PLENARY SESSION 2

FROM PERIODIC INSPECTION TO WHOLE LIFE COMPLIANCE

SEOUL > 2 - 4 April 2019
Soames Job

Global Lead Road Safety and Head of the Global Road Safety Facility (GRSF)

World Bank
World Bank
Commitments and Activities
for Road Safety

CITA International Conference
Seoul, April, 2019

Dr Soames Job
Global Lead Road Safety World Bank
Head of The Global Road Safety Facility

sjob@worldbank.org
This address: 3 core messages

1. The Global Road Safety Crisis & Economic Costs

2. World Bank & Global Road Safety Facility
   - What we are and do

3. Critical Role of Vehicles in road safety
   - Action to facilitate vehicle safety
The Road Safety Crisis is Worsening

- We will not meet the United Nations Decade target or the SDG targets
- $2013 = 1.25$ million deaths
- $2016 = 1.35$ million deaths
The Road Safety Crisis is Worsening

- We will not meet the United Nations Decade target or the SDG targets

- 2013 = 1.25 million deaths
- 2016 = 1.35 million deaths

Simple extrapolation:............Brutal prediction:

The decade 2021 to 2030 = 17.4 million deaths and 500m+ injuries
Road crashes are the scale of a World War.
Economic consequences of crashes

- Crash deaths & injuries cost 3-7% of GDP each year in LMICs
- Q: Does halving deaths & injuries = more GDP growth?
- A: YES: Economic analysis of 5 countries by World Bank Bank/GRSF
  - GDP grows faster: 7% to 22% more over 24 years
  - For some countries almost an extra 1% per year.

Road safety = good economic investment
The World Bank

- The World Bank …not a normal Bank… assists LMICs.
- Twin Objectives:
  - Eliminate poverty & increase shared prosperity
- Total World Bank portfolio 1748 projects of $242 billion
- Transport GP: 181 projects & $38 billion
- Many critical road safety components in projects
The Global Road Safety Facility (GRSF)

The Global Road Safety Facility (GRSF):
- a global donor-based fund
- hosted by the World Bank

Objectives: Strengthen global, regional and country capacity (especially LMICs), provide evidence based guidance, scale up road safety funding, and mainstream road safety in World Bank projects.
GRSF Current Donors and Funders

US$70m total (donors & funders)- with huge leveraging
GRSF Globally influential reports
Measuring progress and projecting attainment on the basis of past trends of the health-related Sustainable Development Goals in 188 countries: an analysis from the Global Burden of Disease Study 2016

Re-invigorating and refining Safe System advocacy

Global, regional, and national disability-adjusted life-years (DALYs) for 333 diseases and injuries and healthy life expectancy (HALE) for 195 countries and territories, 1990–2016: a systematic analysis for the Global Burden of Disease Study 2016

Should We Treat Fatal and Injury Crashes Differently for Road Safety Treatment Selection? The Evidence says Sometimes Yes Sometimes No

Abstract

Two opposing views exist regarding use of fatal versus injury crashes to guide selection of road safety treatments. The information presented here was part of a broader analysis of the performance of road safety treatments. We present the analysis with a focus on crashes that result in death. This is a crucial area for focus because the methods used to designate a crash as fatal or injury vary by jurisdiction and may affect analyses and decisions. We develop methods that are applicable to both fatal and injury crashes and, in doing so, identify some complicating factors that need to be addressed.
The World Bank & the Global Road Safety Facility:
e.g., in LIC: Nepal

Before

During

After
Fundamental Roles of Vehicles in Road Safety

- Do not contribute to a crash (avoid vehicle failure)
- Minimize the risk of human error (good ergonomics)
- Facilitate crash avoidance
- Protect people in the event of a crash (Passive safety)
- [Autonomous vehicles: Eventually, take the human out of the equation]
Fundamental Roles of Vehicles in Road Safety

- Autonomous vehicles - long way off for LMICs (93% of crash deaths)
- Will take a lot of factors (& stakeholders) out of the road safety field: great
- Vehicle inspectors will still be essential.
VEHICLE REGULATION & INSPECTION for ROAD SAFETY

- Most apparent roles of initial and regular inspections: Check existence and maintenance of all the features which deliver safety roles just noted

- Less apparent:
  - Facilitates and adds credibility to vehicle registration, which is vital to enforcement processes especially automated enforcement
  - Flow on impacts: Reduce risk
Flow-on......
Lack of Vehicle regulation and inspection =
1. high-risk modifications
2. high risk usage
3. overloading
Vehicles

CITA-GRSF partnership

- AVIS (Audit of Vehicle Inspection Scheme) process and value for Road Safety- in CITA Annual report
- AVIS in Togo funded by GRSF to CITA
- CITA since became a donor to GRSF
- Plans for this funding:
  - Another AVIS
  - Report on Vehicle safety issues
Inspections critical for safety in LMICs

(and HICs): Vehicle safety issues under-estimated in HICs and don’t count where vehicle fails to save a life even if the crash happens.

AVIS process add value for RS- Details in CITA Annual report
1. WB, analytic/policy guidance on MOTORIZATION MANAGEMENT

- Funded by Korean Green Growth Trust Fund, and included Korea Transport Safety Authority and CITA as partners.

2. Another AVIS is in development

3. CITA is a donor to GRSF:

- CITA is a key member of the GRSF Board, bringing vehicle issues into focus

Further plans for the funding: Report/Guide on the value of and policies for sound Vehicle Inspection Schemes
I promised 3 core messages

- Road deaths and injuries are a global crisis of huge economic cost
- The WB and GRSF are playing key roles in addressing this crisis
- Vehicle safety matters in the road safety crisis, and the activities of CITA & GSRF/WB in partnership are vital in addressing this
Thank you for your attention

Soames Job
Walter Nissler

Chief of Vehicle Regulations and Transport Innovations Section
UN ECE
Activities of the United Nations in Road Safety:
UN Road Safety Trust Fund &
The UN 1997 Agreement on Periodic Technical Inspections

CITA 2019 Conference
2 - 4 April 2019, Seoul

Sustainable Transport Division
UNECE and Road Safety

Sustainable Transport Division
58 Conventions
global outreach

Number of agreements

Harmonization of
freight transport
carriage of goods

Convention on
Road Traffic

Inland Waterways
Transport

Road Traffic

International
Carriage of
Dangerous Goods
by Road

ADR

International
Carriage of
Dangerous Goods
by Rail

ADN

International
Carriage of
Dangerous Goods
by Inland Waterways

ATP

World Forum
Harmonization of
Vehicle Regulations

TIR

International
Regulations
for TIR

CMR

Convention
for the
International
Carriage of
Dangerous
Goods in Goods
in Transit
The 6 most important Conventions for Road Safety

- 1949 and 1968 Convention on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations
- 1997 Agreement Concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections
- 1998 Agreement on Global technical regulations for wheeled vehicles, equipment and parts which can be fitted and/or be used on wheeled vehicles
- 1957 European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)
The Agenda 2030 and Road Safety
The Sustainable Development Goals (SDGs)

Two targets are directly relevant for road safety

3.6. By 2020, halve the number of global deaths and injuries from road traffic accidents.

11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.
UN and Road Safety

UN Secretary General’s Special Envoy on Road Safety

- United Nations Secretary General Ban Ki-Moon announced on 20 April 2010 the appointment of Janet Eloff as his Special Envoy for Road Safety.
- To help mobilise sustained political commitment at the global level towards making road safety a priority worldwide.
- UNECE, which is the custodian of the UN road safety legal instruments, will act as the secretariat for the Special Envoy.
GLOBAL ROAD SAFETY PERFORMANCE TARGETS

**Target 1:** By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.

**Target 2:** By 2020, all countries accede to one or more of the core road safety-related UN legal instruments.

**Target 3:** By 2020, all new roads achieve technical standards for all road users that take into account road safety, or meet a three-star rating or better.

**Target 4:** By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.

**Target 5:** By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high-quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.

**Target 6:** By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.

**Target 7:** By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.

**Target 8:** By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.

**Target 9:** By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.

**Target 10:** By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.

**Target 11:** By 2030, all countries to enact regulations for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.

**Target 12:** By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.
UNRSTF Global Framework Plan of Action for Road Safety

- Adopted under the United Nations Road Safety Trust Fund
- Will guide project financing and coordination under the Trust Fund
Holistic approach with the Safe System principles
(Consultation paper for the establishment of UNRSTF, 2017, p. 10)

Holistic and integrated approach recognizing the Safe System principles and promoting costs-efficient approaches
(Terms of Reference for UNRSTF, p. 4)

Performance of a fund greatly depends on the quality of its allocation decisions, the fund results framework and its underlying theory of change
(UNDG Guidance on Establishing, Managing and Closing Multi-donor Trust Fund, p.14)

Build on the experience of best performers
Where to start?

Global Framework Plan of Action for Road Safety

- Evolves from the Global Plan for the Decade of Action for Road Safety:
  - five pillars for road safety as the essential blocks for creating sound national road safety systems
  - safe system approach
- Is specific on (interconnected) actions across areas to be taken by different actors
- Covers any action necessary for attaining the 12 road safety performance targets
Global Framework Plan of Action for Road Safety

This area focused on rules and standards for admission of vehicles to traffic should comprise the following action:

1) Adopt rules for registration of vehicles that include strict vehicle inspection schemes
2) Adopt rules on vehicle’s identification marks
3) Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second hand vehicles (braking, electronic stability control, steering, tires, lighting and lighting devices, safety belts, child restraint anchorages (ISOfix), crash protection against front-, lateral- and pole-side- impact, pedestrian protection, child restraint systems and helmets, front and rear underrun protection, safety glazing)
4) Put in place a regime for vehicle certification for both new and/or imported second hand vehicles with requirements for the certification processes, designation of technical services and/or inspectors, their facilities and knowledge, quality control and conformity of production and/or market surveillance.
5) Put in place a regime for periodic technical inspection of vehicles in use (registered) with requirements of scope, frequency of inspections, inspection items, test methods
Global Framework Plan of Action for Road Safety

This area focused on certification and inspections by qualified inspectors should comprise the following action:

1) Authorize inspection centers, which may include privately operated workshops, for technical inspections and supervise and audit inspection centers
2) Carry out road side technical checks including load securing (police and technical inspectors, enforcement technology e.g. mobile testing stations, portable inspection tools)
3) Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections
4) **Undertake import/export control on new and used vehicles**
5) Apply effectively penalties for use of vehicles with expired certificates
6) Apply effectively penalties to inspection centers and use anti-corruption mechanism
7) Assess effectiveness of vehicle enforcement activities by use of appropriate indicators
8) Ensure sufficient budget for inspection, supervision and audit
Global Framework Plan of Action for Road Safety

This area focused on awareness-raising for users and training for inspectors should comprise the following actions:

1) Conduct campaigns to raise general awareness of safety benefits from safety systems of vehicles and proper equipment, importance of continuous vehicle-maintenance and proper use of safety related systems and equipment.

2) Carry out targeted campaigns for specific groups of users (e.g. equipment for safe transport of children in vehicles, motorcycle helmets)

3) Train, re-train and test inspectors to carry out high quality inspection and technical check

4) Assess effectiveness of education activities by use of appropriate indicators

5) Ensure adequate budget for education and training
Global Framework Plan of Action for Road Safety

- International regulatory support
  - Core United Nations conventions on road safety
    - 1949 Convention on Road Traffic
    - 1968 Convention on Road Traffic
    - 1968 Convention on Road Signs and Signals
    - 1970 European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport
    - 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations (Revision 3)
    - 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspections
    - 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles
    - 1957 European Agreement concerning the International Carriage of Dangerous Goods by Road
Why does it matter?

Why vehicle regulations (new vehicles) ?

Several versions of a given model are built, because:

- Left Hand Drive
- Right Hand Drive
- The US/Canada version
- The Rest of the World (e.g. for countries with low fuel quality)...

Same type
Same model
Same brut price

Different safety depending on national legal requirements
(no airbags, lower quality material, less welding points, fewer structure components, etc...)
The most important UN Vehicle Regulations to make a change to road safety

<table>
<thead>
<tr>
<th>Topic</th>
<th>Passenger cars</th>
<th>PTWs</th>
<th>Commercial vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brakes</td>
<td>R13/ABS 3</td>
<td>R13</td>
<td>R13 (incl. EVSC)</td>
</tr>
<tr>
<td>Electronic Stability Control</td>
<td>R13/ABS 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Steering</td>
<td>R 79</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tyres</td>
<td>R 30/GTR 16</td>
<td>R75</td>
<td>R 54</td>
</tr>
<tr>
<td>Mechanical couplings</td>
<td>R 54</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Helmets</td>
<td>R 16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety belts anchorages</td>
<td>R 14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety belts</td>
<td>R 16</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seats/ head restraints</td>
<td>R 41</td>
<td></td>
<td>R 54</td>
</tr>
<tr>
<td>Frontal collision</td>
<td>R 54</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lateral collision/ pole side impact</td>
<td>R 13/ GTR 14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian safety</td>
<td>R 127/GTR 9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General safety</td>
<td>R 107</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buses and coaches</td>
<td>R 43/GTR 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Safety glazing</td>
<td>R 43</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Devices for indirect vision</td>
<td>R 46</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Underrun protection</td>
<td>R 58 R 93</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lighting and light installation</td>
<td>R 48</td>
<td>R 53, R 74</td>
<td></td>
</tr>
<tr>
<td>Installation of lighting</td>
<td>R 48</td>
<td></td>
<td>R 48</td>
</tr>
</tbody>
</table>
Why does it matter?

Why PTI?

• Evidence base:
  • Technical defects related to fatal accidents (based on in-depth accident analysis)
    • 8 to 15% in high income countries (EU)
    • 15 to 25% in middle income countries
  • 1997 Agreement
    • New specifications for new technologies
    • Towards continuous compliance

Example of results of technical roadside inspections (Austria ’08)
Principal Elements of the **1997 Agreement**

**Resolution R.E.6** test-equipment, skills & training of inspectors, supervision of test centers

- UN Rule No. 1: For environmental issues
- UN Rule No. 2: For safety inspection
- [UN Rule No. 3]: LNG/LGP/CNG fueled vehicles
- [UN Rule No. 4]: EV and HEV vehicles

With the latest amendments to the 1997 Agreement and the new UN Rule Nos. 3 & 4, the **1997 Agreement is the global lead legislation for PTI**.
Import/export of used vehicles

• The Inland Transport Committee (ITC) discussed together with UNEP:
  • The safety and environmental issues due to inefficient import/export of used vehicles
  • #roadworthiness, #De-content, #re-use, #spareparts

• Some quick measures are in place
  • E.g. restriction on the age of vehicle and other administrative (paperwork) actions. Effectiveness questioned.

• Technical experts believe in real checks and are exploring the benefits of:
  • PTI before export
  • (Random) PTI at import before vehicle registration (to check against export PTI)

• The technical provisions under the 1997 Agreement provide an excellent basis for such inspections

• Full coverage of various aspects for import/export of used vehicles in the plan of UNRSTF
Automated / autonomous and connected vehicles

- New technologies
- Sensors
- Driving system
- Connectivity V2V, V2I, V2X
- Software updates over the air
- Maps
- Artificial intelligence

Whole Life Compliance needed
Thank you
Walter.Nissler@un.org
Paul Koffi KOFFI

Commissioner in Charge of Community Land Planning and Transport Department
UEMOA - WAEMU
SITUATION DE LA SECURITE ROUTIERE
DANS LA ZONE UEMOA

Présenté par M. Paul Koffi KOFFI
Commissaire chargé du DATC

Séoul , le 02 Avril 2019
I. CONTEXTE

II. SITUATION DES ACCIDENTS DE LA CIRCULATION DANS LES ETATS MEMBRES DE L’UEMOA

III. MESURES ET DISPOSITIONS COMMUNAUTAIRES EN MATIERE DE SECURITE ROUTIERE

IV. CONCLUSION
I. CONTEXTE

Les accidents de la circulation

Parmi les fléaux dévastateurs de nos sociétés au cours de ces dernières années

Causés en partie par le mauvais état des véhicules

En 2020, sans mesures correctrices, forte probabilité que les accidents occupent le 3ème rang mondial (OMS)

9ème /10 du classement des 10 principales causes du fardeau mondial des maladies
I. CONTEXTE

Situation des accidents de la route dans le monde

- En moyenne 1, 2 - 1, 3 millions de morts et 50 millions de blessés par an dans le monde (OMS)
- 1ère cause de mortalité des enfants de 15 à 29 ans
- 2ème cause de mortalité des acteurs de développement âgés de 30 à 44 ans
- Au moins 500 milliards de dollars US de pertes en termes socio-économiques, soit 1 à 2% du PNB des économies des Etats
- Taux de mortalité moyen mondial : 18 tués /100 000 habitants.
1. CONTEXTE

Situation en Afrique

- Mortalité routière: 48 tués pour 100 000 habitants (OMS)

- 90% des victimes d'accidents routiers dans les pays à revenus faible et moyen, notamment les États membres de l'UEMOA
II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L’UEMOA

Moyenne annuelle: 4 000 tués et 300 000 blessés

Chiffres sous-estimés en raison de l’état des systèmes de collecte et des réticences des populations aux déclarations des cas d’accidents.

Taux de mortalité routière moyen actuel : 32 tués pour 100 000 habitants
II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L’UEMOA

Facteurs explicatifs

• Facteur humain
• Etat des véhicules
• Etat des routes
• Gouvernance en matière de sécurité routière
II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L’UEMOA

Facteur humain

• Faiblesses du système de formation à l’obtention du permis de conduire
• Certaines auto-écoles bien que non agréées, exercent et délivrent des permis de conduire (sujets à caution)
• Absence de politique de recyclage systématique
• Milieu dominé par l’informel
II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L’UEMOA

Etat du véhicule

- Non respect des périodes d’inspection technique
- Possibilité de circuler sans la visite technique (papillon)
- Tolérance dans certains Etats membres de la circulation des véhicules sans immatriculation/banalisés
- Métiers de la maintenance auto très répandus mais informels
II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L’UEMOA

Etat des routes

• Mauvais état des routes
• Routes en bon état, mal entretenues
• Difficultés à recouvrer les droits et taxes dans un cadre de gouvernance informelle
• Moyens des Etats limités pour financer de manière adéquate, la construction, la gestion et l’entretien du réseau routier
II. SITUATION DE LA SECURITE ROUTIERE DANS LES ETATS MEMBRES DE L’UEMOA

Gouvernance en matière de sécurité routière

- Centres d’inspection technique des véhicules non encore mis aux normes dans tous les Etats membres
- Manque d’équipements adéquats pour appliquer la réglementation routière (alcooltest, radar, surcharge à l’essieu, ...)
- Trafic d’influence sur les autorités chargées de l’inspection technique automobile
- Corruption des acteurs du transport
Depuis 2007, mise en œuvre par la Commission de l’UEMOA, d’un programme prioritaire de sécurité routière Pour faire face à la question de la sécurité routière et à son financement, notamment par des textes portant harmonisation des domaines suivants:

• Cadre de gestion national et régional de la sécurité routière
• Audit de sécurité routière
• Système d’information sur les accidents de la route
• Système de formation à l’obtention du permis de conduire
• Contrôle technique automobile
• Education à la sécurité routière dans les systèmes éducatifs

- 20% de niveau de surcharge à l’essieu contre 40% il y a 2 ans grâce aux actions depuis septembre 2017
- Renforcement des mesures en vue de son application intégrale
Dynamique de l’amélioration de la fluidité routière

- Interconnexion des systèmes douaniers dans la sous-région pour faciliter les procédures de dédouanement
- Développement des programmes routiers dans la sous-région
- Construction et/ou bitumage du réseau routier pour améliorer la qualité du trafic
- Programme de renouvellement du parc automobile et application de la limitation d’âge d’importation
Dynamique de l’amélioration de la fluidité routière

- Mise en place d’un Observatoire régional des transports à partir de l’Observatoire des Pratiques Anormales (OPA) existants qui visent la réduction des barrages, du temps de contrôle et l’éradication du racket
- Suivi renforcé de la mise en œuvre des mesures communautaires
- Renforcement de la synergie avec les États et les Partenaires Techniques et Financiers, notamment la Banque Mondiale, les Nations Unies, l’Union Européenne, la JICA, ...
III. MESURES ET DISPOSITIONS

Situation du financement de la Sécurité routière dans les Etats membres de l’UEMOA

- Financement des structures d’exécution de la politique de sécurité routière par :
  - les budgets des Etats
  - des amendes forfaitaires perçues suite aux infractions constatées, notamment en matière de vitesse,
  - des revenus du contrôle technique automobile, des contributions des compagnies d’assurance, de la rémunération des prestations (en matière de formation)
  - Accessoirement des financements des bailleurs de fonds pour des projets d’investissements (équipements ou constructions).
III. MESURES ET DISPOSITIONS

Situation du financement de la Sécurité routière dans les Etats membres de l’UEMOA

- Ressources publiques parfois en hausse lorsque la sécurité routière est inscrite parmi les priorités gouvernementales
- Affectation systématique de 10% des budgets d’investissements routiers au développement de la sécurité, recommandée par la Communauté internationale des bailleurs de fonds
- Réalisation d’une étude en 2012 pour la mise en place des Fonds Nationaux et du Fonds Régional
- Dispositions des Etats pour la mise en place de ces deux instruments en vue du financement de la sécurité routière.
IV. CONCLUSION
Merci de votre aimable attention
Next session:
Plenary session 3
Grand Ball Room | 01:30 pm

Enjoy the lunch!