONYMS**

AFCAP	African Community Access Programme
AWP	Annual Work Programme
AFDB	African Development Bank
ANE	Administração Nacional de Estradas
ARMFA	Association Road Maintenance Fund Association
ASANRA	Association of Southern African National Roads Agencies
AU	African Union
CEO	Chief Executive Officer
CSIR	Council for Scientific and Industrial Research
DPs	Development Partners
FESARTA	Federation of Eastern and Southern African Road Transport Association
INEA	Instituto Nacional De Estradas De Angola
LVSR	Low Volume Sealed Road
NEPAD	New Partnership for African Development
REC	Regional Economic Community
RTRN	Regional Trunk Road Network
SABITA	Southern African Bitumen Association
SADC	Southern Africa Development Community
SARA	Southern African Railways Association
SATCC	Southern African Transport & Communications Commission
SATCC-TU	Southern Africa Transport and Communications Commission – Technical Unit
SCOM	Sectoral Committee
SSATP	Sub-Saharan Africa Transport Policy Programme
SC	Standing Committee
UNECA	United Nations Economic Commission for Africa
IT	Implementation Team

## 1.0 INTRODUCTION

As of 31<sup>st</sup> March 2011, the Association of Southern African National Roads Agencies (ASANRA) was implementing its first annual work programme under the 2009 – 2014 Strategic and Business (S&B) Plan. The new Programmes Officer reported on 1<sup>st</sup> April 2011. It is therefore timely that this 2001 – 2010 activities report is prepared to present progress overview of programmes to-date, outline implementation challenges and review prospects.

To-date, ASANRA has achieved good progress including the establishment of a fully functioning secretariat, accountability of operations through independent annual audits and active functioning of its six standing committees. The association has fully financed operations of its secretariat and executed a number of project interventions through member subscriptions. It also enjoyed remarkable collaboration with international organisations working in the region.

Despite these positive developments, the association did not secure any grants to support other programmed interventions. Registration of the association under a constitution as a Trust based in Malawi has protracted. Currently, the association is operating under a charter. As a result of financial limitation, the association faced challenges in implementing projects through outsourcing.

ASANRA therefore adopted a new strategic and business plan in April 2009 which incorporates and addresses relevant high priority issues affecting the road transport system in the region. It outlines clearly defined strategies covering six thematic areas of road network management and financing, construction and maintenance, materials and design standards, road safety, research and development, regional technology transfer and capacity building. To address budgetary constraints, the association is piloting an innovative project delivery system which entails that standing committees play a proactive role than hitherto in the execution of the projects. Retired professionals, academics and individuals from research organisations would be hired on a selective basis to assist the committees to undertake the projects. The approach is aimed at promoting capacity building whilst executing projects at an affordable cost. The association has also adopted a “two phased” project implementation approach whereby it is focussing execution of projects with high regional priority, visibility, profile and quick win benefits. Terms of reference for other project proposals falling outside this category will be conceived and presented to Development Partners (DPs) for funding considerations. Registration of the association as a legal entity with a constitution based in Lilongwe, Malawi is being advanced as a priority.

## **2.0 ASSOCIATION OVERVIEW**

### **2.1 BACKGROUND**

Road transport is the most dominant mode of freight and passenger transport carrying 80 to 90 percent of goods and services in the Southern Africa Development Community (SADC) region. It also accounts for about 20% of the regions cross border trade and is the only form of access to rural areas where the majority of the population reside. Road transport is therefore critical to the economy of the SADC region.

Currently, the SADC road transport system comprising some 930,000km with a proposed regional trunk road network (RTRN) of 62,674km<sup>1</sup> is the largest public sector asset. However, despite the huge investment and importance of the sub-sector to the economy of the region, it is non-integrated, non-harmonised and poses major barriers to intra-regional transport efficiency resulting in inordinately high transport costs.

In order to reduce and eventually eliminate these unacceptable barriers, an urgent need to establish a regional institutional framework and mechanisms for enhanced regional policy coordination and road transport systems integration was identified. The Association of Southern African National Roads Agencies (ASANRA) was therefore founded under a charter on 19<sup>th</sup> March 2001 at a regional conference held in Maputo, Mozambique. It was established in line with the SADC protocol on Transport, Communication and Meteorology.

The main goal of the association is to enhance regional policy coordination and road transport systems integration with the key objectives of improving intra-regional road transport efficiency and lowering transport cost. It aims at:-

- a) fostering the development, operation and maintenance of a region-wide integrated road transport system;
- b) cooperating with other SADC agencies in considering matters of mutual interest in serving the regions highway needs;

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<sup>1</sup> Review of the Regional Trunk Road Network with inclusion of the Democratic Republic of Congo (DRC) study, 2008 by Africon in association with Infra-Africa

- c) Developing and improving methods of administration, planning, research, design, construction, maintenance and operation of infrastructure and facilities;
- d) Contributing to the provision of efficient, safe and effective transportation of persons and goods in support of regional as well as national goals and objectives in an environmentally and economically sustainable manner;
- e) Studying all problems connected with the region's highway network and its impact on other modes of transportation;
- f) Consulting with SADC ministers on regional transportation policy and;
- g) Developing technical, administrative and operational voluntary standards and policies.

## **2.2 RELEVANCE**

The association is a forum for networking on policy formulation and technical exchange among industry and professionals in the transport sector. It affords members the opportunity to share and exchange experiences and innovative ideas hence establishing mutually agreed best practice. The association is a consultative member of the SADC Sub-Sectoral Committee on road reform programmes. It therefore represents member interests at all relevant SADC meetings and other forums where SADC is represented. ASANRA also hosts a research database where members and other stakeholders can access valuable outputs and documentation. The association will soon launch a website offering a discussion forum on contemporary industry specific topics. It conducts studies on technology development and the outcomes are disseminated during technical trainings and workshops. It offers training programmes through Regional Technology Transfer and Capacity Building committee aimed at addressing skills gap in the region. The association is hence well placed to lobby Governments through the SADC council of Ministers for adoption and implementation of best practice.

## **2.3 VISION, MISSION AND VALUES**

ASANRA's vision of creating a harmonized, safe, effective, efficient and sustainable world-class road transport system cost-effectively is coherent with the overall goal of SADC Protocol on Transport, Communications and Meteorology which seeks to ensure the development of a safe, sustainable, efficient and effective road transport system in support of social-economic growth and development and, ultimately

poverty alleviation. Its intentions in terms of strategy for attaining the vision are articulated with the mission statement of supporting the development of an integrated transport system meeting national and regional goals and objectives through application of best practices in the development and maintenance of the regional road network, provision of integrated road transport infrastructure, adoption of environmentally sustainable practices and optimization of benefits to the road user. The association was founded and its operations are guided by eight **critical core values** of **commitment, respect, innovation, teamwork, integrity, caring, accountability and leadership.**

## **2.4 MEMBERSHIP**

The association has two categories of membership, full membership with voting rights for road agencies/authorities and associate membership participating in an ex-officio capacity without voting rights for transport professionals and private industry representatives concerned with transport issues. Currently, the association has ten active members and these include Angola, Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Tanzania, Zambia and Zimbabwe. The other members are Swaziland, Mauritius and the Democratic Republic of Congo (DRC).

## **3.0 ASANRA STRUCTURES**

### **3.1 THE BOARD**

ASANRA is governed by a board of directors which meets twice in a year and has ultimate responsibility on governance of the association. Each member state is represented by the Chief Executive Officer (CEO) or relevant government official where a roads agency or authority was not instituted. The SADC secretariat attends board meetings in an ex-official capacity. The board is chaired by an elected president.

### **3.2 EXECUTIVE COMMITTEE**

The Board delegates management to an executive committee comprising the president, vice-president and the Chief Executive Officer of the Malawi Road Authority where ASANRA secretariat is based. Currently, the chairman is the director of roads, Zimbabwe and the vice chairman is CEO of Roads Authority Namibia.

### **3.3 STANDING COMMITTEES**

ASANRA implements strategic activities through six standing committees of road network management and financing, construction and maintenance, materials and

design standards, road safety, research and development and technology transfer and capacity building. Each standing committee is chaired by the Chief Executive Officer of member road agency and are appointed by the president. The committees' main function is to develop work programmes in consultation with constituents and stakeholders for approval of the board. The secretariat coordinates and supervises the day to day activities of the standing committees. The current chairperson and members of each standing committee are presented in table 1 below.

**TABLE 1: CHAIRPERSON AND MEMBERS OF STANDING COMMITTEES**

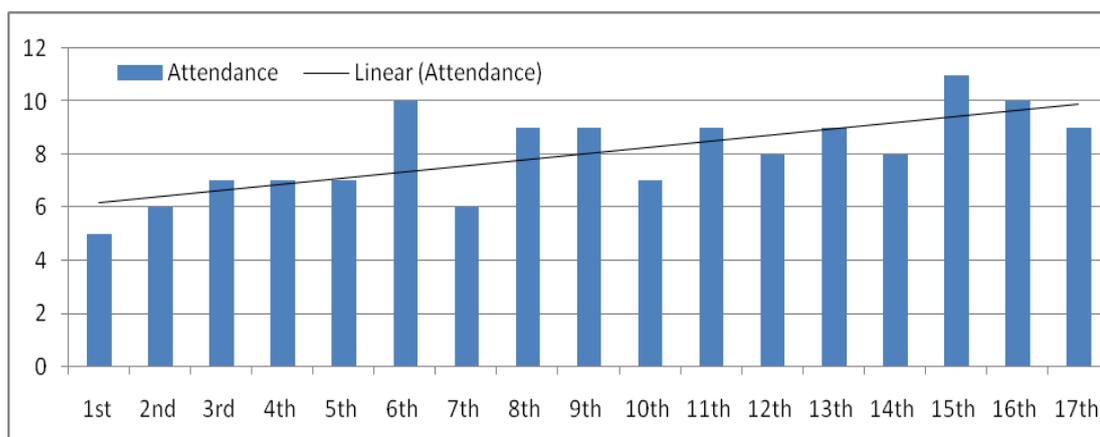
STANDING COMMITTEE	CHAIRPERSON	MEMBERS
Road Network Management and Financing	Botswana	Botswana, Namibia, Malawi, Zimbabwe, Zambia, South African.
Construction and Maintenance	Mozambique	Mozambique, South Africa, Zimbabwe, Namibia and Lesotho.
Materials and Design standards	Tanzania	Tanzania, South Africa, Zimbabwe, Botswana and Mozambique
Road Safety	Zimbabwe	Zimbabwe, Botswana, Zambia, Malawi, Namibia, Lesotho and South Africa.
Research and Development	South Africa	Botswana, Malawi, South Africa, Tanzania and Zimbabwe
Regional Technology Transfer and Capacity Building	South Africa	Malawi, Zimbabwe, Tanzania and South Africa.

#### 4.0 ASANRA ACTIVITIES 2001 - 2010

##### 4.1 BOARD MEETINGS

Over the reporting period, the board convened seventeen times. The schedule of the board meetings and attendance record is presented in annex II. Graph 1 below demonstrates improved attendance by members at board meetings over the reporting period.

**Graph 1 : MEMBER ATTENDANCE OF BOARD MEETINGS**



**4.2 PROGRAMMES**

Consultations with Member States conducted during 2<sup>nd</sup> strategic and business planning confirmed key issues affecting the efficiency and effectiveness of the SADC road system. These include adequate road maintenance, planning and prioritisation of regional road corridors and links, road safety, increased urbanisation leading to congestion, human capacity development, and social and environment issues. To address these issues, ASANRA has adopted clear strategies for implementation through six programme areas of Road Network Management and Financing, Construction and Maintenance, Materials and Design Standards, Road Safety, Research and Development and Regional Technology Transfer and Capacity Building. The project interventions planned to implement these strategies and the progress achieved to-date is presented hereafter and in annex I respectively, where information is available.

**4.2.1 ROAD NETWORK MANAGEMENT AND FINANCING**

The objectives of road network management and financing programme are to promote the effective and efficient management and financing of the regional road system, to develop appropriate urban road standards that take account of the particular characteristics of urbanization in the region, and to ensure the integration of road transport infrastructure with other modes of transport. The strategies adopted to achieve these objectives are;

- a) promote the use of appropriate tools that facilitate efficient and effective road network planning, management and financing;
- b) promote the use of appropriate design standards for urban areas;

- c) provide guidance on measures for undertaking optimal road network maintenance;
- d) ensure the integration of road transport infrastructure with other modes of transport;
- e) promote implementation of the SADC strategy on overload control;
- f) provide information on regional road network usage conditions and;
- g) provide support for determining appropriate levels of road user charging required for sustainable road maintenance.

The expected outcomes of the strategies are an improved approach to road network management and financing aimed at improving road system performance, adoption of more appropriate urban road standards and integration with other modes of transport.

The committee has implemented successfully the following projects:

- a) Review of Regional Trunk Road Network (RTRN) with inclusion of Democratic Republic of Congo (DRC) links;
- b) Guideline on development models for road user charging through collaboration with the Regional Authorising Officer of the European Development Fund at SADC Secretariat<sup>2</sup>;
- c) Guideline for harmonisation of condition reporting of SADC road network;
- d) Development of GIS-based Regional Map and;
- e) Best practice arrangements between road agencies and road funds.

#### **4.2.2 CONSTRUCTION AND MAINTENANCE**

The objectives of construction and maintenance programme are to promote more effective, efficient and socially responsible methods of construction and maintenance in the region using appropriate methods, including concessioning of road projects and performance based contracting, where feasible. The strategies adopted to achieve these objectives are;

- a) promote the use of road concessioning and performance-based contracting;
- b) promote and disseminate knowledge on successfully applied construction and maintenance designs and techniques;

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<sup>2</sup> The study recommendations were referred back for further review by SADC Committee of Ministers responsible for Transport and Meteorology meeting held on 28<sup>th</sup> May 2010 at Pemba, Mozambique.

- c) ensure implementation of social development programmes and environmental good practice within the region, including HIV/AIDS, gender awareness, climate change and air pollution and;
- d) promote the development of the local contracting industry.

The expected outcomes of the strategies are a more efficient and effective contracting industry, reduced levels of overloading and reduced costs of road construction and maintenance leading to a more efficient and competitive transport sector with enhanced contributions to the economies of the region.

The committee's activities under the first strategic plan were either dropped or scheduled forward. However, the committee was responsible for the successful implementation of project 1.3.1<sup>3</sup> regarding updating of SATCC specification and Codes of Practice, including translation into Portuguese<sup>4</sup>.

#### **4.2.3 MATERIALS AND DESIGN STANDARDS**

The objectives of materials and design standards programme are to promote regional best practice and consistency in road and bridge design, soils and materials testing. The strategies adopted to achieve these objectives are;

- a) identify needs for, develop and promote the use of harmonised design standards, guides, manuals and codes of practice and;
- b) arrange for publication, dissemination and training in the use of the harmonised design standards, guides, manuals and codes of practice.

The expected outcome of the strategies is a harmonised, more consistent application of road, soils and material design and testing standards with greater uniformity in the outputs of these processes.

The committee implemented successfully the updating<sup>5</sup> of SATCC specs and Codes of Practice including translation into Portuguese with oversight by construction and maintenance committee. All other programmes under first strategic plan were rescheduled..

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<sup>3</sup> Project numbering with three digits representing the strategic plan, programme or standing committee and project numbers respectively.

<sup>4</sup> Project 1.3.1 falls under the Materials and Design Standing Committee but due to the expertise required, the contract was administered by the Maintenance and Construction.

<sup>5</sup> The scope of services did not include updating of the SATCC specs.

#### **4.2.4 ROAD SAFETY**

The objective of the road safety programme is to introduce measures involving education, enforcement, the road environment, the road user, the vehicle and regulatory reform in order to improve road safety and progressively reduce the rate of accidents to minimum levels. The strategies adopted to achieve this objective are;

- a) establish and document best road safety procedures and practice for dissemination to all member states;
- b) Review and update road safety legislation in member states;
- c) Identify institutions in the region for road safety training and development and;
- d) Promote the use of publicity campaigns and other appropriate measures for keeping road safety at the forefront of public awareness.

The expected outcome of the strategy is a safer road transport environment for all road users through progressive achievement of acceptable road safety levels leading to reduced loss of lives and property.

The committee has implemented successfully the following projects:

- a) Production and dissemination of harmonised guidelines on Road Safety Procedures (including audits);
- b) Model legislation provisions on road safety based on international best practice and;
- c) Guideline on principles and development of Road Traffic and incident Management Systems.

The Consultant, ITS (PTY) Limited Engineers, presented the draft final report during a workshop in July 2010. However, the Consultant has not submitted the final report incorporating comments received during the workshop.

#### **4.2.5 RESEARCH AND DEVELOPMENT**

The objective of the research and development programme is to improve capacity for research and development in the region in a manner that takes account of stakeholder needs and demonstrates value to road users and the road transport industry. The strategies adopted to achieve this objective are;

- a) maintain and update a database of research carried out in the region;
- b) develop an annual research programme on a priority basis and in consultation with stakeholders and;

c) undertake research, development of standards, guidelines and practices.

The expected outcome of the strategies is maintenance and updating of an efficient and effective research environment in the region which minimises duplication of effort and maximises the benefits from the utilisation of improved road technology.

The committee implemented successfully project 1.5.1, the development of database of research and development projects<sup>6</sup> undertaken in the region to minimise duplication and maximise efforts.

#### **4.2.6 REGIONAL TECHNOLOGY TRANSFER AND CAPACITY BUILDING**

The objectives of regional technology transfer and capacity building programme are to develop and sustain active technology activities through effective Technology Transfer (T2) Centres and to improve professional and technical capacity in the region. The strategies adopted to achieve these objectives are;

- a) publish and disseminate a bi-annual Regional T2 newsletter;
- b) host bi-annual African T2 conference;
- c) formalise capacity building mechanisms in all member states and;
- d) identify, plan and execute skills development and training programmes for the region.

The expected outcomes of the strategies are improved technology transfer activities in the region and improved professional and technical capacity to service the roads sector leading to more efficient delivery of road infrastructure in the region.

The major achievements of the committee were the successful organisation of the 3<sup>rd</sup> and 4<sup>th</sup> Regional Technology Transfer Conferences in Mangochi, Malawi and Windhoek, Namibia respectively.

#### **4.3 CONFERENCES, WORKSHOPS AND SEMINARS**

Over the reporting period, ASANRA, either unilaterally or in collaboration with development partners and international organisations working in the region, organised and attended a number of conferences, workshops, seminars and meetings where stakeholders shared experiences, presented and disseminated findings of independent studies and research works. The conferences, workshops,

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<sup>6</sup> The final report recommended establishment of GIS Support Unit at ASANRA secretariat. Resolution 4.1 of 16<sup>th</sup> Board session resolved that centrally based web application GIS with shared files will be administered by SANRAL and Member States will be responsible for populating data.

seminars and meetings ASANRA organised and attended are listed in annexes II and III.

#### **4.4 ADVOCACY**

The effectiveness of ASANRA project interventions depends on the level of adoption of the voluntary technical, administrative and operational standards and policies by the member states once developed. Its viability and sustainability is also largely dependent on the support of the stakeholders including member states, Governments of the SADC region and Development Partners. This support hinges on the relevance, effectiveness, efficiency, impact and sustainability of ASANRA programmes.

In order to enhance its visibility and feedback on its programmes, the association is consolidating its advocacy functions by developing a website, maintaining its research database and publishing a quarterly newsletter. ASANRA also enhanced its collaboration with development partners and other organisations working in the region.

##### **4.4.1 ASANRA WEBSITE**

On 14<sup>th</sup> May 2009 ASANRA engaged Project 4 to develop its website. Project 4 has since completed the task and will provide technical support to the secretariat in maintaining and populating the website for a year. The secretariat is currently test running the website on <http://asanra.project4.webfactional.com> in order to seek final review, input of stakeholders and hence consolidate shortcomings for the attention of the Consultant.

It is planned that the website will be officially launched over the period 11<sup>th</sup> to 16<sup>th</sup> May 2011. The launch will involve Project4 releasing the website on internet on 11<sup>th</sup> May 2011. In order to enhance visibility and draw attention of transport sector industry, academia and other stakeholders in the region during the launch, it is proposed that respective Member States publish a press release in the local press, refer annex V.

The secretariat will adjust and populate the website during the test run period incorporating the comments of stakeholders. The secretariat will also post all announcements and reports on the website during the test run.

#### **4.4.2 ASANRA NEWSLETTER**

The secretariat will launch a quarterly newsletter bulletin during the 2011/12 work plan. The newsletter will be disseminated by posting on the website. The newsletter will carry articles contributed by Member States and major activities undertaken by the secretariat over the issue period.

#### **5.0 PROSPECTS FOR 2011/12 ANNUAL WORK PROGRAMMING**

The 2011/12 Annual Work Programme running from April 2011 to March 2012 will be considered for approval during the 18th board session scheduled for 20<sup>th</sup> May 2011 in Maseru, Lesotho. The secretariat has therefore prepared a draft 2011/12 AWP considering the progress of activities highlighted in this report, prospects going forward and prevailing budgetary ceilings. The 2011/12 AWP is subject to amendment during implementation if grant funding is sourced.

The approach adopted in preparing the 2011/12 AWP is presented below and is subject to further adjustments in line with discussions of standing committee meetings scheduled before the 18<sup>th</sup> board session. This report and the draft AWP have also been disseminated to standing committee chairperson for prior consultations.

##### *A. Road Network Management and Financing Programme*

As an immediate follow up of the 16<sup>th</sup> board resolution regarding GIS-based Regional Map, the 2011/12 annual work programme has made provision for activities to operationalise the system. Support to Member States in population GIS data is provided under project 2.1.3. Project 2.1.4, regarding assessment of status and adequacy of road funding in the region is also prioritised for immediate execution.

Project 2.1.1, regarding optimising road use through appropriate inter-modal strategies, entails critical review of transport sector investment programmes of respective Member States. The study is relatively complicated and requires specialised consultancy services.

##### *B. Construction and Maintenance*

The committee is currently pre-occupied with the execution of project 2.2.1 on harmonisation guidelines in respect of contract documentation and appropriate methods of contracting on pilot basis through implementation team modality. The progress has derailed due to the process of procuring local team leader and procurement specialist input. Member States are yet to submit proposals of local

experts. As a way forward, the secretariat will follow up on submission of proposals by Member States. Thereafter, the secretariat will proceed with shortlisting and submission of requisite report for the president review and approval. The shortlisted experts will thereafter be requested to submit financial proposals. It projected that the process could be concluded by June for the committee to proceed with activities. Therefore the 2011/12 AWP has incorporated the services and support to activities under the project.

Terms of reference for the other projects, namely 2.2.2, 2.2.3, 2.2.4, 2.2.5, and 2.2.6, will be developed and agreed. Project proposals will be developed and submitted to development partners including the Regional Authorising Officer with support of the SADCC secretariat and at least two National Authorising Officers for funding considerations. Depending on the outcome, implementation will commence immediately or scheduled forward.

Through the 9<sup>th</sup> and 10<sup>th</sup> European Development Fund, most Member States including Tanzania, Zambia, Malawi and Mozambique are implementing Transport Sector Policy Support Programmes which include technical assistance input. It is observed that there is often duplication of effort as individual countries develop similar systems. Bringing synergy to the programmes will promote harmonisation. Opportunities of working with National Authorising Officers in collaboration with the Regional Authorising Officer at SADC Secretariat in implementation of the Transport Sector Policy Support Programmes will therefore be vigorously explored.

The Africa Community Access Programme (AFCAP) is designed to address the challenges of providing reliable access for poor communities. AFCAP provides advice and undertakes research to deliver safe and sustainable access to rural communities.

Reliable access is essential for rural communities in Africa for reaching basic services and all kinds of economic and social opportunities. AFCAP works with existing organisations and programmes and supports innovative field research and puts this knowledge into practical use. Opportunities, where synergy with AFCAP working with Member States can be achieved, will be explored and pursued.

### *C. Materials and Design Standards Programme*

Most of the projects scheduled under first strategic plan were overtaken by emerging developments and hence dropped. A grant from the African Development Bank for project 1.3.2, preparation of harmonised materials laboratory and field testing

manuals, expired following decline by Development Bank of South Africa (DBSA) for complimentary funding. During the 2011/12 AWP, terms of reference for all projects under the second strategic plan will be prepared and agreed. The implementation approach applicable to the construction and maintenance programme will be adopted.

#### *D. Road Safety Programme*

At its meeting held in Gaborone, Botswana on 22<sup>nd</sup> March 2011, the committee resolved that all its projects under second strategic plan should go into implementation in the 2011/12 AWP. Namibia is preparing terms of reference for project 2.4.1, road safety awareness, education and enforcement. Terms of reference for project 2.4.2, guideline on dealing with problem of vandalism/theft of road signs and project 2.4.3, regionalisation of volumes 2 and 3 of the SADC road traffic signs manual prepared by Zambia and South Africa respectively were agreed. The secretariat has therefore incorporated all three projects in the 2011/12 AWP..

#### *E. Research and Development Programme*

To consolidate the database developed under the first strategic plan, 2011/12 has made provision for maintenance of the system. Most other projects programmed under the first strategic plan were scheduled forward. Project, 1.5.3, calibration of HDM4 for regional conditions was dropped. Under the 2011/12 AWP, the committee will also draft and agree terms of reference for all projects under the second strategic plan. The implementation approach applicable to the construction and maintenance programme will be adopted.

#### *F. Regional technology transfer and capacity building*

The committee is currently engaged in preparations to host the 5<sup>th</sup> Regional Technology Transfer Conference scheduled for November 2011 in Arusha, Tanzania. The secretariat has therefore made provision for preparatory meeting in August and the organisation of the conference. The committee will develop terms of reference for all the other projects for immediate implementation and submission to development partners for consideration.

**6.0 ANNEXES****6.1 ANNEX I : PROJECT IMPLEMENTATION STATUS****6.2 ANNEX II : SCHEDULE OF BOARD MEETING****6.3 ANNEX III : CONFERENCES, WORKSHOPS AND SEMINARS****6.4 ANNEX IV : MEETINGS ORGANISED AND/OR ATTENDED****6.5 ANNEX V : PROJECT PROFILES**

## **ANNEX I**

### **PROJECT IMPLEMENTATION STATUS**

**2001 - 2011**

<b>ID No.</b>	<b>PROJECT DETAILS</b>	<b>IMPLEMENTATION STATUS</b>
<b>A</b>	<b>ROAD NETWORK MANAGEMENT AND FINANCING PROGRAMME</b>	
1.1.1	Guideline on principles for the development and operation of Road Management System.	<b>Dropped</b>
1.1.2	Implementation of pilot weighbridge projects.	<b>Dropped</b>
1.1.3	Guideline on privatisation / commercialisation of weighbridge operations.	<b>Dropped</b>
1.1.4	Review of Regional Trunk Road Network (RTRN) with inclusion of Democratic of Congo links.	<b>Completed</b>
1.1.5	Guideline on development models for road User Charging.	<b>Completed</b> (RAO SADC)
1.1.6	Guideline for harmonisation of condition reporting of the SADC road network.	<b>Completed</b>
1.1.7	Development of GIS-based Regional Road Map.	<b>Completed</b> (Proposal)
1.1.8	Assessment of status and adequacy of road funding in the region.	<b>Re-scheduled</b> (S&B No. 2)
2.1.1	Optimising road use through appropriate inter-modal strategies.	<b>Not started</b>
2.1.2	Best practice arrangements between road agencies and road funds.	<b>Completed</b> (SSATP)
2.1.3	Development of GIS-Based regional road map.	<b>Upcoming</b> (Implementation)
2.1.4	Assessment of status and adequacy of road funding in the SADC region.	<b>Not started</b>
2.1.5	Updating of the RTRN (approx. every 3 years)	<b>Upcoming</b> (2012/13 AWP)

<b>B</b>	<b>CONSTRUCTION AND MAINTENANCE PROGRAMME</b>	
1.2.1	Guideline on weighbridge infrastructure requirements (specification, site layout etc).	<b>Dropped</b>
1.2.2	Harmonised guidelines in respect of contract documentation and appropriate methods of contracting.	<b>Commenced</b> (Rescheduled)
1.2.3	Guideline on appropriate construction and maintenance technology.	<b>Dropped</b>
1.2.4	Guideline on incorporation of social and environmental issues in road construction.	<b>Re-scheduled</b>
1.2.5	Guideline on the employment of local labour and the development of local contractors in road construction and maintenance.	<b>Re-scheduled</b>
2.2.1	Harmonised guidelines in respect of contract documentation and appropriate methods of contracting.	<b>On-going</b> (Pilot project)
2.2.2	Guideline on concessioning of road projects.	<b>Not started</b>
2.2.3	Guideline on incorporation of social and environmental issues in road construction.	<b>Not started</b>
2.2.4	Guideline on the employment of local labour and the development of local contractors in road construction and maintenance.	<b>Not started</b>
2.2.5	Guideline on Performance-based Contracting.	<b>Not started</b>
2.2.6	Guideline on Undertaking Technical Auditing of Road Projects.	<b>Not started</b>
<b>C</b>	<b>MATERIALS AND DESIGN STANDARDS PROGRAMME</b>	
1.3.1	Updating of SATCC specs and Codes of Practice including translation into French and Portuguese	<b>Completed</b> (Portuguese)
1.3.2	Preparation of harmonised Materials Laboratory and Field Testing Manuals	<b>Rescheduled</b>
1.3.3	Production of harmonised guidelines for road construction materials.	<b>Rescheduled</b>

1.3.4	Production of codes of best practice on materials utilisation, safety and environmental concerns.	<b>Rescheduled</b>
1.3.5	Review and further development of Materials Inventory System.	<b>Rescheduled</b>
2.3.1	Updating of SATCC Standard Specs and Code of Practice.	<b>Not started</b> (French)
2.3.2	Preparation of harmonised Materials Laboratory and Field Testing Manuals	<b>Not started</b>
2.3.3	Production of harmonised guidelines for road construction materials and production of codes of best practice on materials utilisation, safety and environmental concerns.	<b>Not started</b>
2.3.4	Preparation of Guidelines for further development of Materials Inventory.	<b>Not started</b>
2.3.5	Preparation of Guidelines on the use and certification of non-conventional soil additives.	<b>Not started</b>
<b>D</b>	<b>ROAD SAFETY PROGRAMME</b>	
1.4.1	Production and dissemination of harmonised guidelines on Road Safety Procedures (including audits)	<b>Completed</b>
1.4.2	Implementation of SADC Road Traffic Signs and Markings.	<b>Dropped</b>
1.4.3	Model legislation provisions on road safety based on international best practice.	<b>Completed</b>
1.4.4	Guidelines on principles and development of Road Traffic and Incident Management Systems.	<b>Completed</b>
2.4.1	Road safety awareness, education and enforcement.	<b>Upcoming</b>
2.4.2	Guideline on dealing with problem of vandalism/theft of road signs.	<b>Upcoming</b>
2.4.3	Regionalisation of volume 2 and 3 of the SADC Road Traffic Signs Manual	<b>Upcoming</b>

<b>E</b>	<b>RESEARCH AND DEVELOPMENT PROGRAMME</b>	
1.5.1	Database of R & D projects under-taken in the region to minimise duplication and maximise efforts.	<b>Completed</b>
1.5.2	Synthesis of innovations in regional road technology	<b>Rescheduled</b>
1.5.3	Calibration of HDM 4 for regional conditions.	<b>Dropped</b>
1.5.4	Performance assessment of naturally-occurring, non-standard materials.	<b>Rescheduled</b>
1.5.5	Guideline for use of sand in road construction in the region.	<b>Rescheduled</b>
1.5.6	Guidelines for the use of in-situ recycling for the upgrading and rehabilitation of roads.	<b>Rescheduled</b>
2.5.1	Maintenance and updating of the R & D database.	<b>Upcoming</b>
2.5.2	Synthesis of innovations in regional road technology	<b>Not started</b>
2.5.3	Performance assessment of naturally-occurring, non-standard materials.	<b>Not started</b>
2.5.4	Guideline for use of sand in road construction in the region.	<b>Not started</b>
2.5.5	Guidelines for the use of in-situ recycling for the upgrading and rehabilitation of roads.	<b>Not started</b>
<b>F</b>	<b>REGIONAL TECHNOLOGY TRANSFER AND CAPACITY BUILDING</b>	
1.6.1	Establishing and maintenance of a transportation database for access by regional T2 Transfer Centre.	<b>Dropped</b> (To be posted on ASANRA website)
1.6.2	Establishment and maintenance of a Regional T2 website.	<b>Dropped</b> (To be posted on ASANRA website)
1.6.3	Housing, printing and distribution of ASANRA documents, including best practice guidelines and manuals.	<b>On-going</b>
1.6.4	Preparation and collation of information on regional	<b>Dropped</b>

	technology transfer activities for inclusion in ASANRA newsletter.	(To be posted on ASANRA website)
1.6.5	Co-ordinating with organising committees of international conferences to provide parallel sessions for T2 activities.	<b>Completed</b> (4th RTT Conference)
1.6.6	Identifying, planning and executing training programmes for the region.	<b>Not started</b>
1.6.7	Promoting best practice guidelines in the region.	<b>Not started</b>
2.6.1	Co-ordinating with organising committees of international conferences to provide parallel sessions for T2 activities.	<b>On-going</b> (5th RTT Conference)
2.6.2	Identifying, planning and executing training Programmes for the region.	<b>Not started</b>
2.6.3	Promoting best practice guidelines in the region.	<b>Not started</b> (Advocacy)
2.6.4	Training needs analysis pertaining to capacity building.	<b>Not started</b>
2.6.5	Effective methods of technology transfer.	<b>Not started</b>

## **ANNEX II**

### **SCHEDULE OF BOARD MEETINGS**

**2001 - 2011**

<b>BOARD MEETING No.</b>	<b>DATE</b>	<b>HOST</b>	<b>MEMBER STATE REPRESENTATION</b>	<b>ATTENDANCE</b>
1 <sup>st</sup>	7 <sup>th</sup> May 2001	Harare, Zimbabwe	Malawi, Namibia, Botswana, Tanzania, Zimbabwe	5
2 <sup>nd</sup>	5 <sup>th</sup> November 2001	Luanda, Angola	Namibia, Tanzania, Angola, Zimbabwe, Mozambique, Zambia	6
3 <sup>rd</sup>	3 <sup>rd</sup> June 2002	Dar es Salaam, Tanzania	Malawi, Tanzania, Namibia, Zimbabwe, Mozambique, South Africa (CSIR)	7
4 <sup>th</sup>	20 <sup>th</sup> November 2002	Gaborone, Botswana	Botswana, Malawi, Tanzania, Namibia, Zimbabwe, Mozambique, South Africa (CSIR)	7
5 <sup>th</sup>	19 <sup>th</sup> November 2003	Maseru, Lesotho	Angola, Botswana, Lesotho, Malawi, Namibia, Zimbabwe, SATCC - TU	7
6 <sup>th</sup>	23 <sup>rd</sup> November 2004	Blantyre, Malawi	Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Tanzania, Zambia, Zimbabwe, SATCC - TU	10

7 <sup>th</sup>	2 <sup>nd</sup> December 2005	Pretoria, South Africa	Botswana, Malawi, Mozambique, Namibia, South Africa, Tanzania	6
8 <sup>th</sup>	8 <sup>th</sup> -9 <sup>th</sup> June 2006	Maseru, Lesotho	South Africa, Namibia, Tanzania, Malawi, Botswana, Zimbabwe, Mozambique, Lesotho, SADC Secretariat	9
9 <sup>th</sup>	26 <sup>th</sup> October 2006	Windhoek, Namibia	Botswana, Malawi, Mozambique, Namibia, South Africa, Tanzania, Zambia, Zimbabwe, SADC Secretariat	9
10 <sup>th</sup>	23 <sup>rd</sup> March 2007	Harare, Zimbabwe	Malawi, Mozambique, Namibia, South Africa, Zambia, Zimbabwe, SADC Secretariat	7
11 <sup>th</sup>	16 <sup>th</sup> to 17 <sup>th</sup> November 2007	Pretoria, South Africa	Lesotho, Malawi, Mozambique, Namibia, South Africa, Zambia, Zimbabwe, Tanzania and SADC Secretariat	9

12 <sup>th</sup>	27 <sup>th</sup> to 28 <sup>th</sup> March 2008	Gaborone, Botswana	South Africa, Lesotho, Malawi, Namibia, Tanzania, Mozambique, Botswana, SADC Secretariat	8
13 <sup>th</sup>	27 <sup>th</sup> to 28 <sup>th</sup> November 2008	Maputo, Mozambique	Angola, Lesotho, Malawi, Mozambique, Namibia, South Africa, Tanzania, Zimbabwe and SADC Secretariat	9
14 <sup>th</sup>	28 <sup>th</sup> to 29 <sup>th</sup> April 2009	Windhoek, Namibia	South Africa, Mozambique, Angola, Namibia, Botswana, Malawi, Tanzania, Zimbabwe	8
15 <sup>th</sup>	3 <sup>rd</sup> and 4 <sup>th</sup> December 2009	Salima, Malawi	Angola, Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Tanzania, Zambia, Zimbabwe, SADC Secretariat	11
16 <sup>th</sup>	22 <sup>nd</sup> April 2010	Pretoria, South Africa	Angola, Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Tanzania, Zambia and Zimbabwe	10

17 <sup>th</sup>	28 <sup>th</sup> October 2010	Livingstone, Zambia	Botswana, Lesotho, Malawi, Mozambique, Namibia, South Africa, Tanzania, Zambia and Zimbabwe	9
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## **ANNEX III**

### **CONFERENCES, WORKSHOPS AND SEMINARS ORGANISED AND/OR ATTENDED BY ASANRA**

**2001 – 2011**

*(INFORMATIONA INCLUDED COVERS 2008 TO-DATE)*

DATE	VENUE	WORKSHOP/SEMINAR DETAILS
25 <sup>th</sup> to 26 <sup>th</sup> February 2008	Arusha Tanzania	Regional Seminar on PBMC and Materials and Design Committee
8 <sup>th</sup> to 9 <sup>th</sup> April 2008	Windhoek Namibia	SADC Road Safety Practitioners Convention
12 <sup>th</sup> to 15 <sup>th</sup> May 2008	Sandton South Africa	Africa Roads Convention 2008
22 <sup>nd</sup> to 24 <sup>th</sup> September 2008	Maputo Mozambique	Workshop on Low Volume Sealed Roads
15 <sup>th</sup> to 18 <sup>th</sup> September 2008	Johannesburg, South Africa	Southern African Road Safety Conference 2008
8 <sup>th</sup> to 10 <sup>th</sup> July 2009	Dar Es Salaam Tanzania	United Nations Economic Commission for Africa (UNECA)
28 <sup>th</sup> to 29 <sup>th</sup> July 2009	Gaborone Botswana	Implementation of Harmonised Road User Charges System in the SADC Region Workshop
30 <sup>th</sup> to 31 <sup>st</sup> July 2009	Gaborone Botswana	Panel of Experts Working Group to develop guidelines on harmonisation of vehicle fitness in the region workshop
24 <sup>th</sup> to 28 <sup>th</sup> August 2009	Cape Town South Africa	International Road Traffic Safety Management Conference and Awards' function
31 <sup>st</sup> August to 4 <sup>th</sup> September 2009	Windhoek, Swakopmund and Walvis Bay	4 <sup>th</sup> Africa Transportation Technology Transfer Conference

25 <sup>th</sup> to 27 <sup>th</sup> October 2009	Cape Town South Africa	PIARC International Seminal on Promoting Road Safety for Vulnerable Road Users
26 <sup>th</sup> to 27 <sup>th</sup> November 2009	Arusha Tanzania	gTKP/IRF/TARA Convention on Rural Roads
18 <sup>th</sup> February 2010	Lusaka Zambia	Seminar on the Southern Africa Intergrated Regional Program Formulation Study
10 <sup>th</sup> to 13 <sup>th</sup> May 2010	Johannesburg South Africa	Annual Africa Roads 2010 Workshop
7 <sup>th</sup> to 10 <sup>th</sup> June 2010	Johannesburg South Africa	Africa Roads Safety Indaba
28 <sup>th</sup> to 29 <sup>th</sup> June 2010	Gaborone, Botswana	Harmonisation of Road Safety Management in SADC Workshop
16 <sup>th</sup> to 19 <sup>th</sup> August 2010	Pretoria South Africa	South African Transport Conference and Exhibition
23 <sup>rd</sup> to 27 <sup>th</sup> August 2010	Pretoria South Africa	Public Private Partenership (PPP) Training for RECs
14 <sup>th</sup> to 20 <sup>th</sup> September 2010	Sandton South Africa	Coaching session on Dissertation
5 <sup>th</sup> to 6 <sup>th</sup> October 2010	Johannesburg South Africa	ASANRA Workshop on Best Practice Arrangements Between Road Funds and Road Agencies and Findings on Commercialised Road Management
31 <sup>st</sup> January to 4 <sup>th</sup> February 2011	Johannesburg south africa	SADC Retreat
4 <sup>th</sup> to 5 <sup>th</sup> Arpil 2011	Swakopmund Namibia	PIARC International Seminar on Road Asset Management

## **ANNEX IV**

### **MEETINGS ORGANISED AND/OR ATTENDED BY ASANRA**

**2001 – 2011**

*(INFORMATIONA INCLUDED COVERS 2008 TO-DATE)*

DATE	VENUE	MEETING DETAILS
14 <sup>th</sup> February 2008	Gaborone Botswana	Kick Off meeting for the Road Network Management and Finance Committee Project
18 <sup>th</sup> March 2008	Johannesburg South Africa	ASANRA/ADB/DBSA meeting
2 <sup>nd</sup> to 5 <sup>th</sup> June 2008	Namibia	Review of Implementation of Infrastructure Development of SADC Corridors
9 <sup>th</sup> to 10 <sup>th</sup> June 2008	Pretoria, South Africa	SADC Review meeting on Harmonization of vehicle regulations and standards
11 <sup>th</sup> to 12 <sup>th</sup> June 2008	Pretoria, South Africa	Implementation of Harmonised Road User Charges Systems in the SADC Region
3 <sup>rd</sup> July 2008	Johannesburg, South Africa	Contract Negotiation meeting Translation of SATCC Specs and code of Practice into Portuguese
4 <sup>th</sup> July 2008	Johannesburg, South Africa	Road Safety Steering Committee Meeting
9 <sup>th</sup> July 2008	Maseru Lesotho	SADC Senior Officials and Transport and Meteorology Ministers' Meeting
8 <sup>th</sup> to 12 <sup>th</sup> August 2008	Pretoria South Africa	Regional Technology Transfer; Research and Development Committee Meetings
27 <sup>th</sup> October 2008	Gaborone, Botswana	Road Network Committee Meeting
12 <sup>th</sup> December 2008	Johannesburg South Africa	Translation Project Contract Meeting

16 <sup>th</sup> to 17 <sup>th</sup> February 2009	Kasane Botswana	Prebudget consultative meeting
20 <sup>th</sup> to 22 <sup>nd</sup> February 2009	Johannesburg South Africa	South Africa Trade Nub meeting
11 <sup>th</sup> to 15 <sup>th</sup> May 2009	Swakopmund Namibia	2009 SADC Ministers Meeting on Transport and Meteorology
12 <sup>th</sup> June 2009	Pretoria South Africa	Regional Technology Transfer Committee Meeting
04 <sup>th</sup> November 2009	Maputo Mozambique	2nd Interin Meeting Between ASANRA, SSI, SEED & CPG
16 <sup>th</sup> to 18 <sup>th</sup> February 2010	Cape Town South Africa	ASANRA Committee Meetings (Road Safety; Road Network Management and Financing & Research and Development committees)
22 <sup>nd</sup> to 23 <sup>rd</sup> March 2010	Johannesburg South Africa	Project Meetings; Database Review and Update meetings
12 <sup>th</sup> to 16 <sup>th</sup> April 2010	Livingstone, Zambia	SADC Surface Transport sub sectoral committees (SCOMs) meeting
28 <sup>th</sup> May 2010	Pemba, mozambique	2010 SADC Minister's Meeting on Transport and Meteorology
28 <sup>th</sup> January 2011	Pretoria South Africa	ASANRA Construction and Maintenance Project Meeting
22 <sup>nd</sup> March 2011	Gaborone Botswana	ASANRA Road Safety Committee Meeting
23 <sup>rd</sup> to 24 <sup>th</sup> March 2011	Gaborone Botswana	SADC Road Safety Committee meeting

## **ANNEX V**

### **ASANRA WEBSITE LAUNCH PRESS RELEASE**



## ASSOCIATION OF SOUTHERN AFRICAN NATIONAL ROADS AGENCIES (ASANRA)

### PRESS RELEASE

#### LAUNCH OF WEBSITE

The Association of Southern Africa National Road Agencies (ASANRA) is pleased to announce the launch of its website: [www.asanra.int.mw](http://www.asanra.int.mw)

ASANRA was established in March 2001 in line with the SADC protocol on Transport, Communications and Meteorology with the vision of creating a harmonised, safe, effective, efficient and sustainable world-class road transport system at reasonable cost in the region. The goal of ASANRA is to enhance regional policy coordination and road transport system integration in order to improve intra-regional road transport efficiency and lower transport costs. It implements strategic activities through six thematic areas of road network management and financing, construction and maintenance, materials and design standards, road safety, research and development and regional technology transfer and capacity building.

The association is a forum for networking on policy formulation and technical exchange among industry and professionals in the transport sector in the region. As a consultative member of the SADC Sub-Sectoral Committee on road reform programmes, it represents member interests at all relevant SADC meetings and other forums where SADC is represented. ASANRA hosts a research database where members and other stakeholders can access valuable research outputs and documentation. ASANRA website will offer a formidable discussion forum on contemporary industry specific topics.

The transport sector industry, academia and other interested stakeholders are welcome to visit ASANRA website for registration where you could participate as subscriber, contributor or author. You may also join the association as associate or full member. For further details, you may contact the secretariat on:

ASANRA Secretariat

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## **ANNEX VI**

### **PROJECT PROFILES**

**2001 – 2011**

*(PROFILES INCLUDED WHERE DATA AVAILABLE)*

<b>PROJECT PROFILE</b>			
<b>PROJECT ID No.</b>	<b>CONTRACT No.</b>	<b>PROGRAMME</b>	<b>PROFILE UPDATE</b>
1.1.4	ASANRA/SC.1/4,6,7,07	Road Network Management And Financing	19/04/2011
<b>PROJECT TITLE</b>		Review of RTRN with inclusion of Democratic of Congo links.	
<b>OBJECTIVE</b>		Re-definition, updating and expansion of the Regional Trunk Road Network in all SADC countries including the DRC links	
<b>PROJECT ACTIVITIES</b>		a) Review status quo of the RTRN; b) Assess the objectives and the need for re-defining the RTRN; c) Recommend the revised SADC RTRN including the DRC links and; d) Identification of priority project on the RTRN.	
<b>SERVICE PROVIDER</b>		Africon in association with Infra-Africa	
<b>COMMENCEMENT DATE</b>		-	
<b>CONTRACT PERIOD</b>		Ten (10) calendar months	
<b>COMPLETION DATE</b>		30 <sup>th</sup> September 2009	
<b>CONTRACT SUM</b>		US\$214,294.75 (1.1.4, 1.1.6 and 1.1.7 combined)	
<b>FUNDING</b>		ASANRA	
<b>% OF TIME ELAPSED</b>		N/A (Project completed)	
<b>OVERALL % OF SERVICES DONE</b>		100%	
<b>EXPLANATION OF DELAY</b>		N/A (Project completed)	
<b>REMEDY FOR THE DELAY/OBSERVATION ON THE PROGRESS</b>		N/A (Project completed)	
<b>OUTPUT</b>		Revised RTRN totaling 62,674km retaining original road numbering system was developed.	

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<b>NEXT ACTION</b>	a) Follow up with SADC secretariat regarding the adoption of the revised RTRN and; b) Next review scheduled for 2012.
<b>RECOMMENDATION</b>	Secretariat to post revised RTRN on Website.

<b>PROJECT PROFILE</b>			
<b>PROJECT ID No.</b>	<b>CONTRACT No.</b>	<b>PROGRAMME</b>	<b>PROFILE UPDATE</b>
1.1.6	ASANRA/SC.1/4,6,7,07	Road Network Management And Financing	19/04/2011
<b>PROJECT TITLE</b>		Guidelines for harmonisation of condition reporting.	
<b>OBJECTIVE</b>		Harmonization of condition reporting for road networks in the SADC and in particular for the RTRN	
<b>PROJECT ACTIVITIES</b>		a) Evaluation of available data and; b) Design of appropriate condition reporting format;	
<b>SERVICE PROVIDER</b>		Africon in association with Infra-Africa	
<b>COMMENCEMENT DATE</b>		-	
<b>CONTRACT PERIOD</b>		Ten (10) calendar months	
<b>COMPLETION DATE</b>		30 <sup>th</sup> September 2009	
<b>CONTRACT SUM</b>		US\$214,294.75 (1.1.4, 1.1.6 and 1.1.7 combined)	
<b>FUNDING</b>		ASANRA	
<b>% OF TIME ELAPSED</b>		N/A (Project completed)	
<b>OVERALL % OF SERVICES DONE</b>		100%	
<b>EXPLANATION OF DELAY</b>		N/A (Project completed)	
<b>REMEDY FOR THE DELAY/OBSERVATION ON THE PROGRESS</b>		N/A (Project completed)	
<b>OUTPUT</b>		Recommendations: a) Roughness Measurements be used as primary standardised reporting for road condition of the RTRN, followed by Rutting in a second phase, and Texture in a third phase; b) Measurements for roughness, rutting and texture should be classified into Sound (Green), Warning (Orange) and Severe (Red) categories; c) Harmonised condition indicators:	

	<ul style="list-style-type: none"> <li>i. Roughness Condition Category Exposure (RoCCE) (compulsory);</li> <li>ii. Rutting Condition Category Exposure (RuCCE) (where possible now) and;</li> <li>iii. Texture Condition Category Exposure (TCCE) (where possible now)</li> </ul> <p>Recommendations were adopted by standing committee on 17<sup>th</sup> February 2010 at Cape Town South Africa and board on 22<sup>nd</sup> April 2010 at Pretoria South Africa as follows:</p> <ul style="list-style-type: none"> <li>a) Roughness measurements be used as primary standardized reporting for road condition of the RTRN followed by Rutting in a second phase and and Texture in a third phase;</li> <li>b) SADC member states not doing Roughness measurements should upgrade to measure roughness on RTRN;</li> <li>c) Roughness, Rutting and Texture measurements should be classified into Sound, Warning and Severe, respectively.</li> </ul>
<p><b>NEXT ACTION</b></p>	<p>Revision of RTRN scheduled for 2012/13 annual work programme.</p>
<p><b>RECOMMENDATION</b></p>	<p>Secretariat to monitor implementation of recommendations by integrating RTRN condition reporting by member states on ASANRA website.</p>

<b>PROJECT PROFILE</b>			
<b>PROJECT ID No.</b>	<b>CONTRACT No.</b>	<b>PROGRAMME</b>	<b>PROFILE UPDATE</b>
1.1.7	ASANRA/SC.1/4,6,7,07	Road Network Management And Financing	19/04/2011
<b>PROJECT TITLE</b>		Development of GIS-based regional road map	
<b>OBJECTIVE</b>		The development of GIS-based Regional Road Map	
<b>PROJECT ACTIVITIES</b>		a) Evaluation of available data; b) System design and; c) Evaluation of mapping facilities and recommendations.	
<b>SERVICE PROVIDER</b>		Africon in association with Infra-Africa	
<b>COMMENCEMENT DATE</b>		-	
<b>CONTRACT PERIOD</b>		Ten (10) calendar months	
<b>COMPLETION DATE</b>		30 <sup>th</sup> September 2009	
<b>CONTRACT SUM</b>		US\$214,294.75 (1.1.4, 1.1.6 and 1.1.7 combined)	
<b>FUNDING</b>		ASANRA	
<b>% OF TIME ELAPSED</b>		N/A (Project completed)	
<b>OVERALL % OF SERVICES DONE</b>		100%	
<b>EXPLANATION OF DELAY</b>		N/A (Project completed)	
<b>REMEDY FOR THE DELAY/OBSERVATION ON THE PROGRESS</b>		N/A (Project completed)	
<b>OUTPUT</b>		Recommendations: a) Establishment of Road Asset Management (RAMS) support unit in ASANRA secretariat and; b) ASANRA should adopt a centrally based web application.  Recommendations were adopted by standing committee on 17 <sup>th</sup> February 2010 at Cape Town South Africa and board on 22 <sup>nd</sup> April 2010 at Pretoria South Africa as	

	<p>follows:</p> <ul style="list-style-type: none"> <li>a) SANRAL to have centrally based web application GIS base where shared files of GIS maps will be uploaded into existing system and made available on the internet or use Google earth for uploading the RTRN;</li> <li>b) Members will be responsible for populating the RTRN links and send to SANRAL for uploading and;</li> <li>c) RTRN web based map to have following colour codes: green for sound, orange for warning, red for severe.</li> </ul>
<p><b>NEXT ACTION</b></p>	<p>Standing committee to follow up regarding population of RTRN links by member states.</p>
<p><b>RECOMMENDATION</b></p>	<ul style="list-style-type: none"> <li>a) Secretariat to monitor implementation by linking GIS map to ASANRA website and;</li> <li>b) Provide technical support (local expert) to member states in population of RTRN links through 2011/12 annual work programme, project 2.1.3.</li> </ul>

<b>PROJECT PROFILE</b>			
<b>PROJECT ID No.</b>	<b>CONTRACT No.</b>	<b>PROGRAMME</b>	<b>PROFILE UPDATE</b>
1.1.5	8 ACP RAU 013	Road Network Management And Financing	19/04/2011
<b>PROJECT TITLE</b>		Guideline on development models for road User Charging.	
<b>OBJECTIVE</b>		<ul style="list-style-type: none"> <li>a) Development of a strategy for the sustainable recovery of costs related to the use of roads in SADC member states and;</li> <li>b) Development of documentation for the implementation of harmonized cross border road user charges</li> </ul>	
<b>PROJECT ACTIVITIES</b>		<ul style="list-style-type: none"> <li>a) Collection of data on all charges payable by road users in the SADC Member States;</li> <li>b) Data collection and developing modalities for future data updating;</li> <li>c) Identification of alternative technical solutions to collecting the road user charges;</li> <li>d) Analysis of alternative technical solutions;</li> <li>e) Consultation meeting with decision makers/stakeholders to identify the preferred technical solutions</li> <li>f) Preparation of implementation manual and MOU and;</li> <li>g) Preparation of a regional implementation plan.</li> </ul>	
<b>SERVICE PROVIDER</b>		Africon	
<b>COMMENCEMENT DATE</b>		-	
<b>CONTRACT PERIOD</b>		-	
<b>COMPLETION DATE</b>		2007	
<b>CONTRACT SUM</b>		-	
<b>FUNDING</b>		SADC Regional Authorizing Officer	
<b>% OF TIME ELAPSED</b>		N/A (Project completed)	
<b>OVERALL % OF SERVICES DONE</b>		100%	
<b>EXPLANATION OF DELAY</b>		N/A (Project completed)	

<p><b>REMEDY FOR THE DELAY/OBSERVATION ON THE PROGRESS</b></p>	<p>N/A (Project completed)</p>
<p><b>OUTPUT</b></p>	<p>Recommendations:</p> <ul style="list-style-type: none"> <li>a) Revision of Regional Trunk Road Network</li> <li>b) Consolidation of types of charge payable at the border posts;</li> <li>c) Proposed transit charges based on vehicle weight and distance travelled;</li> <li>d) Solutions for collection of charges: measurement, payment and collection methods and;</li> <li>e) Regional implementation plan.</li> </ul>
<p><b>NEXT ACTION</b></p>	<p>Revision of Regional Trunk Road Network scheduled for 2012/13 annual workplan.</p>
<p><b>RECOMMENDATION</b></p>	<p>Standing committee to follow up on implementation of other recommendations of the study.</p>

<b>PROJECT PROFILE</b>			
<b>PROJECT ID No.</b>	<b>CONTRACT No.</b>	<b>PROGRAMME</b>	<b>PROFILE UPDATE</b>
2.2.1	N/A	Construction and Maintenance	19/04/2011
<b>PROJECT TITLE</b>		Harmonised guidelines in respect of contract documentation and appropriate methods of contracting	
<b>OBJECTIVE</b>		Establish guidelines for the preparation of harmonized contract documentation and procedures used for road construction and maintenance contracts throughout the region. Through the analysis of the current contract forms used in SADC member countries and elsewhere, best practice will be identified and incorporated into guidelines that will be used by member countries in the production of contract documentation.	
<b>PROJECT ACTIVITIES</b>		<ul style="list-style-type: none"> <li>a) Desk review of contract documentation in use in the ASANRA member countries;</li> <li>b) Investigate the effectiveness of the various contract forms and;</li> <li>c) Produce guidelines that will assist client road agencies to select contract forms that are appropriate for the type of work that are to be carried out.</li> </ul>	
<b>SERVICE PROVIDER</b>		In-house by Implementation Team	
<b>COMMENCEMENT DATE</b>		Ongoing	
<b>CONTRACT PERIOD</b>		Ongoing	
<b>COMPLETION DATE</b>		Ongoing	
<b>CONTRACT SUM</b>		To be determined after procurement of local facilitation expert.	
<b>FUNDING</b>		ASANRA	
<b>% OF TIME ELAPSED</b>		Ongoing	
<b>OVERALL % OF SERVICES DONE</b>		0%	
<b>EXPLANATION OF DELAY</b>		<ul style="list-style-type: none"> <li>a) Piloting new project delivery system;</li> <li>b) Standing committees to agree on terms of reference;</li> <li>c) Member states to submit proposals of Team Leader</li> </ul>	

	<p>and Procurement Specialist.</p> <p>d) Procurement of Team Leader and Procurement Specialist have not commenced.</p>
<b>REMEDY FOR THE DELAY/OBSERVATION ON THE PROGRESS</b>	<p>a) Standing committee to agree terms of reference and submit work plan as a matter of priority and;</p> <p>b) Member states to submit proposal of Team Leader and Procurement Specialist.</p>
<b>OUTPUT</b>	Ongoing
<b>NEXT ACTION</b>	<p>At its next meeting in May, standing committee must:</p> <p>a) agree terms of reference and;</p> <p>b) review and approve shortlist report.</p>
<b>RECOMMENDATION</b>	<p>a) Standing committee to submit agreed terms of reference and work plan;</p> <p>b) Secretariat to issue reminder for submission of expert proposals with deadline.</p> <p>c) Secretariat to prepare prequalification report for consideration of standing committee at next meeting;</p> <p>d) Standing committee to present shortlist report at board meeting for approval by president;</p> <p>e) Secretariat to proceed with selective tender procedure upon approval of shortlist report.</p>

<b>PROJECT PROFILE</b>			
<b>PROJECT ID No.</b>	<b>CONTRACT No.</b>	<b>PROGRAMME</b>	<b>PROFILE UPDATE</b>
1.3.1	ASANRA/SC.3/3.1/09	Materials and Design Standards	19/04/2011
<b>PROJECT TITLE</b>		Updating of SATCC specs and Codes of Practice including translation into French and Portuguese.	
<b>OBJECTIVE</b>		Translate the five electronic SATCC Standard Specifications and Codes of Practice into Portuguese, naturally and accurately, without causing confusion to readers in Portuguese.	
<b>PROJECT ACTIVITIES</b>		a) Inception report; b) Draft final translation report; c) Comments and approval of draft report and; d) Final translated documents.	
<b>SERVICE PROVIDER</b>		SSI, SEED and CPG Joint Venture	
<b>COMMENCEMENT DATE</b>		19 <sup>th</sup> May 2009	
<b>CONTRACT PERIOD</b>		Six (6) Calendar months	
<b>COMPLETION DATE</b>		5 <sup>th</sup> September 2010	
<b>CONTRACT SUM</b>		US\$324,863.50	
<b>FUNDING</b>		ASANRA	
<b>% OF TIME ELAPSED</b>		N/A (Completed)	
<b>OVERALL % OF SERVICES DONE</b>		100%	
<b>EXPLANATION OF DELAY</b>		N/A (Completed)	
<b>REMEDY FOR THE DELAY/OBSERVATION ON THE PROGRESS</b>		N/A (Completed)	
<b>OUTPUT</b>		a) Translated documents and; b) Project steering committee agreed words that could not be translated due to lack of common meaning could be updated during use.	

<b>NEXT ACTION</b>	N/A
<b>RECOMMENDATION</b>	N/A